

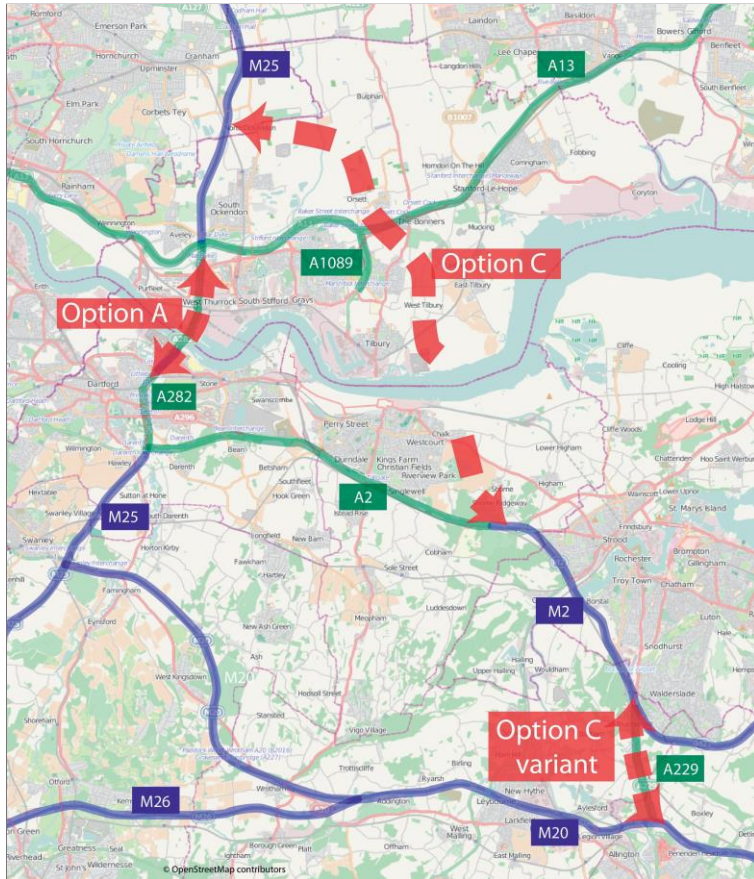
 thurrock.gov.uk

Public Meeting – Lower Thames Crossing

David Bull Director of Planning and Transportation
Thurrock Council

11th September 2014

Lower Thames Crossing Options

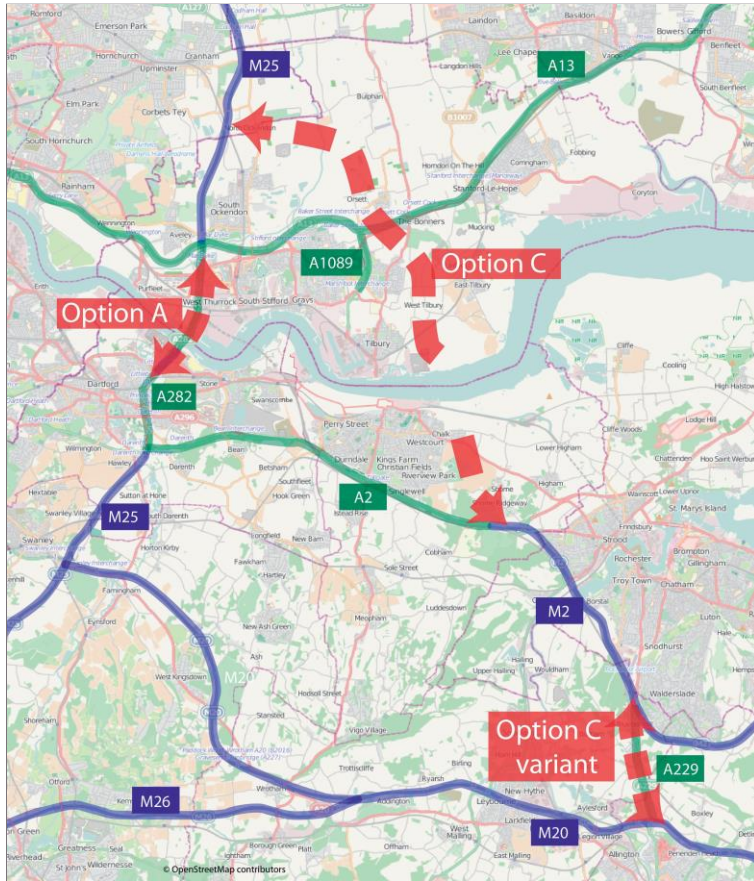


Department of Transport announced that the decision between options A and C Lower Thames Crossing will be delayed until the effect of Free-Flow Toll is known.

However the crossing will open in 2025 if publicly funded.

11th September 2014

Lower Thames Crossing Options



Thurrock Council has continued to investigate the environmental and road capacity issues of a Lower Thames River for options A and C.

In light of new information Thurrock is considering the previously excluded Option D to the East.

The potential for a river crossing to the west of the borough questions the need for a Lower Thames Crossing in the borough.

Thurrock is also preparing evidence for the Transport Select Committee Inquiry

11th September 2014

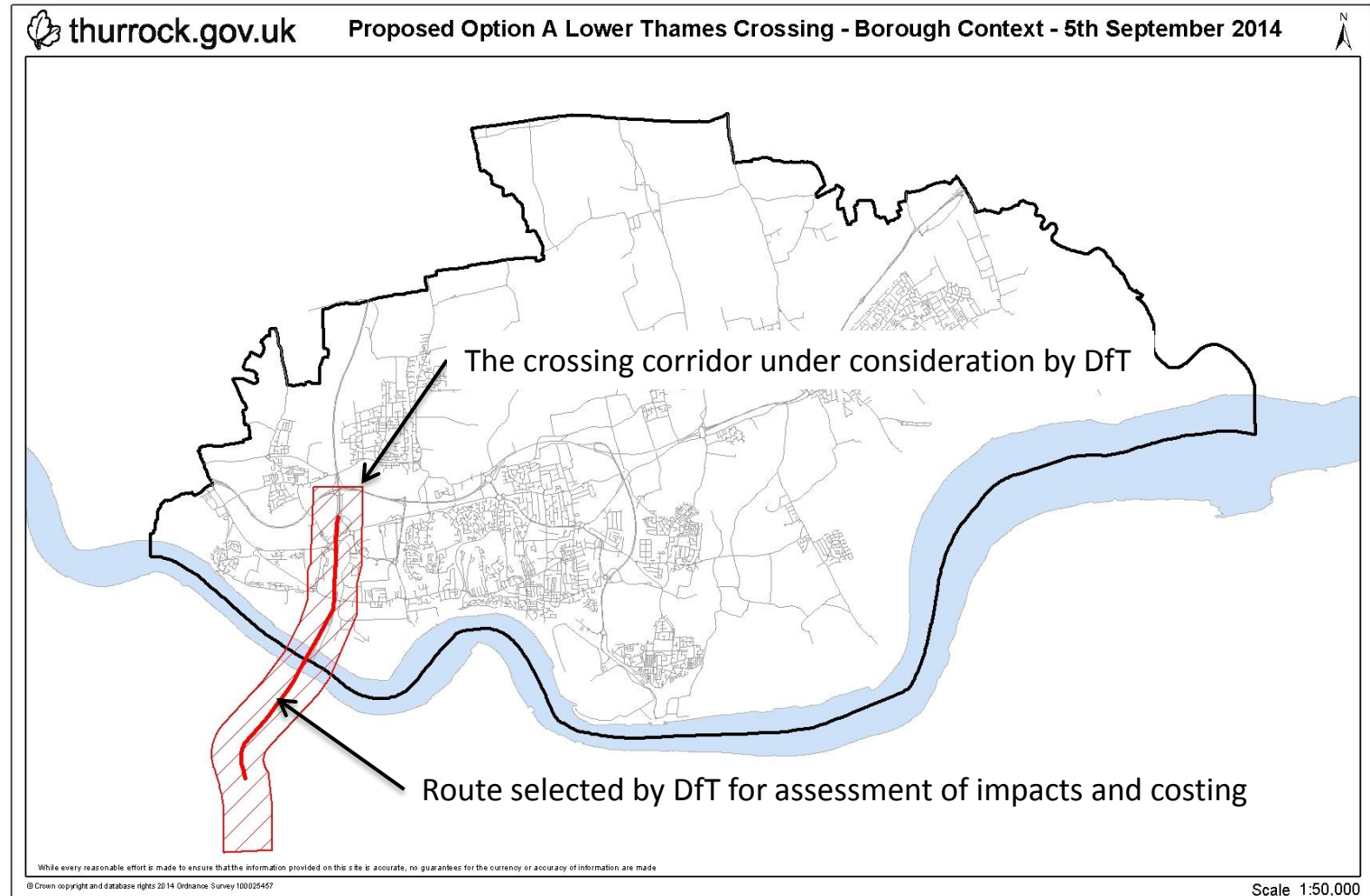


Lower Thames Crossing - Option A

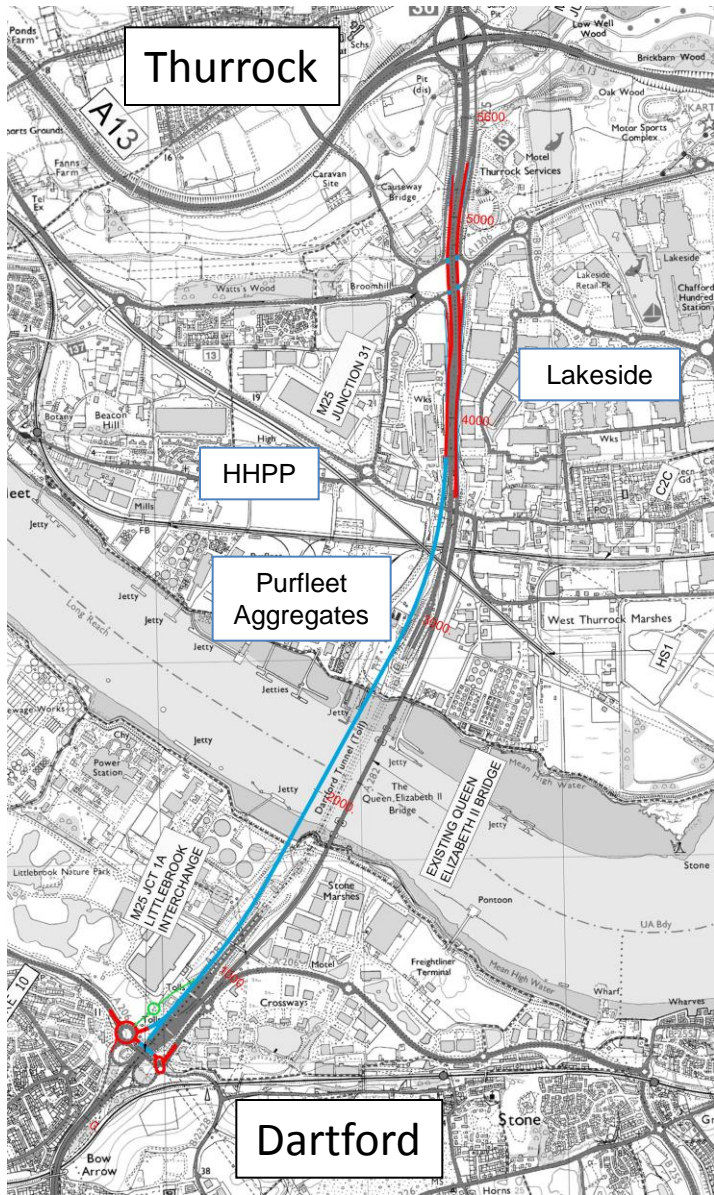
The corridor under consideration by Department of Transport and the route selected to assess the impact and costs

* Clarification

Lower Thames Crossing - Option A



* Clarification



Option A

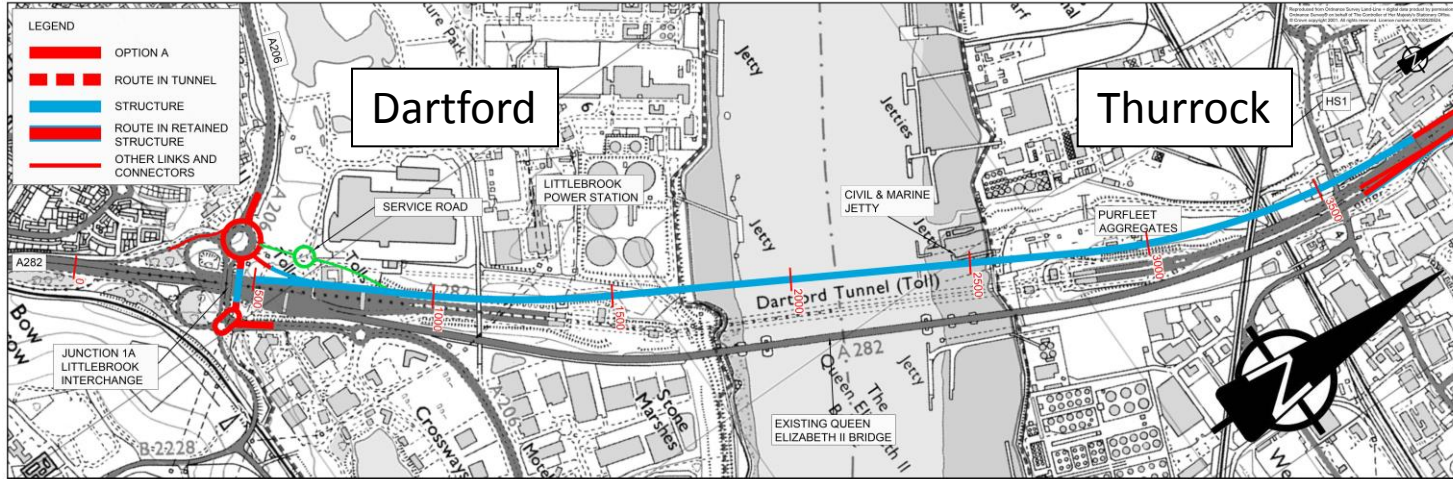
The route selected by DfT for assessment of impacts and costing.

A new structure to the West of the existing Thames crossings providing an additional 4 extra lanes of traffic.

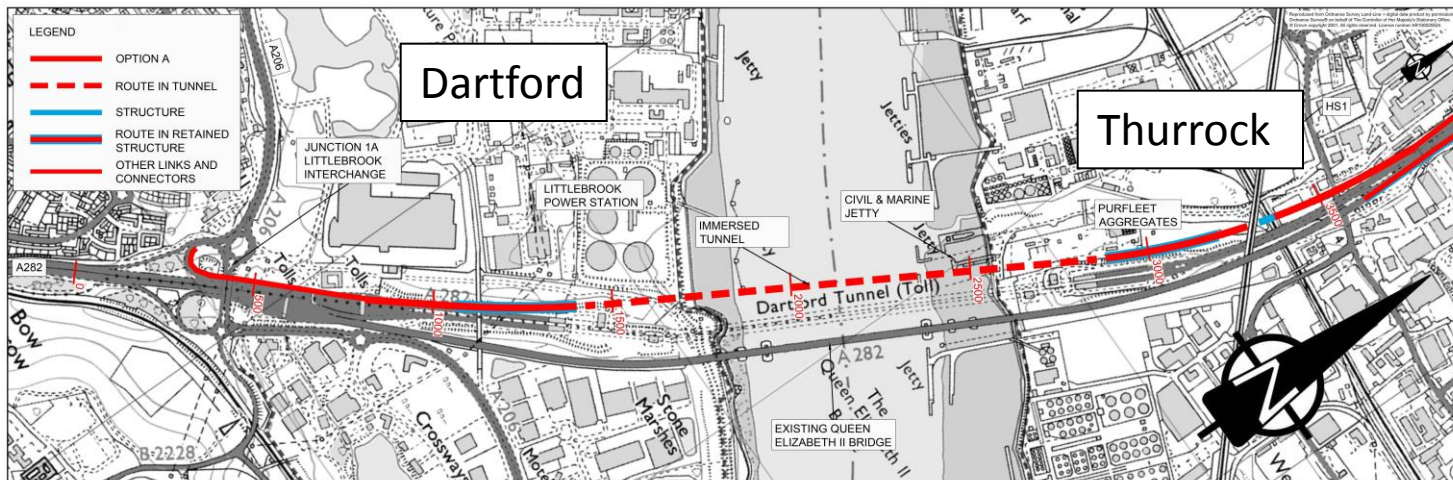
The crossing will consist of 6 lanes of traffic Northbound, and 6 Lanes of Traffic Southbound.

Option A

The new structure will be either a bridge, an immersed tunnel or a bored tunnel.



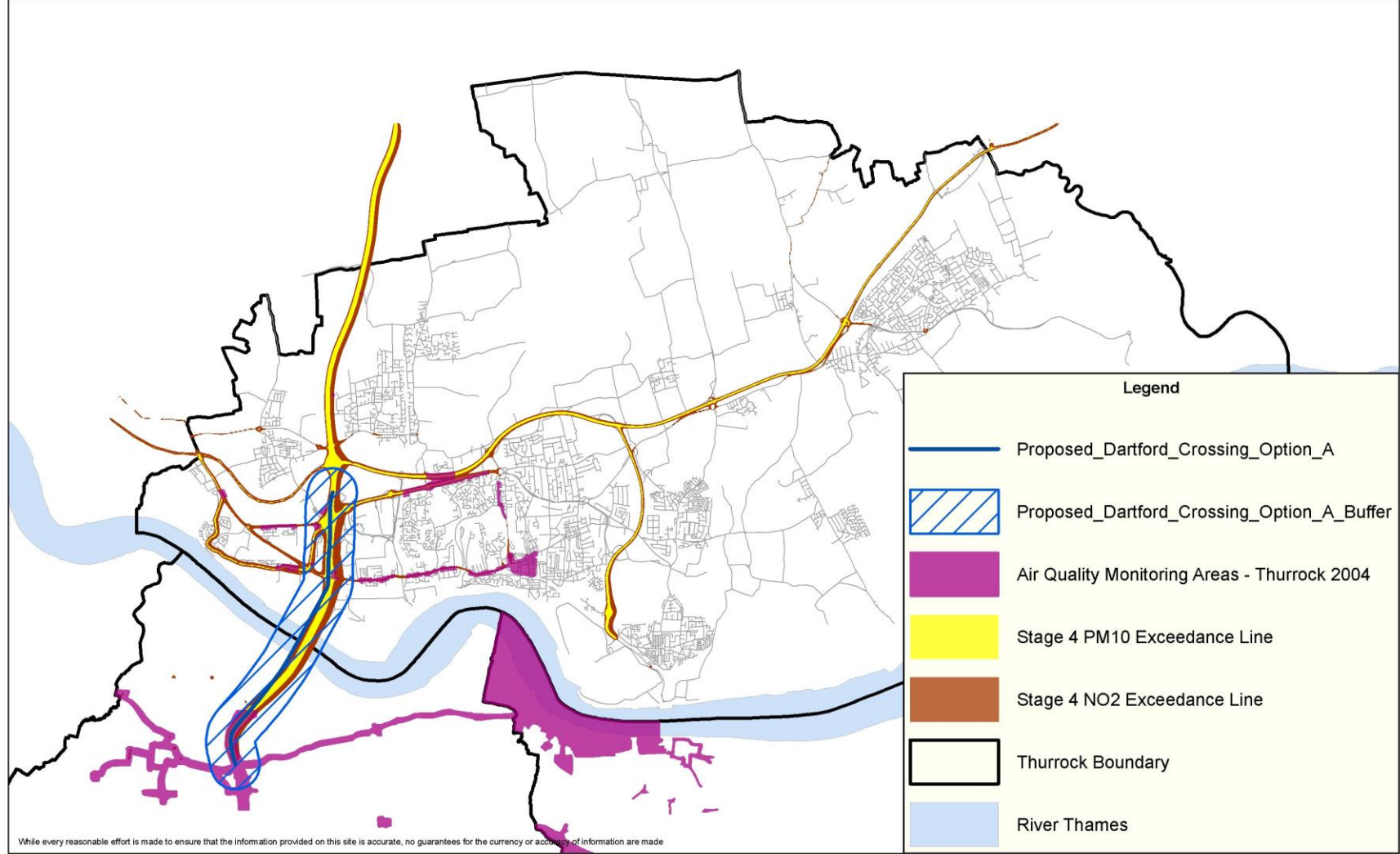
Bridge route



Tunnel route



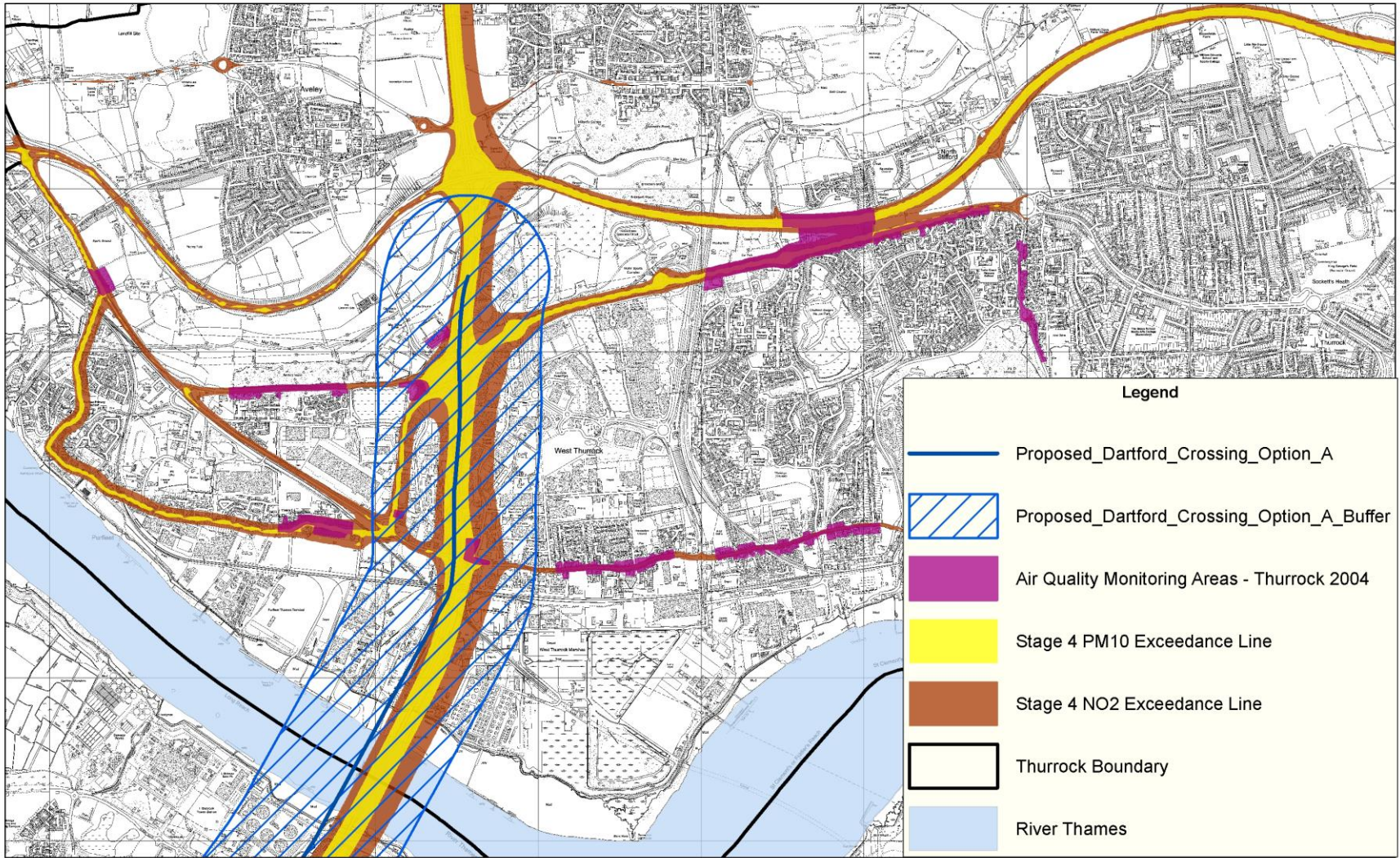
Lower Thames Crossing – Option A & Air Quality



While every reasonable effort is made to ensure that the information provided on this site is accurate, no guarantees for the currency or accuracy of information are made

© Crown copyright and database rights 2014 Ordnance Survey 100025457

Scale 1:50,000



© Crown copyright and database rights 2014 Ordnance Survey 100025457

Scale 1:15,000

Air Quality

- Air Quality health risks in Thurrock are now solely the result of traffic:
Nitrogen Dioxide (No2) and Particle Matter (PM10)
- The areas which exceed annual safety levels are found adjacent to the current crossing, the M25 and the local roads which feed into junctions on the M25
- Air Quality Management Areas (AQMA) have been placed where there is a health risk to residents.
- Pollution levels are directly linked to the total number of vehicles on a route and the flow of traffic.
- The DfT has provided limited detail of the potential traffic increase on the crossing and no indication of how this impacts on junctions and local roads.
- Without detailed understanding of the impact to the local network and what upgrades would be needed to keep traffic moving the only prediction that can be made is that:

Air Quality in Thurrock will worsen

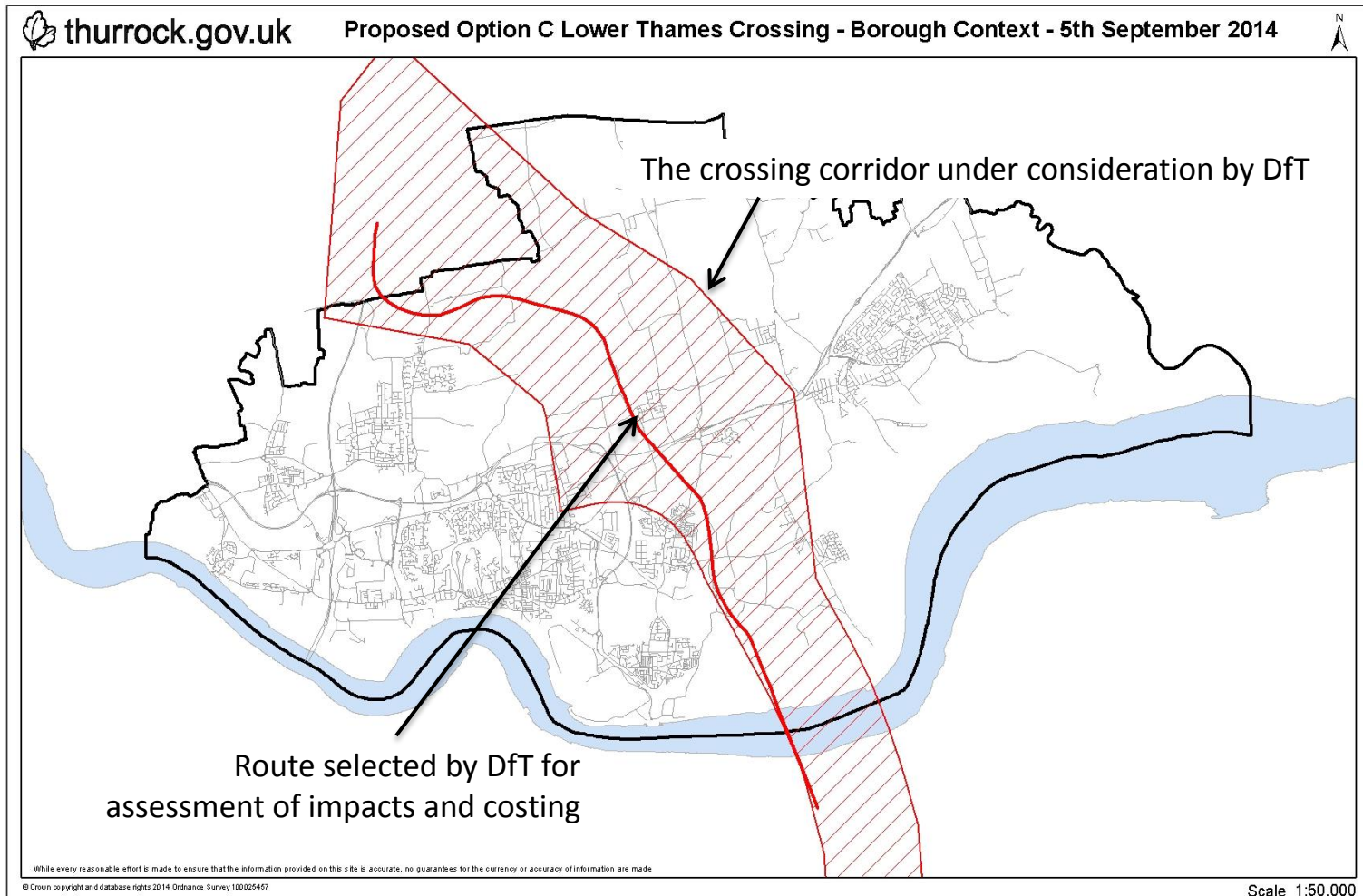


Lower Thames Crossing - Option C

The corridor under consideration by Department of Transport and the route selected to assess the impact and costs

* Clarification

Lower Thames Crossing - Option C



* Clarification

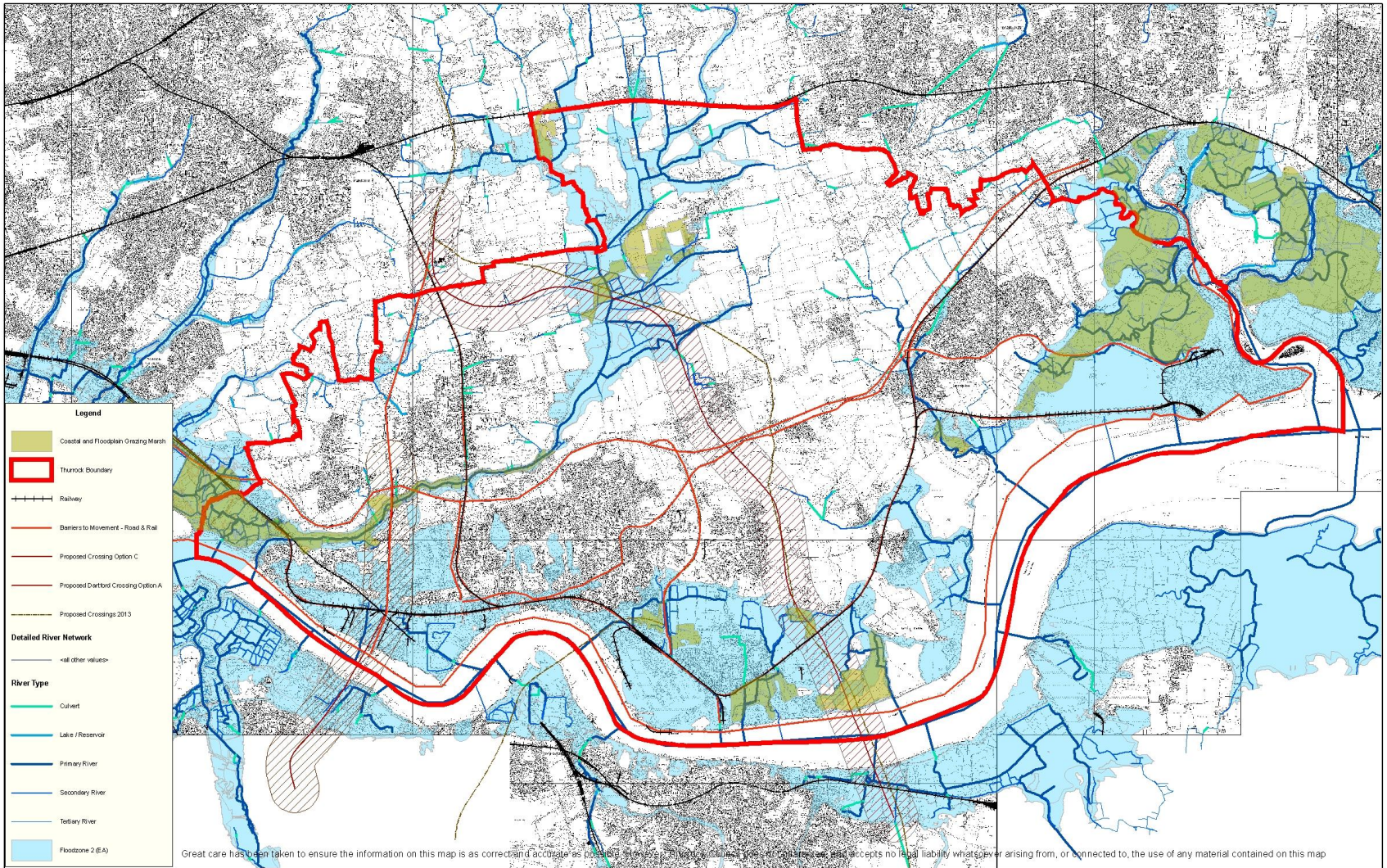


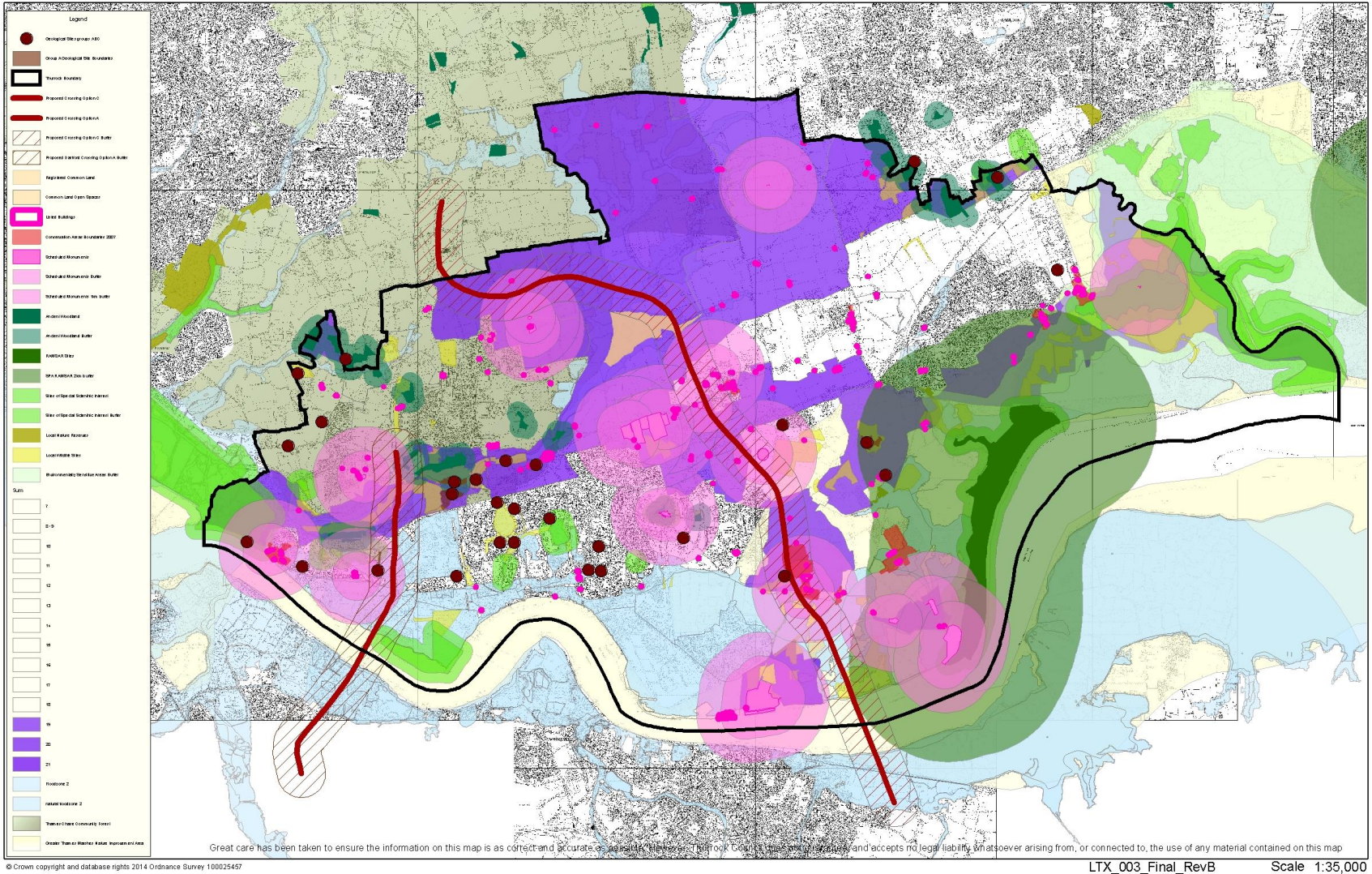
Lower Thames Crossing – Options A & C

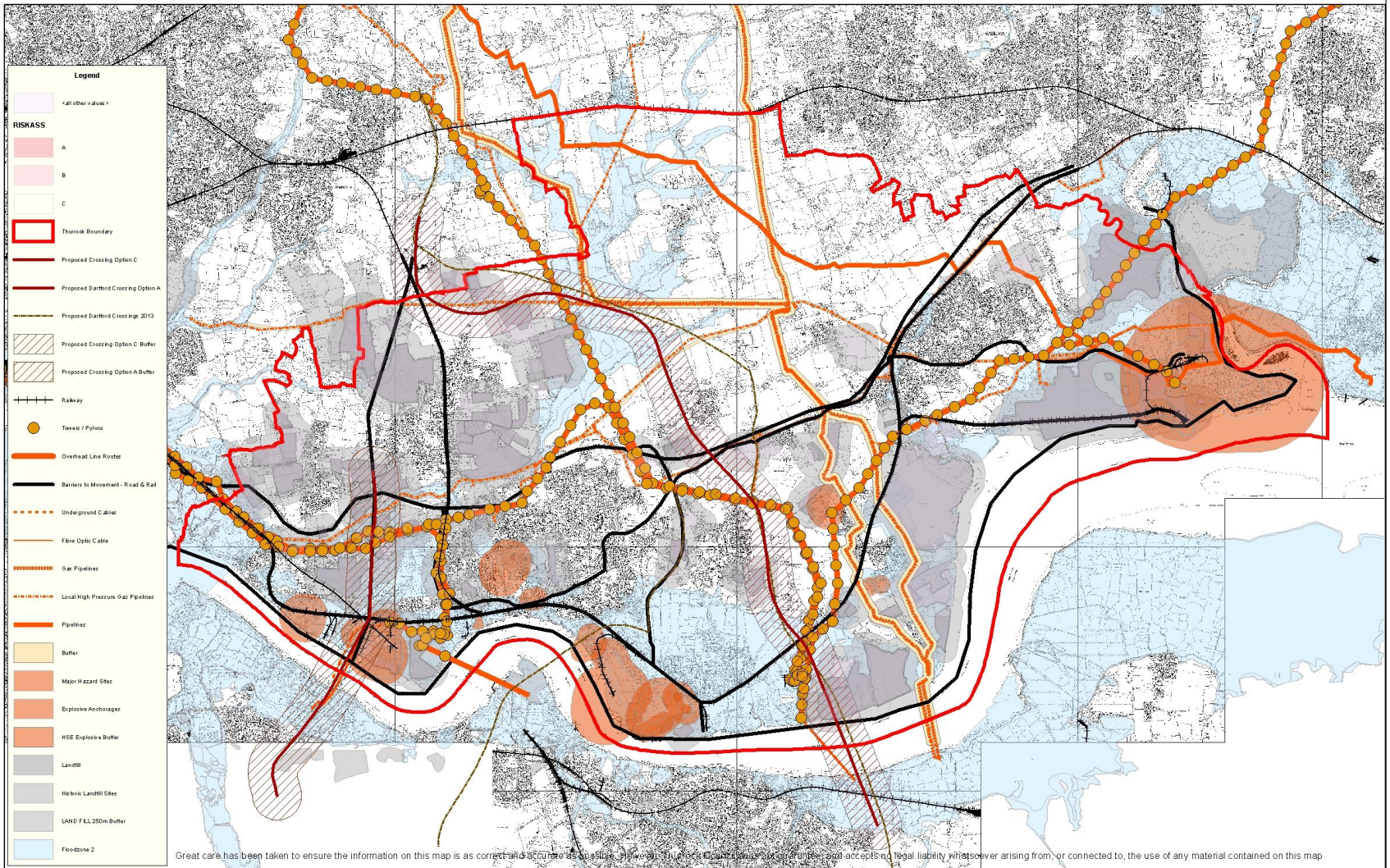
**Routes selected by the Department of Transport
for assessment and costing.**

**500 meter buffer of predicted significant
environmental impacts.**

* Clarification



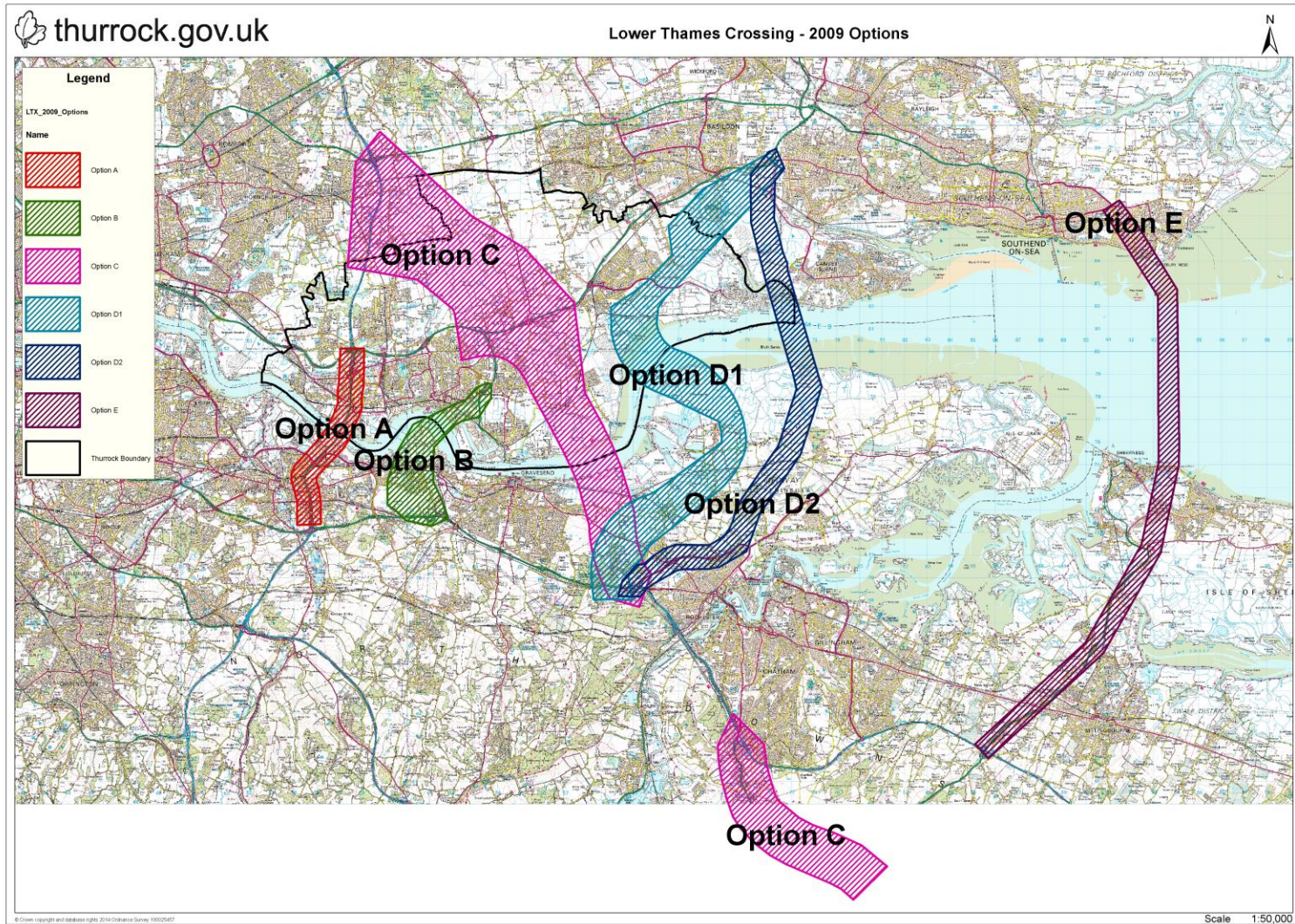






Lower Thames Crossing – 2009 Options A to E

2009 Options A, B, C, D1, D2 & E



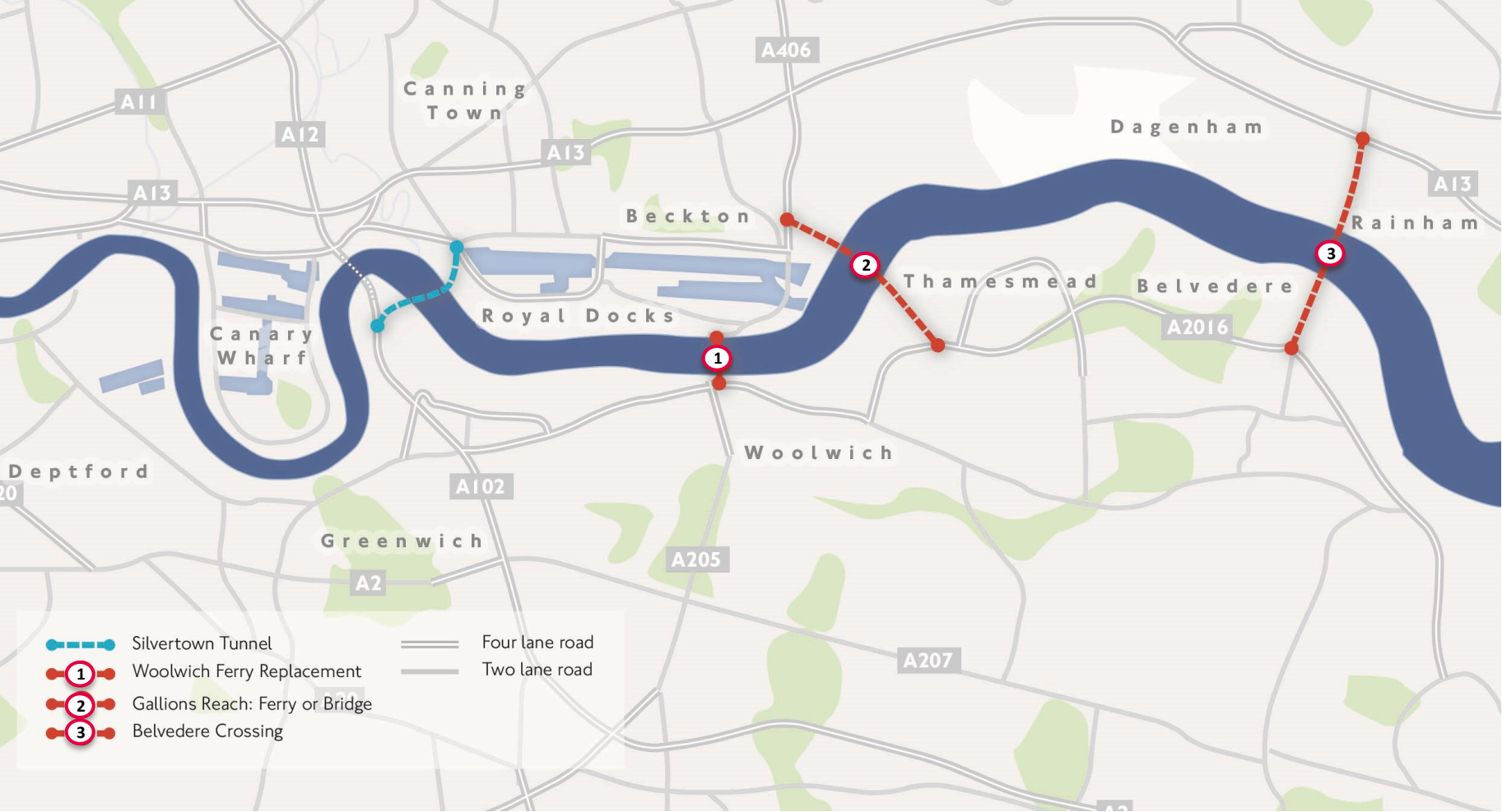
Department for Transport (DfT) Lower Thames Crossing Options

- In 2009 Parsons Brinckerhoff (PB) produced a report for DfT looking into 5 options for a new Lower Thames Crossing:
 - A – Adjacent to the existing Dartford Crossing
 - B – Swanscombe Peninsula to the A1089 Tilbury
 - C – M20 to East of Gravesend to M25
 - D – M2 link to Canvey Island (2 variants)
 - E – Isle of Grain Link to East of Southend
- The report recommended the dismissal of Options D & E
- The scoring process contained in the PB report is not an exact science and since its publication changes have occurred that would affect the results
- The scoring for option D today can give a result which would favour Option D above Option C.
- Option E would still be a less favourable route if scored today
- Consideration of Option D should not have been dismissed and now variants of this should be reinvestigated by the DfT




East London Crossing Options

East London Crossings



Transport for London (TfL) East London River Crossing Options

- Silvertown Tunnel is committed
- TfL looking at options for additional crossings in East London at:
 1. New Woolwich Ferry
 2. Gallions Reach Ferry or Bridge
 3. Belvedere Bridge
- Timescale for delivery 2020's (similar to DfT's Lower Thames Crossing proposal)
- Belvedere Bridge has greatest impact on Thurrock and the Dartford Crossing
 - remove traffic from the Dartford Crossing (about 800 trips in the morning peak alone)
 - add traffic to the A13 through Thurrock
 - add traffic to junction 30/31 and the M25 corridor
 - require significant mitigation works such as A13 / M25 Junction 30 improvements
 - provide greater connectivity between Thurrock and the London Boroughs south of the River Thames
- Other options have little impact on Thurrock or the Dartford Crossing
- TfL will announce preferred Option or Options in December 2014 or January 2015



**Transport Select Committee
Inquiry
“Strategic River Crossings”**

Transport Select Committee Inquiry

“Strategic River Crossings”

- **The Government’s Transport Select Committee is inviting responses to its Inquiry into the processes involved in delivering strategic river crossings**
- **Thurrock Council’s response will reflect serious issues with the process used by the Transport for London and the Department for Transport in their consideration for crossing the River Thames, including:**
 - **Need for scheme promoters to agree with affected local authorities the scope of any assessment work before it is undertaken**
 - **Need to share with all consultees / local authorities / stakeholders the technical information of assessments including all data and results**
 - **Need for independent reviews of option study work , especially the consistency of selecting options and cumulative or joint effects of neighbouring projects**
 - **Need for timely reviews of assumptions made in option study work when the process has taken several years and assumptions made, may no longer be valid**

Transport Select Committee Inquiry

What can you do?

- Sign Thurrock Council's Petition:

https://consult.thurrock.gov.uk/portal/petitions/new_river_thames_crossing_1

- Make written responses to the Inquiry regarding the way strategic river crossings are delivered
- Support the Council's request for an invitation to attend the Inquiry hearing to give oral evidence.
- Details can be obtained from the Parliament web site and a link to this can be found on the Thurrock Council web site:

<http://www.parliament.uk/business/committees/committees-a-z/commons-select/transport-committee/inquiries/parliament-2010/rivercrossings/>

- The closing date for sending written comments is 22 September 2014



Conclusion

Lower Thames Crossing

Thurrock opposes a Lower Thames Crossing in the borough

- It is unacceptable that all options result in worsening air quality
- Evidence suggests that Lower Thames Crossing Option D should be revisited
- The TfL and DfT proposals need to be assessed comprehensively together due to the interactions between the two sets of proposals. We would urge the TfL and DfT to do this.
- Predictions to traffic capacity for the free-flow charging at the Dartford Crossing and a TfL Belvedere Bridge would remove the need for Option A Lower Thames Crossing.

 thurrock.gov.uk