



#ThurrockCrossing

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Lower Thames Crossing Issues and Next Steps

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Context

- Free Flow Tolling in operation
- Free crossing tolls shortened queues and thus reduced congestion
- Current infrastructure investment is being implemented on M25 Jn 30 and A13 (widening)



Thurrock Policy

- *“This Council remains opposed to government plans for a further river crossing in Thurrock and commits to continue campaigning, alongside local residents, on this issue.”* – Cllr. Kent’s motion, Meeting of Council, 25th November, 2015
- Upon being put to the vote, Members voted unanimously in favour of the Motion, whereupon the Deputy Mayor declared the motion was carried.



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Background

- DfT study in 2009 identified need for additional capacity and shortlisted 3 location options
- Since last public meeting in South Ockendon on 11 September 2014 there have been few public announcements.
- However... Route option D was rejected by government but work has been done behind the scenes on route development through Thurrock
- December 2015 'Connecting the Capital' - Mayor of London vision for 13 new river crossings by 2050



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Current Issues

The existing Crossing has:

- Typical daily traffic flows of 137,411 vehicles
- The highest daily throughput recorded on 23 May 2015 of 162,140 when original design capacity was 135,000
- High frequency of incidents and delay
- High unreliability in comparison to other routes on the strategic road network

DfT Options Map (last consultation)



Option A:

- At the site of the existing A282 Dartford-Thurrock crossing.

Option B:

- Connecting the A2 at Swanscombe Peninsula and A1089.

Option C:

- Connecting the M2 with the A13 and the M25 between junctions 29 and 30.

Option C_{variant}:

- Additionally involves widening the A229 between the M2 and the M20.

Source: DfT, April 2014



Context

The Government response to the consultation confirmed that there is a case for a new road-based river crossing in the Lower Thames area to:

- i) relieve congestion at the existing Dartford-Thurrock crossing, and
- ii) to support national and regional growth in the Thames Gateway area

Aims:

- contribute to the economy through improving journey times and connectivity
- reduce congestion
- contribute to reducing greenhouse gas emissions
- avoid unacceptable impacts on environmentally sensitive areas and improve quality of life
- avoid unacceptable impacts on committed development
- take into account additional considerations including cost, affordability and value for money

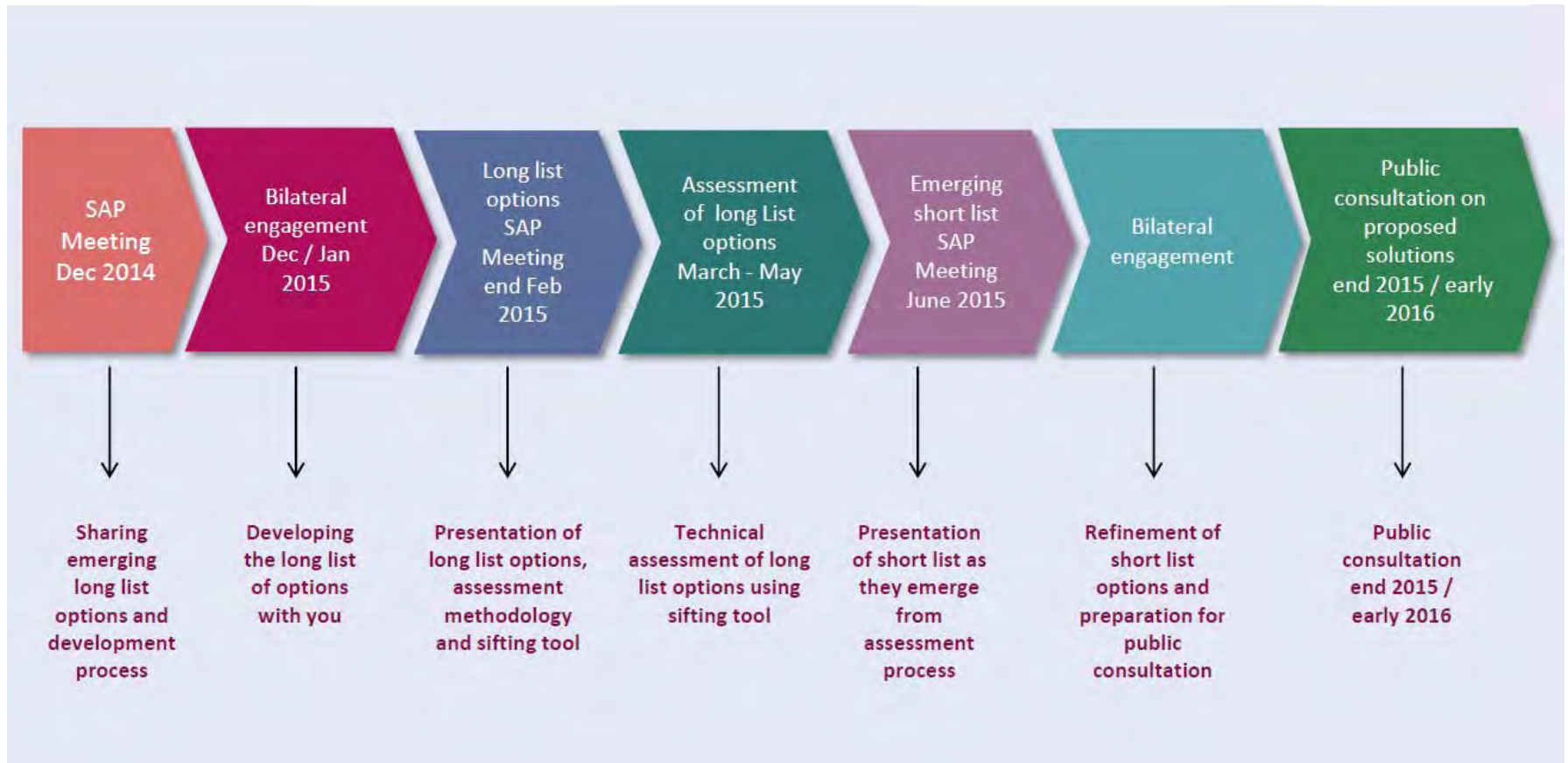
The Highways Agency is leading work to consider route options and types of crossings at both location options A and C



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Source: Highways England, 27 February 2015

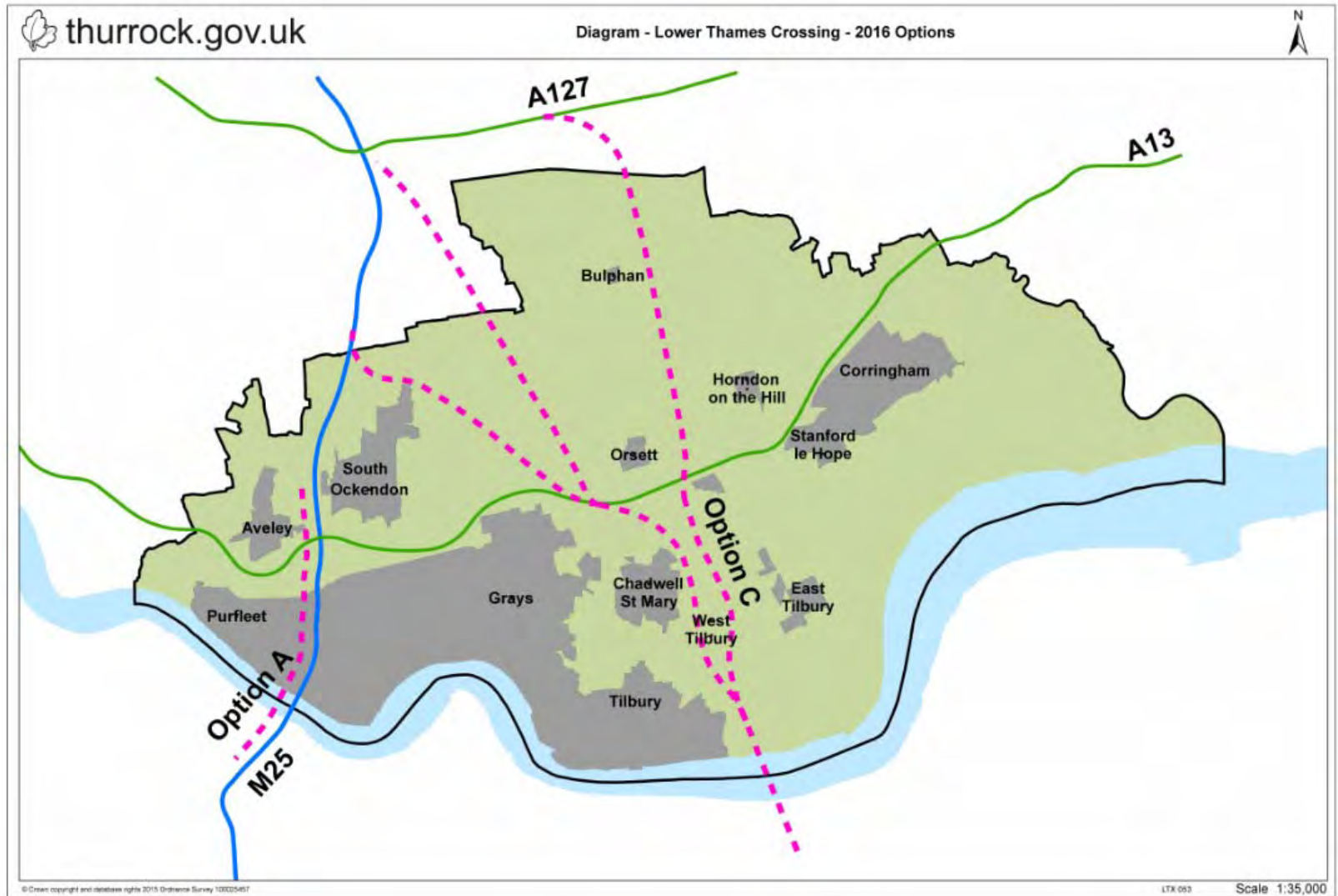
Scheme Development Timeline



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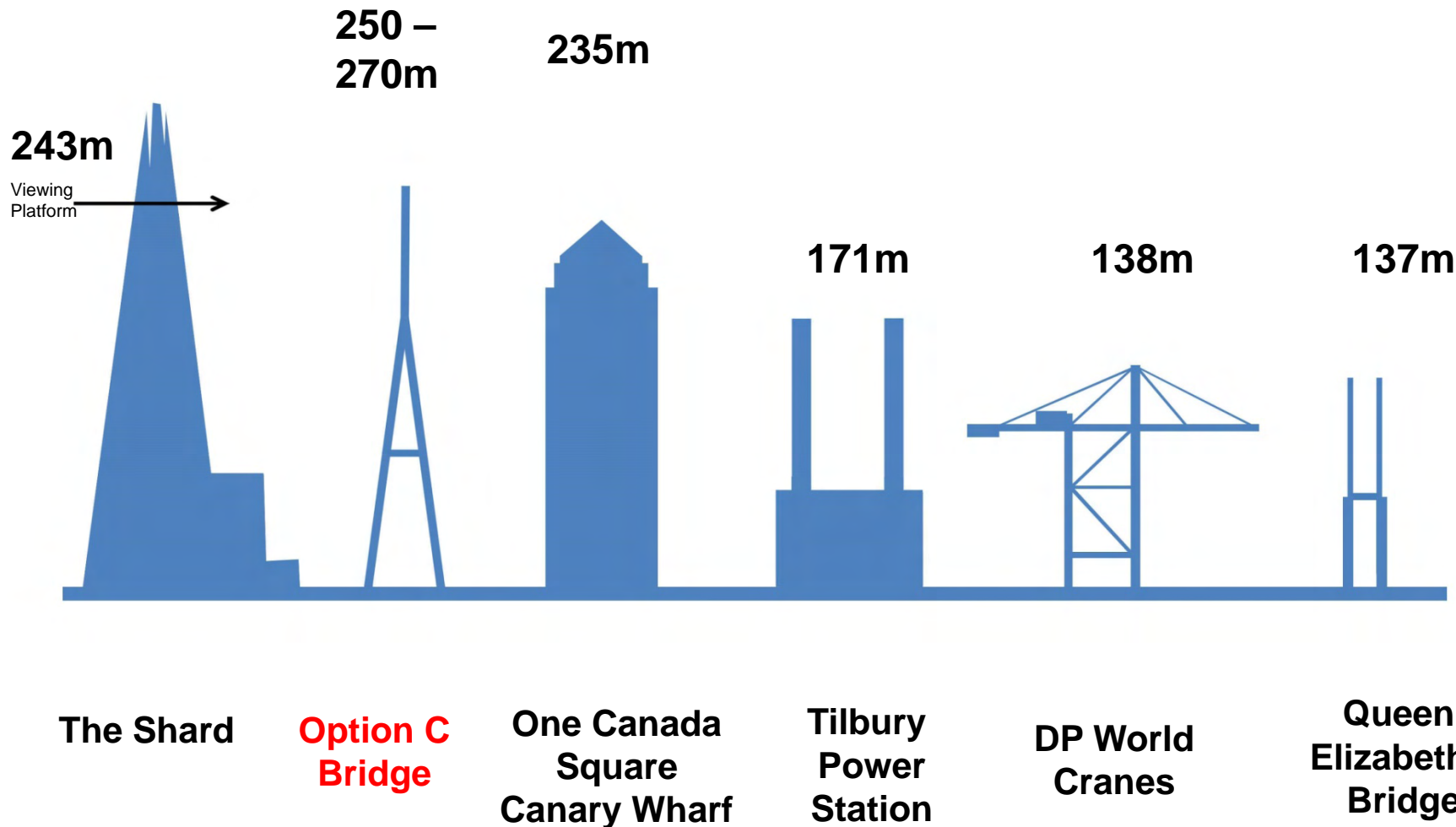
Source: Highways England, 27 February 2015

Options for Consultation 2016 (our best guess)



Comparative Heights

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Nationally Significant Infrastructure Project Development Consent Order (DCO)





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Next steps

- Publication of routes expected in Jan/Feb 2016
 - Consultation led by Highways England
 - Agreed Highways England materials available across Thurrock
 - We have started the debate – Council purdah mid March
- Overview and Scrutiny on 9 February 2016
- Next public meeting – 25 February 2016 - Highways England representative is invited

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THANK YOU