

Lower Thames Crossing Task Force Action List

Action	Responsible	Completed?
September meeting		
Councillor B. Little asked if it would be possible for Thurrock to have access to information regarding its own areas. The information would be made available where possible, some could not yet be released as it was still undergoing Highways England's internal assurance policies.	HE	We are currently reviewing the traffic data for the whole of Thurrock and we hope to be able to provide this as soon as possible.
Councillor Piccolo requested data showing the figures for traffic originating in Thurrock or whose final destination was Thurrock, to assess the percentage of traffic that was actually related to Thurrock itself.	HE	We are currently reviewing the traffic data for the whole of Thurrock and we hope to be able to provide this as soon as possible.
The Orsett Cock roundabout would be used by DP World traffic too, so he asked whether it might be possible to move the junction further east to mitigate the number of HGVs forced onto the Orsett Cock roundabout and roads nearby. The Highways England representative agreed to liaise with the engineering department for a response to these points.	HE	<p>We are focused on developing the preferred route which was announced in April 2017. Further refinement work is ongoing.</p> <p>With the latest scheme the Orsett Cock roundabout movements are not affected because the A128/LTC junction link has been removed.</p> <p>The updated LTC/A13 Junction is located to allow for weaving on the A13 between adjacent junctions which are already at their minimum weaving length.</p>
October Meeting		
Updated Survey data	HE	The baseline surveys are ongoing and commenced in August. Once the traffic model is available the relevant air quality assessment and modelling will be undertaken, which we will then share.
The Vice-Chair asked for clarification around the scheme design, such as the possibility of 'cut and cover' or tunnels. He felt the proposal to have	HE	The LTC scheme is still under development and the vertical profile is being

<p>sections of the route elevated to 5-8m would hardly be conducive to minimise the impact on residents. He also noted ambiguity as to whether there would be four or six lanes and requested that Highways England confirm these details. The representatives present were responsible for surveys and the EIA Scoping Report therefore did not have the requested information but it would be fed back outside of the meeting.</p>		<p>reviewed to mitigate any potential local impact.</p> <p>Under the current scheme it will be dual 3 from the A2 up to the A13 junction; and dual 2 from the A13 to the M25. However, we are still reviewing the latest traffic model figures which will need to be validated.</p>
<p>Link to documents outlining decision process</p>	HE	Completed
<p>The Thames Crossing Action Group Representative requested data from Highways England as to the expected difference in air quality impact between route 3 and the A14 route.</p>	HE	<p>Assessments would have been undertaken for the routes that were shortlisted, including route 3. However, the A14 was discounted at an early stage as it “performs poorly against the traffic and economic scheme objectives”. Further information will be provided next week.</p>
<p>The Vice-Chair wished to ask Highways England whether the route would need to go by Chadwell-St-Mary if there were a roundabout at Tilbury, as this would serve the docks. He reiterated that the Council opposed the proposed crossing, but stressed that these questions would need to be asked if the proposal were approved</p>	HE	<p>We are focused on developing the preferred route which was announced in April 2017.</p> <p>The LTC route will bypass Chadwell St-Mary to the north and there will be a separate link road and junction to Tilbury to the south of Chadwell St-Mary. This will result in fewer HGVs using the A1089 and reduce the traffic.</p>
<p>The Thames Crossing Action Group representative requested the Task Force be shown a virtual reality model of the proposed route; which had been presented to other parties.</p>	HE	<p>The visualisation shown at SAP is outdated as the project has developed. However, we have an updated visualisation which we plan to share at the next Task Force meeting.</p>
<p>He also requested full details regarding monies for remedial works on the current crossing to offer better scope on its usage. The Assistant Director of Highways & Transportation clarified that those funds would be the responsibility of a separate division of</p>	HE	<p>Highways England’s Dartford Crossing operations team is currently looking how best to invest the extra £10m</p>

Highways England than the Lower Thames Crossing team however an update could still be obtained.		the SoS announced is being made available to invest in short term improvements at and around the Dartford Crossing. Similarly, the same team is working on a medium term of improvements.
November meeting		
Brian Little raised the suggestion of an 'opt-in' system for residents to allow info to be shared with their Councillors. HE advised they would seek legal advice around possibilities.	HE	<p>It is Highways England policy not to share individuals' personal data with local authorities unless there is a legal obligation to do so. This extends to entering into voluntary data sharing agreements, where the permission of affected landowners would need to be secured in order for their contact details to be shared.</p> <p>However, we are keen to explore how we can work together to help you achieve your objectives without the necessity to share personal data.</p>
Gerard Rice requested large-scale maps be emailed to Members.	HE	Maps were shared with Thurrock Council on 06 December.
<p>If the proposed crossing were to go ahead, Members highlighted the following essential mitigation measures:</p> <ul style="list-style-type: none"> • More tunnelling to reduce impact • Use of cut and cover -especially adjacent to areas of population • Interchange with A13 to be put into Tunnel • Low noise surfacing • Acoustic Fencing • No out of hours working 	HE	A series of meetings is currently being arranged between Thurrock Council and Highways England LTC technical teams (aiming for January 2018) to discuss several design development options and at these mitigation discussions can take place.