

LTC Task Force Paper

Lower Thames Crossing Task Force – Hatch Update (13 December 2021)

1. Introduction

- 1.1. Thurrock Council issued informally the full Hatch Report 'LTC Mitigation Benefits' to Highways England (HE) in mid-November 2020 on a confidential basis. HE's initial response was that the report was both useful, helpful and fair. The Council then published that report on its website on 24 February 2021, together with a public-facing document.
- 1.2. Technical meetings between HE (now National Highways (NH)) and Council officers/consultants began in December 2020 and continue still. These meetings have been helpful in explaining to NH the detailed thinking behind each measure, to determine if further information was required from the Council (it was for several measures and this has been provided) and to discuss how best for NH to satisfy each measure.
- 1.3. Since December 2020 there have now been 18 lengthy meetings and considerable progress has been made towards successfully agreeing how to cover each measure, and some measures have now been technically agreed and will be subject to subsequent Council approval.

2. Where we are in the process to date

- 2.1. Following the formal publication of the Hatch Report in February 2021, Matt Palmer (Executive Director of LTC) emailed the Leader and Portfolio Holder to express HE's position on all the measures in the report on 5 March 2021. Subsequently, the Council responded formally to HE on 16 April 2021, through the Portfolio Holder, setting out the Council's response on each measure and RAG'd (red, amber, green) each measure to indicate both its importance and likely urgency from the Council to satisfy it. No further formal correspondence has been exchanged between HE and the Council on this matter since then.
- 2.2. There have been a series of technical email exchanges on various measures over recent months to provide both further information and funding estimates from the Council and to clarify the actions taken by NH. A further measure was added in discussions with the Portfolio Holder in May 2021 relating to the A13 Trunking, giving a total of 58 measures.
- 2.3. It is worth noting that in the background the Council continues to engage with NH on all the outstanding technical issues as part of the Issues Logs, which will eventually form the Statement of Common Ground (SoCG). Recently NH has undertaken a thorough review of the Issues Logs and there are now well over 3,000 outstanding issues in three categories that the Council now need to audit over the coming weeks and months.
- 2.4. For clarity, to-date no measure has been agreed formally. Some measures have been approved technically, but agreement will be subject to Members subsequent approval, using the appropriate governance route. The technical reviews (and hence technical agreements at that time) were undertaken on the relevant measures, as part of the Council's formal response to the Community Impacts Consultation (CIC), formally issued in early October, following Council approval.
- 2.5. The table below sets out the status and progress of the 58 measures (although some are combined, hence the total is 53 not 58). This status review does not consider the relative importance that might be applied to each of the measures. The RAG explanation may help:
 - **Green** – measure technically agreed (there are now 11 measures)
 - **Amber** – measure close to technical agreement, but awaiting further detailed review by the Council or further information from NH (there are now 20 measures)
 - **Red** – measure unlikely to be determined without further technical/political discussion and/or senior/political involvement (there are now 17 measures, many of which are significant measures unresolved)
 - **Purple** – measure declined by NH (there are now 5 measures)

LTC Task Force Paper

Mitigation		
Ref	Thurrock description	Progress update
M1	Ensure the construction operations cause the minimum level of disruption by phasing activities.	Phasing information was included in the CIC consultation. In addition, Phasing Plans will be shared with the Council and acceptable updated wording has been included in the CoCP Section 4.3.4), as noted in the Council's CIC response.
M2	Ensure the construction operations cause the minimum level of disruption by locating compound sites away from properties and sensitive receptors.	Commitment to sharing construction compound layouts included in CoCP and other controls to manage impacts from compounds are now included in the REAC and will be covered further in the EMP2 and the Section 61 process.
M3	Ensure best practice approaches are adopted in relation to dust and emissions	Commitments are now included within the CoCP. The Council's specialists have reviewed NH's compliance with the GLA Mayor's SPG commitments (as best practice) and it is technically acceptable.
M4	Install sensors to monitor air quality and noise, with required actions if target limits are exceeded.	HE has now committed to both construction monitoring and a corresponding 'Exceedance Framework' and the Council have reviewed the wording and it is technically acceptable. In addition, the Council has provided two sets of technical comments on both AQ and Noise proposed monitoring process and locations and the final comments are still under consideration by NH.
M5	Minimise the level of disruption by only applying appropriate on-site working hours.	Discussed at length with NH. New commitment within CoCP to restrict extended working hours on earthworks within 300m of sensitive receptors (and the Order Limits) to core hours only. Council has reviewed the CoCP wording and the final technical wording to be discussed at a senior level.

LTC Task Force Paper

M6	Additional noise mitigation in Chadwell and East Tilbury during construction.	<p>Awaiting NH's further assessment of AQ and noise as part of its updated ES to be provided prior to DCO submission, although still subject to NH agreement to provide detailed assessments/data. Further noise mitigation may be necessary/provided by NH following Council review of this data.</p> <p>Additionally, NH has now offered their non-statutory compensation policy within the current consultation materials, which has been reviewed and is not yet considered acceptable.</p>
M7	Sustainable public transport access to construction sites	Further wording within the CoCP/REAC has been added by NH covering a commitment to use zero carbon/carbon neutral shuttle buses and incentivisation to use public transport. This has been reviewed and is technically acceptable.
M8	Use the construction phase as an opportunity to trial innovative forms of public transport measures.	Previously NH could not commit to this measure. However, the Council re-iterated its request given the Government's Decarbonisation Plan (especially page 102) and HE's own recently published 'Net Zero Highways Plan'. HE is now reconsidering its response to cover additional measures within their 'control' documents. This is awaited.
M9	Enable active travel to construction sites	NH has produced the Project Construction Travel Plan (PCTP) and it is part of the CIC consultation materials, which the Council reviewed and it is not adequate in its present form. Further information on this measure has been shared with NH and the Council await a response.
M10	Use of marine transport for the movement of materials.	NH produced its outline Materials Handling Plan (oMHP) as part of the CIC consultation materials. The Council reviewed it and it is not adequate in its present form. We await NH's further response.
M11	Ensure clear waste management processes and mitigation measures during construction (coded bins, appropriate training).	NH produced its outline Site Waste Management Plan (oSWMP) as part of the CIC consultation materials, which the Council reviewed and it is not acceptable in its current form. In addition, further REAC measures are being considered by NH, following technical comments from the Council. Recently, the Council submitted further details on its waste management process requirements and NH are considering these matters.

LTC Task Force Paper

M12	Smart speed limits that can respond to traffic flows and pollutant concentrations.	NH has declined to accept this measure, but NH has stated that it could be considered as part of a regional strategy with NH, Essex, Kent and Thurrock. NO further progress on this measure.
M13	Use of low-noise road surfacing on the LTC and the local network.	This is committed to be provided on LTC and its approach roads (and is within the REAC) and is not effective on low-speed roads (30 and 40mph). NH has reconsidered and some other Council approach roads (with 50mph speed limits) have now been included and the extent and specification is technically accepted by the Council's Highways Infrastructure team.
M14	Use of best-in-class energy efficient systems for operations.	HE has provided commitments within the CoCP/REAC for gantries, signage and lighting. The Council has reviewed in the light of HE's 'Net Zero Highways Plan', and it is now considered technically acceptable.
M15	Build sufficient earth bunds and noise barriers along the route to reduce noise	Some 10kms of 13kms of the route within Thurrock are currently proposed to be either in cutting or false cutting. Awaiting NH's further assessment of AQ and noise as part of its updated ES to be provided in early 2022, although still subject to NH agreement to provide detailed assessments/data. Further noise mitigation (earth bunds or noise barriers) may be necessary/provided by NH, following the Council's review of this data.
M16	Flood risk mitigation and water quality improvement through SuDS	The Council has reviewed additional technical information and commitments on road drainage, flooding and SuDS within the Council's CIC consultation response. The current SuDS Strategy and provision was not considered adequate and there was no commitment to enhance it during detailed design. However, further information has been exchanged and the Council await NH's response.
M17	Revised Proposals for A13/LTCJunction [removal].	This measure has been declined by HE, who have retained their current designs, with two recent amendments. The Council have reviewed the 'Technical Note for A13 Design Approach', which is not acceptable and a response has recently been issued for NH consideration and discussions.

LTC Task Force Paper

M18	Ensure a fixed proportion of LTC tolls are hypothecated to support projects within Thurrock.	This measure has been declined by NH, as it would be a Department for Transport (DfT) responsibility. However, NH may well support the Council in promoting this measure, if required. No further progress on this measure.
M19	Orsett Cock Roundabout Mitigation. Additional mitigation to negate the negative impact of the LTC scheme upon the A128 approach to the junction.	This is still under technical discussion to determine requirements. The Council maintain further mitigation will be required, subject to further traffic modelling and discussion, which has been discussed and is progressing over coming weeks.
M20	Manorway Roundabout Mitigation-Additional Lane capacity on the A1013 and A1013 approaches to ensure portand local traffic movements are not impaired by the LTC	This is still under technical discussion to determine requirements and design. It is under active consideration by NH, as part of RIS2, outside the LTC scope.
M21 to M23	Traffic Management Measures in Orsett, Horndon and Chadwell: Mitigation for additional traffic movements on local roads through local settlements, including HGV movements	These measures are under review by NH, involving further specific traffic modelling assessments.

Council Led Support		
Ref	Thurrock description	Progress update
CLS1	Financial contribution from HE to Thurrock to help the borough to manage impacts/scrutiny of LTC delivery.	The Council have provided further detailed information and breakdown estimates on the funding required to support Council officers in assisting NH, assuming it will be granted its DCOv2. A further Position Statement on resource funding has been submitted to NH recently that sets out the Council's position. This information is being considered by NH, although NH has committed to a partial fulfilment for this measure.
CLS8	<ul style="list-style-type: none"> • Council-led Local Labour and Business Team • Council-led Community and Public Health Team • Support to enable community engagement during the construction of the LTC scheme 	
CLS12	<ul style="list-style-type: none"> • Transport Network Management and Development Resource 	
CLS2	Business rates holidays for firms affected during construction	NH has declined to provide business rate holidays and so compensate the Council for potential loss of business rate revenue. However, there maybe additional business rate receipts from construction compound sites, which the Council is investigating. Further discussions to be held on adequacy of wider compensation provision by NH.

LTC Task Force Paper

CLS10	Support to enable community engagement during the construction of the LTC scheme	Additional text has been provided in the revised CoCP (Section 4.2) for NH to provide a team of community liaison officers. The Council has reviewed the new text and it is technically acceptable.
CLS6 CLS7	Grant funding to improve business environments and tackle perceptions of the local area Green business support scheme	<p>Further information was received to understand how the Council can access various NH schemes. The Council has provided an estimate of the funding required and NH has declined these measures, as NH state that they will control the construction impacts, so that such funding is not necessary.</p> <p>NH still considering the amount of the proposed Community Fund (for north of Thames) and how it will be secured within the DCO. It will also provide information on how these measures could be delivered through the proposed Community Fund.</p> <p>The Council has provided further detail of its 'asks' for this measure. In addition, a further Position Statement on resource funding has been submitted to NH recently that sets out the Council's position. This information is being considered by NH.</p>
CLS9	Public Health mitigation during construction	NH considers that provision will be included within the HEqIA (and within an appropriate ES chapter) and technical discussions are ongoing through CIPHAG and officer technical meetings. Further detail is awaited.
CLS3	Establish clear targets for engaging local labour and apprentices during the construction of the LTC scheme	NH has now considered how to secure appropriate targets within the DCO control documents and it favours the use of a S106 Agreement and the SEE would not become a 'control' document. Further details and further discussions are awaited, but the Council's position is set out in the Task Force Paper 'Review of the Skills, Education and Employment Strategy'.
CLS4 CLS11	Grants to support voluntary and community organisations who are helping local people into employment Capital grants to facilitate aesthetic and environmental improvements within the community	<p>Council provided an estimate of the funding required and still awaits a response from NH.</p> <p>HE has considered the amount of the proposed Community Fund (for north of Thames) as £1m (which is not considered adequate by the Council). However, how it will be secured within the DCO is not yet determined. NH will also provide information on how these measures could be delivered through the proposed Community Fund.</p> <p>NH considers that the proposed Community Fund could provide these capital grants.</p>

LTC Task Force Paper

CLS5	Ensure LTC procurement meets with requirements of the Council commissioning, procurement and grant funding strategy	Although NH is broadly in alignment with the Council's Social Value Framework, there are still ongoing discussions regarding the CoCP/REAC wording, to provide further, more detailed commitments.
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Legacy		
Ref	Thurrock description	Progress update
L1	Safeguarding of the future provision of junctions onto the LTC at South Ockendon	<p>The Council has provided a suitable 'passive provision' definition and plans of the two areas at Tilbury and South Ockendon over which it would apply and has also recently issued its Position Statement on this matter and awaits NH response.</p> <p>The Council has also indicated that passive provision, even if provided as requested, would be insufficient to assist Local Plan delivery and both funding and delivery commitments are required for these two junctions. Technical discussions are ongoing.</p>
L2	A13 East-facing Access Support and Facilitation (at Lakeside)	£50m funding has been announced by Government towards this scheme, however, a funding gap in excess of this sum has been discussed. NH is working with the Council to progress the scheme. Technical discussions are ongoing to support the OBC and the Council has provided further information to support the case.
L3	Construct any elements of the proposed haul road that will fall within the general alignment of the TLR alignment to a standard to support the subsequent delivery of the Link Road	The previous HE proposals is to use the PoTL 'infrastructure corridor' and then the PoTL private road to the east to access the main compound, i.e. not necessarily coincident with the potential TLR route. However, discussions between the PoTL, the Council and NH to help deliver the TLR are ongoing, to agree a route, OBC and an appropriate delivery mechanism with DfT.

LTC Task Force Paper

L4	Asda Roundabout Enhancement - Therequirement for enhancements shouldbe actively examined alongside other delivery highway improvements	<p>NH is investigating potential improvement schemes and undertaking further detailed traffic modelling and the Council has yet to establish with NH if it can accommodate construction traffic with or without mitigation. London Resort must be accounted for and the Council are involved in technical discussions about the most appropriate scheme given their understanding of future flows. A scheme will be included by NH within the LTC scope, but the Council are doubtful of its adequacy or appropriateness of the likely mitigation scheme. Discussions are ongoing.</p>
L5	Recognise the long-term aspiration for the LTC to be utilised for cross-river public transport connections	<p>A Designated Funds support study was completed recently and it made 9 key recommendations that the Council officers supported and then offered a prioritisation, particular involving improvement to the ferry and its connections. Further discussions with NH are ongoing to progress these recommendations, particularly the Cross River Sustainable Transport Study (Priority 1) also through Designated Funds.</p> <p>In addition, in order to facilitate direct bus connections from key locations in Thurrock to the tunnel entrance a Technical Paper was sent to NH with indicative proposals for use of emergency accesses for bus use, so as to avoid circuitous bus routes to get to/from the tunnel. This is under consideration but may not be accepted by NH.</p>
L6	Maximise opportunities to utilise the construction of the LTC to enable future distributor roads to be more readily delivered	<p>This measure is to assist delivery of the emerging Local Plan and is considered alongside Hatch Measures L7 and L8 below.</p>
L7	Construct a permanent bridge over the Tilbury Loop line near East Tilbury to a width and standard that would enable itto be adopted as part of the future localhighway, walking and cycle network	<p>HE has committed to fund and build the permanent bridge over the Tilbury Loop Line in a location and to specifications to be determined by the Council. Many discussions have been undertaken to establish a location for the bridge and approach roads and agree risk reduction and funding commitments.</p> <p>The linking approach roads (to the north and south) would be the responsibility of either the Council of the housing developer for East Tilbury for final completion. It is intended to submit a planning application at a later date and secure the appropriate land from landowners through negotiations. Technical discussions are ongoing and it is proposed to deliver the built scheme prior to any DCO grant.</p>

LTC Task Force Paper

L8	Deliver the proposed construction haul road along Medebridge Road alignment from the A13 to Grangewater to a sufficient width and standard to enable it to be adopted by the council	The Council have requested improvements to this road, but NH consider it adequate for their construction needs, with the addition of passing places. Further technical discussions are ongoing regarding its current condition and width to determine what works may be required and could be agreed, although NH are resisting any agreement.
L9	Daneholes Roundabout Enhancement	This is supported in principle by NH and NH are discussing with DfT as part of improvements to the wider highway network. The mechanism for delivery is not yet agreed. The scope of work and funding for development of scheme has been agreed and delivered through the Council's PPA, with the scoping study undertaken by the Council's specialists.
L10	Utilise the construction phase of the LTC as an opportunity to lay down internet and 5G cables within the alignment and make provision on all bridges and tunnels, as appropriate	NH has provided text to be included in the revised Design Principles (a control document), which has been agreed as technically acceptable.
L11	Provision of worker accommodation that can be left as a legacy for Thurrock Council to use	This has been declined by NH. All worker accommodation is proposed to either be provided on the main compound (480 workers) or in existing local and rental accommodation.
L12	Ensuring that the proposed re-provision of bridges across the LTC, along existing corridors, deliver sufficient legacy provision to encourage active sustainable travel/support future growth	This has been in technical discussions for several months and has not yet been resolved, although progress is being made. The Council have established the appropriate guidance to be followed with support from DfT. We have requested further confirmation that segregated pedestrian/cycle routes can be provided on all bridge crossings, possibly with some adjustment to existing verge or highway widths. Such provision would allow futureproofing for increased active travel in the Borough. A Technical Paper was submitted to NH and they are considering adjusting the allocation of space on the relevant bridge crossings. Technical discussions are ongoing, as is the method of securing within the DCOv2.

LTC Task Force Paper

L13	Two Forts Way Project (TFWP)	<p>This relates specifically to the section of TFW that is currently closed and requiring re-routing. The Council requires contributions towards the re-routing of what will become the National Coastal Path in this area, which would involve design, clearance, signage, improving biodiversity and surfacing (a significant sum). The Council is applying for some funding and the remainder is requested from NH, which is under consideration by NH. These proposals also link to the ASLEA proposals for links to Stanford-le-Hope/Fobbing Marshes.</p> <p>Some aspects are of the TFW are covered by the emerging proposals from NH for the Tilbury Fields area, which will be finalised before DCOv2 re-submission. The Council are actively involved in those emerging proposals.</p>
L14	Complete and improve the PRow network	<p>Council officers have prepared proposals for additional walking and cycling routes across the Borough, adding to the current LTC proposals for PRow/cycleway improvements and were submitted as further requests for additional PRow/cycleways for inclusion with LTC soon, together with additions to the Design Principles document. NH has considered these proposals and 3 are likely to be included in the DCOv2, 5 within Designated Funds for further study and 1 was declined. Technical discussions are ongoing..</p>
L15	Enhance key sites that are in close proximity to the LTC, are of low quality, and are in need of investment	<p>The additional open green space sites have been included in the full Hatch Report. A Technical Note was prepared setting out what is required for each open green space (6 areas) and the funding required. NH has considering these proposals and has allocated £100k from Designated Funds for further studies to establish Management Plans for implementation.</p>
L16	Coalhouse Fort and East Tilbury Natural and Cultural Heritage Area Project	<p>A Technical Paper was prepared in the first quarter of 2021 with a DB Paper and recommendations attached. Further work is required to present to Members. This measure seeks contributions from HE for ongoing maintenance and support, but is dependent on this Paper being concluded and agreed by Members. No further progress.</p>

LTC Task Force Paper

		Once agreed, it would be necessary to seek funding from NH via its Designated Funds for specific capital works to support this Scheduled Monument owned by the Council.
L17	Restoration of Belhus Woods including a the survey and Conservation Management Plan	A Designated Funds bid was accepted by NH to prepare a Management Plan for the Belhus Woods area. This work is ongoing and following completion of the Management Plan, the Council would then seek further funding to implement its proposals and improve this area.
L18	Support and facilitate the collaborative partnership of organisations seeking to deliver the restoration of the site at East Tilbury Landfill	The Council has been in contact with appropriate companies about the future mining of the East Tilbury former Landfill. The site also has current ecological importance and officers are discussing with NH what are the appropriate actions for this site, including its relationship with the emerging Tilbury Fields proposals from NH. The Council will provide appropriate timescales for any restoration of this site. A Technical Paper is being prepared to set out all current information on this site, so that officers can consider appropriate future action and how it may be utilised by LTC or not.
L19	Ensure that electric and/or low-emission vehicles are incentivised to use the LTC with discounted or free use	As the Government's Decarbonisation Plan has now been published, together with HE's own recently published 'Net Zero Highways Plan', NH is to consider its response soon and will be discussed between senior officers soon.
L20	Low-emission vehicle usage targets with financial penalties payable to Thurrock in the event of exceedance	This measure has been declined by HE, as it is considered to be outside its control and requires DfT involvement.
L21	Carbon offsetting of the LTC scheme during construction and operation	This is under much wider decarbonisation discussions with NH, who are keen to develop their response on a larger, more comprehensive and ambitious scale, possibly by the establishment of a 'Low Carbon Hub' in Thurrock that supports LTC, Thames Freeport and the emerging Local Plan. Further discussions are planned and these ideas are still at an early stage, although the TEGB are now involved.

LTC Task Force Paper

L22	Additional street tree planting initiatives and the delivery of LTC Forest aspirations	This is a street tree planting initiative involving 2,750 trees throughout Thurrock, which could work in tandem with a small community forest project (yet to be defined). Technical discussions are ongoing and some smaller project could be funded through the proposed NH Community Fund or possibly separately within the LTC scheme as additional areas of woodland planting.
L23	Trunking of the A13 from Stanford-le-Hope and Manorway Roundabout (including a section of the A1014) to the A13 junction with the A1089	The Council supports the trunking of the A13 through Thurrock and is providing technical information to DfT and the trunking is under active and positive consideration by DfT. A draft OBC has been prepared. There are ongoing high-level discussions about funding assistance by DfT to cover the funding envelope.