

Lower Thames Crossing

5.4.4.11 Statement of Common Ground between (1) National Highways and (2) Transport for London

APFP Regulation 5(2)(q)

Infrastructure Planning (Applications:
Prescribed Forms and Procedure)
Regulations 2009

Volume 5

DATE: October 2022

Planning Inspectorate Scheme Ref: TR010032
Application Document Ref: TR010032/APP/5.4.4.11

VERSION: 1.0

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1 Introduction

1.1 Purpose of the Statement of Common Ground

- 1.1.1 This Statement of Common Ground (SoCG) has been prepared in respect of the Development Consent Order (DCO) application for the proposed A122 Lower Thames Crossing (the Project) made by National Highways Limited (National Highways) to the Secretary of State for Transport (Secretary of State) under section 37 of the Planning Act 2008.
- 1.1.2 This SoCG does not seek to replicate information which is available elsewhere within the Application Documents. All documents are available on the Planning Inspectorate website.
- 1.1.3 This SoCG has been produced to confirm to the Examining Authority where agreement has been reached between the parties named below, and where agreement has not (yet) been reached. SoCGs are an established means in the planning process of allowing all parties to identify and focus on specific matters that may need to be addressed during the examination.

1.2 Parties to this Statement of Common Ground

- 1.2.1 This SoCG has been prepared in respect of the Project by (1) National Highways, and (2) Transport for London.
- 1.2.2 National Highways became the Government-owned Strategic Highways Company on 1 April 2015. It is the highway authority in England for the strategic road network and has the necessary powers and duties to operate, manage, maintain and enhance the network. Regulatory powers remain with the Secretary of State. The legislation establishing National Highways made provision for all legal rights and obligations of the Highways Agency, including in respect of the Project, to be conferred upon or assumed by National Highways.
- 1.2.3 Transport for London is a consultee in respect of the application under section 42 of the Planning Act 2008, being part of the Greater London Authority. Transport for London is the integrated transport authority for London with responsibilities including the maintenance, management and operations of London's main roads, known as the Transport for London Road Network ("TLRN").

1.3 Terminology

- 1.3.1 In the matters table in Section 2 of this SoCG, "Matter not agreed" indicates agreement on the matter could not be reached, and "Matter under discussion" where these points will be the subject of on-going discussion wherever possible to resolve, or refine, the extent of disagreement between the parties. "Matter agreed" indicates where the issue has been resolved.
- 1.3.2 It is agreed that any matters not specifically referred to in Section 2 of this SoCG are not of material interest or relevance to Transport for London. As such, those matters have not been subject to any discussion between the parties and can be read as agreed, only to the extent that they are either not of material interest or relevance to Transport for London. However, if new matters

arise Transport for London reserves the right to comment on those matters as it considers appropriate.

1.4 Overview of previous engagement

1.4.1 A summary of the meetings and correspondence undertaken between the two parties in relation to the Project is outlined in Appendix C.

1.5 Status of the Statement of Common Ground

1.5.1 It is agreed that this SoCG is an accurate description of the matters raised in discussion between the parties and the current status of each matter.

1.5.2 It is agreed that Appendix C is an accurate record of the key meetings and correspondence undertaken between (1) National Highways and (2) Transport for London in relation to the matters addressed in this Statement of Common Ground.

2 Matters

2.1 Matters agreed, not agreed or under discussion

- 2.1.1 Table 2.1 details the matters which have been agreed, not agreed, or are under discussion between (1) National Highways and (2) Transport for London.
- 2.1.2 It is acknowledged that there are some matters where further discussion to finalise detail will be required during the detailed design stage of the Project, but the matter is agreed in principle.

Table 2.1 Matters

Topic	Item number	Transport for London comment	National Highways comment	Document Reference	Status
DCO and Consents					
Classification of roads at junction 29	2.1.1	The Classification of Roads Plan and Part 3 of Schedule 5 of the withdrawn draft DCO provided some classification of roads affecting the TLRN, particularly the A127 eastbound off slip and westbound on slip at M25 junction 29. If the changes to these roads delivered as part of the scheme require these to become classified roads then the DCO should also deal with section 14B of the Highways Act 1980 and classify these slip roads as part of the TLRN.	<p>A new subparagraph has been included in Article 15 classification of roads in the draft DCO as follows:</p> <p>"(c) the roads described in Part 3 (GLA roads) of Schedule 5 are GLA Roads as if they had become so by virtue of an order under section 14B (order of the authority changing what are GLA roads) of the 1980 Act specifying that date as the date on which they were to become GLA roads".</p> <p>Part 3 of Schedule 5 of the draft DCO has been amended to classify the A127 eastbound off slip and westbound on slip as GLA roads (part of the TLRN).</p>	Article 15 of the Draft Development Consent Order (Application Document 3.1)	Matter Agreed

<p>Consultation in the capacity of highway authority</p>	<p>2.1.2</p>	<p>Several DCO requirements need to be amended so that Transport for London, as relevant highway authority for sections of highway network directly affected by the scheme – in addition to the planning authorities – is consulted on matters relevant to its functions for those sections of network and in particular detailed design (with fencing as a specific example), construction, operation and maintenance plans, traffic management and construction travel plans, as well as environmental management plans and landscaping, ecology and surface water drainage.</p>	<p>National Highways has subsequently amended the Schedule 2 Requirements to make it clear that, where relevant, the highway authority is a consultee in addition to the local planning authorities, on matters relevant to its function.</p> <p>This includes Requirements 10 (traffic management), 11 (construction travel plans), 12 (fencing), 4 (construction and handover environmental management plans, for the Environmental Management Plan (Second Iteration)). Note that Transport for London is also named as a consultee in relation to Environmental Incident Control Plans and the written details of the traffic impact monitoring scheme.</p> <p>Additionally, in relation to maintenance and operational matters during construction, the Contractor delivering the Works would seek to enter into a Detailed Local Operating Agreement (DLOA) or a Local Operating Agreement (LOA) with Transport for London. LTC is reviewing what provision it needs to make in relation to the handing over of any assets to relevant local highway authorities including Transport for London and continues to liaise with Transport for London regarding this process.</p> <p>In relation to landscaping, ecology and surface water drainage, it is proposed to</p>	<p>Schedule 2 of the draft Development Consent Order (Application Document 3.1)</p>	<p>Matter Under Discussion</p>
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Topic	Item number	Transport for London comment	National Highways comment	Document Reference	Status
			consult with local planning authorities but not directly with local highway authorities. However, as noted above, Transport for London will be consulted on any assets it will become responsible for managing, e.g. to ensure that Transport for London is able to access and maintain the assets in future. If Transport for London has any specific concerns that it would like to raise regarding landscaping, ecology and surface water drainage, National Highways will be happy to discuss the matter further. This matter is under discussion pending a review by Transport for London.		
Need for the Project					
Principle of the development	2.1.3	In principle, Transport for London is supportive of the Project, subject to being satisfied that it will not result in a significant increase in the number of additional car or goods vehicle trips being generated within London and that any adverse impacts on sections of the capital's road network are adequately mitigated.	National Highways is appreciative of the support for the Project offered by Transport for London.	N/A	Matter Agreed
Planning statement/policy					
Local Policy considerations	2.1.4	Transport for London's interest in the Project is predominantly based on the potential impact	The Lower Thames Crossing is a Nationally Significant Infrastructure Project and therefore must in the first instance	Planning Statement	Matter Under Discussion

Topic	Item number	Transport for London comment	National Highways comment	Document Reference	Status
		on the TLRN and local borough roads, including the wider negative impacts that arise from this, and ensuring that, with regard to its impact on London, it does not conflict with the Mayor's Transport Strategy, and/or adopted 2021 London Plan.	demonstrate accordance with the adopted National Networks National Policy Statement. The Planning Statement and the Transport Assessment (Application Document 7.9) refer to the local policy context for the Project and articulate the relationship between the Project and local policy. [A copy of the draft structure of the Planning Statement has been shared with Transport for London.] This matter is under discussion pending a review by Transport for London.	(Application Document 7.2) Transport Assessment (Application Document 7.9)	
Route selection, modal alternatives & assessment of reasonable alternatives					
Route alignment	2.1.5	Transport for London does not have any significant concerns about the option assessment process and therefore agrees with the proposed route alignment.	Noted.	N/A	Matter Agreed
Consultation and engagement					
Adequacy of consultation	2.1.6	Transport for London is satisfied with the adequacy of consultation undertaken to date on the Project.	Noted.	N/A	Matter Agreed
Land and compulsory acquisition					
Permanent vs temporary acquisition	2.1.7	Transport for London owns the freehold of certain parcels of land within the DCO application boundary around J29 of the M25 and relating to the A127.	The land use to the west of Junction 29 has been amended to address these concerns and the majority of Transport for London's titles are now temporary use. There remain some areas where the Project requires temporary possession of	Sheet 45 & 46 of the Land Plans (Application Document 2.2)	Matter Under Discussion

Topic	Item number	Transport for London comment	National Highways comment	Document Reference	Status
		<p>The Land Plans from the previous application documents shared with Transport for London (October 2020) showed most of the land west of the roundabout within the order limits and the TLRN as it passes the roundabout as permanent acquisition. This would suggest that National Highways intends to take on responsibility for this part of the A127. However, the draft DCO that was submitted shows that National Highways are not intending to reclassify any part of the main carriageway of the A127. Permanent acquisition is therefore not required and the powers sought should be for temporary possession only at most but even those powers should be limited.</p>	<p>land with the permanent acquisition of new rights for the diversion of utilities. Permanent acquisition of land is also required for a small section of route alignment and for the construction of the new walking, cycling and horse riding (WCH) bridge structure to the west of Junction 29. It is agreed that National Highways and Transport for London will progress discussions to return any permanently acquired land to Transport for London post construction, including the proposed WCH structure which Transport for London shall be responsible for maintaining.</p> <p>These issues were discussed at a meeting on 17/12/21 (with subsequent communications between National Highways and Transport for London Land & Property specialists) and the requirements for permanent acquisition of rights were explained and accepted. At the 2022 Local Refinement Consultation, Transport for London reported that the latest acquisition plans provided by National Highways address many of the concerns previously raised.</p> <p>It is agreed that the above-mentioned discussions on the final ownership and potential return of acquired land will occur post-DCO consent.</p>		

Topic	Item number	Transport for London comment	National Highways comment	Document Reference	Status
Impact of the Project on existing and future Transport for London assets	2.1.8	<p>Transport for London notes that any works to the TLRN are subject to article 10 of the draft DCO which provides that any highway or works to highway should be constructed to the reasonable satisfaction of the local highway authority and unless otherwise agreed with the local highway authority it will be maintained by and at the expense of the local highway authority from its completion. Transport for London has not yet had sight of all of the DCO application documents so is not able to confirm whether this provision provides adequate protection, or whether more detailed protective provisions will be required. Transport for London further needs to understand the extent of new works or assets which it will be required to manage and maintain, and will require arrangements to be made to address any additional expense which it might incur in respect of the same by way of a commuted sum from National Highways.</p>	<p>National Highways is reviewing what provision it needs to provide in relation to the handing over of any assets to relevant local highway authorities. Through its dialogue with those authorities, the Project recognises the importance those authorities place on this subject and the Project is currently discussing with local highway authorities what provision it needs to provide in relation to the handing over of any assets to relevant local highway authorities.</p>	N/A	Matter Under Discussion

Topic	Item number	Transport for London comment	National Highways comment	Document Reference	Status
New assets outside the highway boundary	2.1.9	If there are any new assets outside the existing highway boundary that Transport for London is required to take responsibility for as part of the DCO, for example drainage infrastructure or environmental mitigation, then a clear understanding of the maintenance boundary, liabilities and split of responsibilities will be essential (notwithstanding any views Transport for London may have on the acceptability of such proposals). Transport for London would also expect to be involved in the design of any new assets which it is expected to take responsibility for to ensure that those assets are designed and delivered in a manner which is consistent with Transport for London's management and maintenance capabilities.	Discussions regarding the split between Transport for London and certain National Highway assets i.e. drainage and street lighting have been held. At this point in time, National Highways can provide the proposed extent of the Strategic Road Network (SRN) and therefore the split in assets. However, through the detailed design process, Transport for London as local highway authority will have an opportunity to comment on designs for assets that are to be transferred, therefore that point would be the best time to set the exact location of the split. This matter is under discussion pending further clarification from National Highways of the nature and timing of Transport for London involvement, with a view to reaching agreement after DCO application submission.	N/A	Matter Under Discussion
Utility works rights and management under the DCO	2.1.10	If any major utility diversions or works are required under the TLRN for the Project then Transport for London will need to be closely involved in reviewing and approving the design and construction of such	Transport for London will be consulted prior to the commencement of utility works that will interface with the highway where Transport for London are the highway authority.	Outline Traffic Management Plan for Construction (Application Document 7.14)	Matter Under Discussion

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		diversions or works, including any future management and maintenance arrangements.	<p>The Project recognises the strategic importance of M25 junction 29 and its sensitivity in traffic terms. Matters relating to traffic management for the utility diversions and other works will be detailed in the Traffic Management Plan (TMP) for the Works, to be prepared post-DCO grant. The Outline Traffic Management Plan for Construction (oTMPfC), which forms part of our planned DCO application, identifies Transport for London as a consultee on the TMP prior to its approval by the Secretary of State. The TMP must be implemented by National Highways and its Contractors.</p> <p>As set out in the oTMPfC, National Highways proposes to set up a monthly Traffic Management Forum (TMF), following the granting of the DCO. The TMF would consist of the main works contractors, utility companies, local authorities, statutory bodies, local highway authorities including Transport for London, public transport operators, emergency services, National Highways maintenance providers and any other affected stakeholders depending on the planned construction phases. The TMF would review planned traffic management arrangements and receive comments as to their appropriateness.</p>		

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			This matter is under discussion pending further information being provided in the DCO application and consideration of the management and maintenance concerns.		
Costs and commuted sums for adoption	2.1.11	Transport for London is seeking to recover its costs associated with delivery of the Project (including through the DCO process and detailed design) from National Highways, together with a commuted sum to cover the substantial increase in its management and maintenance costs resulting from the new and modified assets for which Transport for London is required to take responsibility for in the DCO.	Following the recent announcements regarding the M25 Junction 28 and A303 Sparkford DCOs and in particular their position regarding the provision of commuted sums, the Project is currently considering its position regarding the matter. The Project is also considering its position on contributions to costs during the DCO process and beyond. Once it has reached a conclusion as to its proposal, Transport for London will be advised at the earliest opportunity.	N/A	Matter Under Discussion
Construction					
Construction vehicle safety	2.1.12	Transport for London requests that the Project sets out how its construction vehicle safety standards will support Transport for London's commitment to achieving its "Vision Zero" safety goal.	<p>Commitments to safety are contained within Section 6.1 of the Code of Construction Practice.</p> <p>The Contractors will produce Construction Logistics Plans and will be required to implement directly and through their Sub-Contractors and suppliers, the following standards:</p> <p>a. Construction Logistics Community Safety (CLOCS) – A national standard of planning the supply routing and</p>	Section 6.1 of the Code of Construction Practice (Application Document 6.3)	Matter Under Discussion

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			<p>management of sites to reduce risk to vulnerable road users.</p> <p>b. Freight Operator Recognition Scheme (FORS) (Silver or above) – A national standard of managing vehicle fleets and driver training to reduce risk to vulnerable road users.</p> <p>c. Driving for Better Business – A national standard of reducing risk to professional drivers.</p> <p>The Project will also implement HGV bans on several areas around the Project. A Traffic Management Forum will be one of several channels open to stakeholders to raise traffic safety concerns that arise during construction.</p> <p>This matter is under discussion pending clarification of National Highway's specific position on complying with the Vision Zero action plan.</p>		
Construction traffic management	2.1.13	Transport for London requests that the Project manages and mitigates the negative impact of construction on local communities. It is essential that a robust plan is developed to appropriately manage construction traffic, minimise the impact on the Transport for London road network and local	The Project has produced an outline Traffic Management Plan for Construction (oTMPfC) which sets out the principles for the management of construction traffic and how detailed plans will be developed in consultation with the local transport authorities impacted by the project. This will be secured through Requirement 10 of Schedule 2 of the draft DCO.	Outline Traffic Management Plan for Construction (Application Document 7.14) Requirement 10 of Schedule 2 of the draft Development	Matter Under Discussion

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		<p>road network for users, maintain public transport access and reliability, and ensure that people walking and cycling are able to do so safely without making travel by these modes more difficult. The impact of noise and on air quality from construction and its related traffic also needs to be considered in the development of any plan.</p> <p>Transport for London further notes that lane closures should be scheduled for off-peak periods while full road closures, if absolutely necessary, should be restricted to overnight periods. In both cases, these should be coordinated with other works on the highway network including any Transport for London works as well as National Highways' own M25 Junction 28 scheme, and potential cumulative impacts identified.</p>	<p>The Transport Assessment, Plate 5.4 highlights the transport infrastructure projects included in the construction assessment, for example, the Silvertown Tunnel, M25 Junction 30, Junction 28, Junction 25, Junction 10 and Junction 2 improvements alongside other local authority schemes such as the A127 improvement schemes at Fairglen interchange and Nevendon Interchange. The Interrelationships with other Nationally Significant Infrastructure Projects and Major Development Schemes document provides further information on the steps taken by National Highways to account for its interfaces with other major development schemes.</p> <p>In accordance with the oTMPfC, where construction activities for the Project are likely to proceed at the same time as the construction of other projects in proximity to it, Contractors will manage this in a coordinated way, maximising opportunities to reduce the overall impact on communities and the environment. A Traffic Management Forum (TMF) would be set up by National Highways to support integration with other projects on construction traffic and logistics matters. A National Highways Traffic Manager would also be appointed for the entire Project</p>	<p>Consent Order (Application Document 3.1) Interrelationships with other Nationally Significant Infrastructure Projects and Major Development Schemes (Application Document 7.17)</p>	

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			<p>network (i.e. logistic routes and routes requiring temporary traffic management). Their role would include oversight of and coordination with third-party project construction activities to minimise the impacts on the public and stakeholders.</p> <p>This matter is under discussion pending Transport for London's consideration of the DCO application submission.</p>		
Construction traffic impacts on the wider network	2. 1.14	Transport for London acknowledges that National Highways has provided some detail on likely traffic impacts arising during construction of the Project and this goes some way to outlining how construction will be delivered, but Transport for London requires further detail to enable the necessary understanding of the implications on its network.	<p>The Project has produced a Transport Assessment which covers the impact on the Transport for London network. The Transport Assessment was shared with all key stakeholders including Transport for London, along with the rest of the withdrawn DCO application documents in Dec 2020. An updated version of this document will be submitted as part of our application. The Project has shared the GIS shapefiles based on construction traffic modelling for the 11 phases of construction to facilitate understanding the predicted impacts further.</p> <p>This matter is under discussion pending review by Transport for London.</p>	Transport Assessment (Application Document 7.9)	Matter Under Discussion
Operation & Maintenance					
Operational traffic management	2.1.15	Transport for London would like to understand what measures are being taken to ensure the	As with the wider SRN, the Project will be patrolled by Traffic Officers and managed through the Regional Operations Centre	N/A	Matter Under Discussion

Topic	Item number	Transport for London comment	National Highways comment	Document Reference	Status
		<p>resilience of the highway network and detail regarding the management of the wider network in the event of an accident, ensuring this does not result in significant volumes of traffic using the road network in London to cross the river.</p> <p>Transport for London seeks clarification of the strategic diversion plans to be in place for the Project, Dartford Crossing and the neighbouring SRN after the Project opens to traffic.</p>	<p>(ROC) at Godstone in Surrey. In the event of an incident occurring on the SRN the ROC will liaise with the various emergency services, Traffic Officers, National Highways network maintainers and other network authorities including Transport for London to ensure that any delays are kept to a minimum and that incidents are cleared within National Highways response times. In addition, Variable Message Signs will advise motorists of traffic conditions so that they can adjust their journeys to suit.</p> <p>This matter is under discussion pending further information from National Highways to clarify its approach to strategic diversion plans for the LTC, and any remaining queries about the implementation of established National Highways processes to provide resilience.</p>		
Charging					
Charging regime	2.1.16	<p>Transport for London notes the proposed charging regime for the Project. While Transport for London does not object to the planned charging regime, it notes that it provides little flexibility to manage traffic demand and the consequential impacts on carbon emissions, air quality, etc. Transport for</p>	<p>In the 2018 Statutory Consultation comments were invited on charging flexibility in particular in relation to</p> <ul style="list-style-type: none"> • charge amounts • charged and non-charged hours • application of peak charges • vehicle classifications • emissions-based charging 	Road User Charging Statement (Application Document 7.6)	Matter Under Discussion

Topic	Item number	Transport for London comment	National Highways comment	Document Reference	Status
		London suggests that National Highways should review the proposed charging regime against alternatives, for example more flexible regimes like that planned for the Silvertown Tunnel, to ensure the optimum approach to charging is being adopted.	<ul style="list-style-type: none"> accounts, discounts and exemptions <p>The majority of local authority stakeholders that commented on charging flexibility stated that their preference was for charges at LTC to mirror those at Dartford. National Highways supported this preference on the grounds of economies of scale, the performance of the scheme and better customer experience.</p> <p>This matter is under discussion pending Transport for London reviewing the Road User Charging Statement included in the DCO application submission.</p>		
Air quality					
Operational air quality monitoring	2.1.17	Transport for London has not yet had sight of the air quality chapter of the Environmental Statement for the Project but is of the view that the A127 west of M25 Junction 29, where there appears to be a large increase in traffic flows, should be included in the scope of the wider network impacts management and monitoring plan. The scope of the plan should include air quality where appropriate and Transport for London would request justification for any decision not	Operational air quality monitoring is not proposed. The ES, to be included in the DCO application submission, does not identify significant adverse impacts that require monitoring.	N/A	Matter Not Agreed

Topic	Item number	Transport for London comment	National Highways comment	Document Reference	Status
		to monitor air quality on sections of road with significant increases in traffic forecast.			
Update for Air Quality assessment	2.1.18	<p>Transport for London has not had sight of the air quality and noise impact chapters in the Environmental Statement and has not seen forecast air quality and noise impacts updated to reflect the latest version of the traffic modelling. Transport for London would like the opportunity to review the relevant chapters and respond prior to resubmission of the DCO application.</p> <p>Transport for London considers it necessary to demonstrate that there are no adverse effects on air quality on the TLRN, which would conflict with local air quality policy and could lead to increased complaints and implications for health.</p>	National Highways is currently updating the air quality and noise assessments. Further information on impacts and mitigation will be shared prior to submission. The full assessment will be presented in the Environmental Statement as part of the second DCO submission. This matter is under discussion pending release of further information, including how air quality policy is accounted for.	N/A	Matter Under Discussion
Future Ultra Low Emission Zone and road charging	2.1.19	Transport for London has undertaken a public consultation on the expansion of the Ultra Low Emission Zone (ULEZ) in 2023 to cover the whole of Greater London, and the potential for future road	National Highways has considered the request for sensitivity testing of the impact of these proposals. National Highways considers that overall a limited number of road users would pay the ULEZ charge. As such, there would not be a significant impact on the road network in the area	N/A	Matter Not Agreed

Topic	Item number	Transport for London comment	National Highways comment	Document Reference	Status
		<p>user charging to be implemented prior to the Project opening to traffic. The Project modelling should have regard to the ULEZ and consider how it might approximate the impact of these schemes on the Project through modelling sensitivity tests.</p> <p>Transport for London recommends that it would be appropriate to consider, at least at a qualitative level informed by evidence, how the environmental impacts of the Project may differ if road user charging is introduced in London.</p>	<p>around the Project and National Highways does not propose to undertake this sensitivity test. With regards to road user charging, there are no current committed proposals, and so there is no policy to be tested.</p>		
Landscape and visual					
Protected trees	2.1.20	<p>Transport for London has raised concerns regarding a number of trees protected by Tree Preservation Orders that will need to be removed in order for the walking cycling and horse riding bridge over the A127 to be installed. The Environmental Masterplan and Outline Landscape and Ecology Management Plan</p>	<p>National Highways is including a Code of Construction Practice and outline Landscape and Ecological Management Plan with the DCO submission which sets out the principles for the removal of trees and vegetation and the replacement planting proposed for the project as a whole. The Works and General Arrangement Plans also show the proposed planting mitigation. This matter is under discussion pending Transport for</p>	<p>Part 2 (REAC) of the Code of Construction Practice (Application Document 6.3)</p> <p>Outline Landscape and Ecology Management</p>	Matter Under Discussion

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		must outline any replacement planting so Transport for London can determine the environmental impact.	London’s review of these documents in the DCO application.	Plan (Application Document 6.7) General Arrangements (Application Document 2.5) Works Plans (Application Document 2.6)	
Noise and vibration					
Impact of noise on local population	2.1.21	The measures included in the design intended to reduce the extent of noise pollution for residential properties are welcomed by Transport for London. However, it is important that the level of additional noise pollution is reduced as far as possible across the entire Project. This will have added benefits and help to ensure that the amenity of green spaces and recreational areas in the east of London and neighbouring communities is not negatively impacted.	There are a number of noise mitigations proposed as part of the Project. These are either embedded in the engineering design, project-specific measures needed to avoid, reduce or offset potential impacts or good practice standard approaches and actions commonly used on infrastructure projects. Please refer to Section 12.5 of ES Chapter 12 ES - Noise and Vibration (Application Document 6.1) for the full details of the noise assessment undertaken and proposed mitigation. This matter is under discussion pending Transport for London review of ES Chapter 12 in the DCO application.	Section 12.5 of Chapter 12 Noise and Vibration of the Environmental Statement (Application Document 6.1)	Matter Under Discussion

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Population and human health					
Public transport	2.1.22	Transport for London considers that National Highways should consider, as part of the Project, what targeted interventions it might make to improve bus performance and reliability and so help shift some trips away from car.	National Highways currently has no plans to provide targeted interventions to improve bus performance and reliability as part of the Project. The Wider Network Impacts Management and Monitoring Plan sets out how the Project would work with Transport for London and DfT to examine potential schemes on the wider road network following monitoring after the Project opens.	N/A	Matter Not Agreed
Walking cycling and horse riding (WCH) crossing west of M25 junction 29	2.1.23	At 2020 Supplementary Consultation, Transport for London expressed concern that the pedestrian and cycle route across M25 Junction 29 would in future be limited to the north side of the junction. Provision was proposed by National Highways to be made for a new, high-quality link from the north to the south side of the A127 to the east of the junction, but no such link was proposed across the A127 to the west of the junction. This would result in pedestrians and cyclists travelling to and from Cranham needing to make an at-grade uncontrolled crossing of both carriageways of the A127 at the Front Lane junction to be able	<p>National Highways notes Transport for London's endorsement of its new bridge proposal. National Highways also notes that it improves connections to the corridor from Upminster/Cranham to the future community forest site at Hole Farm to the north east. National Highways further notes that the LTC has completed an assessment of the impacts on walkers, cyclists and horses riders. All rights of way have been maintained either by a diversion or new route.</p> <p>National Highways will continue to work with Transport for London and the London Borough of Havering to discuss details relating to design, construction and maintenance implications as they become available at detailed design stage. Transport for London has been informed that in accordance with established</p>	N/A	Matter Under Discussion

Topic	Item number	Transport for London comment	National Highways comment	Document Reference	Status
		<p>to travel east-west across M25 Junction 29.</p> <p>In its response to the 2022 Local Refinement Consultation, Transport for London welcomed the decision to include a new bridge over the A127 west of the M25 to resolve this concern and address a historic severance between Folkes Lane and Moor Lane created by the A127. Transport for London requests details of the bridge, in order to assess the design, construction and maintenance implications of what is proposed, determine the acceptability of these and identify any potential issues including for the ongoing maintenance regime and associated funding.</p>	<p>principles, the bridge would become theirs to maintain.</p>		
Temporary diversion of footway	2.1.24	<p>Transport for London notes the proposed temporary closure of the footway that runs along the north side of the A127 eastbound off-slip during construction of the new bridge, and supports pedestrian access being maintained via a temporary local diversion during this period. Discussion is</p>	<p>National Highways agrees with this suggestion. During construction of the new bridge, when the footway is closed, pedestrian access would be maintained via a temporary local diversion along an area of land immediately next to the existing path on land controlled by the Project. The implementation would be discussed with stakeholders in the channels established in the Outline Traffic</p>	<p>Outline Traffic Management Plan (Application Document 7.14)</p>	<p>Matter Agreed</p>

Topic	Item number	Transport for London comment	National Highways comment	Document Reference	Status
		encouraged with relevant stakeholders to ensure an acceptable route is provided.	Management Plan for Construction, e.g. the Traffic Management Forum. National Highways welcomes Transport for London's endorsement of this approach.		
Traffic and economics					
Erosion of benefits over time	2.1.25	<p>Transport for London observed that opening benefits of traffic alleviation could be eroded over time as there is less certainty for the degree to which the LTC will improve traffic conditions where growth is more than the assumptions used, or through poor control of the volume of vehicles using the LTC. This could have significant implications for the surrounding road network and people living in neighbouring communities.</p> <p>Transport for London requested additional detail on the extent to which an appropriate level of certainty has been developed for the proportion of traffic that would use the Blackwall Tunnel.</p>	<p>National Highways points out that in relation to the forecasts used within the transport model, these have been built in line with government Transport Analysis Guidance (TAG) and are capped in line with National Trip End Model (NTEM) forecasts. While it is clear that traffic growth will, over time, increase at the Dartford Crossing, there remains a significant reduction against the Do Minimum scenario. This has been clearly shown in consultation documents, as it will be in the DCO documentation.</p> <p>The Project has also undertaken modelling using the Project's transport model varying the LTC charge to help understand potential impacts on the Blackwall and Silvertown tunnels.</p> <p>The Project has provided Transport for London with a cordon of its transport model, the most recent being in April 2022, to enable them to undertake detailed analysis. This matter is under discussion pending Transport for London's review of the Transport Assessment and</p>	<p>Transport Assessment (Application Document 7.9)</p> <p>Wider Network Impacts Management and Monitoring Plan (Application Document 7.12)</p>	Matter Under Discussion

Topic	Item number	Transport for London comment	National Highways comment	Document Reference	Status
			the Wider Network Impacts Management and Monitoring Plan, which Transport for London notes influences National Highway's ability to address differences from modelled traffic.		
Sensitivity test for Gallows Corner	2.1.26	Given the extended timescales for delivery of the Project, and in the absence of a funded scheme for the replacement of the Gallows Corner flyover, which will need to close by 2026 at the latest, Transport for London requested that the Project modelling includes a sensitivity test to take into account that the flyover may not be operational at the time of the crossing opening.	National Highways is undertaking this sensitivity test to specifically consider the effects with the flyover removed, and the results will be shared with Transport for London when available. This matter is under discussion pending the modelling being completed and shared with Transport for London, which is expected by autumn 2022.	N/A	Matter Under Discussion
Wider Network Impacts					
Understanding wider network impacts on local and strategic roads	2.1.27	Transport for London has a major interest in changes in travel patterns on the TLRN and local road network (LRN), and the wider network impacts that arise as a result of the opening of the LTC in isolation or cumulatively with other projects. Subject to a full analysis, Transport for London notes potential locations of concern: <ul style="list-style-type: none"> M25 Junction 29 	National Highways continues to actively engage with Transport for London regarding the traffic impacts of the Project. As part of this programme it has supplied outputs from modelling and held appropriate technical meetings, supported by further data assistance where necessary. This will subsequently enable a well-founded discussion of National Highways response to these concerns. The DCO application will contain the results of further traffic assessments, and present the traffic conditions on the wider road network. National Highways	N/A	Matter Under Discussion

Topic	Item number	Transport for London comment	National Highways comment	Document Reference	Status
		<ul style="list-style-type: none"> • M25 Junction 28 • Gallows Corner junction between the A12 and A127 • A127 west of M25 Junction 29 • Junctions of the A127 between M25 Junction 29 and Gallows Corner including that with Squirrels Heath Road and Ardleigh Green Road • A13 west of M25 Junction 30. <p>Transport for London is of the view that, 'micro-simulation modelling' might be required to ensure in-depth analysis of the impact at these locations.</p> <p>Transport for London would like to understand potential issues including safety concerns, impacts on bus journey times and pedestrian and cycle flows, as well as other operational complexities.</p>	<p>considered comments when preparing the DCO application documents for submission to ensure confidence can be provided about the nature of future traffic conditions.</p> <p>LTC is working with Transport for London and the London Borough of Havering to conduct a series of workshops and modelling exercises to interrogate the impacts of the project on the wider road network in more detail, led by the outputs from the main scheme modelling which has been shared with authorities. National Highways is currently in joint discussions with relevant authorities in accordance with licence obligations to work with others to align national and local plans and investments, balance national and local needs and support better end-to-end journeys for road users.</p> <p>This matter is under discussion pending further information being provided in the DCO application.</p>		
Mitigation of wider network impacts	2.1.28	Where monitoring demonstrates that, as a result of the traffic impacts of the Project, mitigation is required to the road network in London,	At a meeting on 29/7/22, National Highways explained its approach to Wider Network concerns from Local Authorities before and after the crossing opens. It was explained that National Highways has	Wider Network Impacts Management and Monitoring	Matter Not Agreed

Topic	Item number	Transport for London comment	National Highways comment	Document Reference	Status
		<p>Transport for London requires National Highways to commit to delivering this mitigation through its own funding as part of the Project mitigation.</p> <p>National Highways should consider, at this stage, the range of mitigation options, with potential interventions not limited to capacity upgrades. Options for reducing highway traffic flows need to be considered; including, but not limited to, varying the charges of the Lower Thames Crossing (and Dartford Crossing).</p> <p>In response to National Highway's comments, Transport for London strongly disagrees that it is possible to state that no impacts will require mitigation given the shortcomings of the modelling relied upon within London, which means that junction delays are not robustly forecast. Transport for London notes that the National Highways modelling team have openly acknowledged this shortcoming. Further, the fact</p>	<p>assessed the wider network impacts of the LTC scheme and has considered these against the requirements set out in the National Policy Statement for National Networks (DfT, 2014), and considers that the adverse transport impacts are acceptable under this policy. Further information on policy compliance can be found within the Transport Assessment. As such, National Highways is not committing to any direct additional funding for interventions on the wider network through the DCO.</p> <p>The Project is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the monitoring identifies issues or opportunities related to the road network as a result of traffic growth or new third-party developments, then local authorities would be able to use this as evidence to support scheme development and case making through existing funding mechanisms and processes.</p> <p>An updated Wider Network Impacts Monitoring and Management Plan (WNIMMP) will be included in the application, providing information about the proposed traffic monitoring. National Highways will also provide a briefing on the changes made to the WNIMMP since</p>	<p>Plan (Application Document 7.12)</p> <p>Draft DCO (Application Document 3.1)</p> <p>Transport Assessment (Application Document 7.9)</p>	

Topic	Item number	Transport for London comment	National Highways comment	Document Reference	Status
		<p>that monitoring is proposed suggests that National Highways anticipates impacts will arise. Without a means of mitigating those impacts, the Project will not achieve its full objectives and could have a long term detrimental impact on the highway network and local environment.</p> <p>Transport for London also disagrees with the proposed timing and period of monitoring because monitoring from only one year before opening will overlap with construction activity.</p> <p>Transport for London further queries how not committing to mitigate any impacts of the LTC scheme on the wider network beyond the core scope of the scheme is consistent with National Highways' licence from the DfT and the need to co-operate with other highway authorities to secure the smooth running of the wider network not only day-to-day but for the long term.</p>	<p>a draft version was shared in the July 2021 Community Impacts Consultation.</p> <p>The traffic impact monitoring scheme will be secured in Schedule 2 of the draft Development Consent Order and would require approval by the Secretary of State, after consultation with relevant local highway authorities, which would begin one year before the tunnel area opens.</p> <p>National Highways is obligated to work with local highway authorities and others to align national and local plans and investments, balance national and local needs and support better end to end journeys for road users (National Highways Licence from DfT para 5.1.9). National Highways will continue to deliver against this obligation in its collaborative work with local authorities.</p>		

Topic	Item number	Transport for London comment	National Highways comment	Document Reference	Status
Scope of monitoring	2.1.29	Transport for London requires the section of the A127 west of M25 Junction 29 to be included within the scope of the Wider Network Impacts Management and Monitoring Plan.	<p>National Highways will engage with Transport for London in the near future regarding how it has considered comments made during and since the 2021 Community Impacts Consultation and updates to the WNIMMP. This will not result in further changes to the WNIMMP prior to DCO application submission. However, in accordance with the WNIMMP, National Highways will engage with relevant local highway authorities including Transport for London when drawing up the final set of locations to be monitored.</p> <p>This matter is under discussion pending the outcomes of the briefings and discussions above.</p>	Section 5.3 of the Wider Network Impacts Management and Monitoring Plan (Application Document 7.12)	Matter Under Discussion
Climate					
Construction and operational carbon emissions	2.1.30	Transport for London is committed to reducing carbon emissions from road transport with the overall aim of becoming a zero-carbon city by 2050, as set out in the Mayor’s Transport Strategy. In addition, in the Mayor’s manifesto for the 2021 election, he has accelerated the ambition, to achieve net zero by 2030. Transport for London welcomes the discussion with National	National Highways notes Transport for London’s position. The document “Net zero highways: our 2030 / 2040 / 2050 plan” is referred to in Environmental Statement Chapter 15, Climate (Application Document 6.1). Through its ‘Lowest Carbon Strategy’, presented in the Carbon and Energy Management Plan (Application Document 7.19) the Project aims to align with the targets and trajectories set out in National Highways’ plan ‘Net Zero Highways’.	<p>Chapter 15 Climate of the Environmental Statement (Application Document 6.1)</p> <p>Carbon and Energy Management Plan (Application Document 7.19)</p>	Matter Under Discussion

Topic	Item number	Transport for London comment	National Highways comment	Document Reference	Status
		Highways on its emerging approach to reducing carbon and notes that National Highways has made commitments to achieve net zero carbon emissions in its 2021 document “Net zero highways: our 2030 / 2040 / 2050 plan”. It is essential that the updated Environmental Statement refers to this plan and clearly sets out how the Project will play its part in driving down carbon emissions.	<p>The Project has adopted the avoid and/or prevent, reduce and remediate hierarchy for greenhouse gas (GHG) emissions. This has been applied throughout the design process and has informed the assumptions used to develop the ‘Do Something’ scenario and the project’s carbon model.</p> <p>The measures that the project has committed to implement in order to reduce and remediate GHG emissions are presented in Section 15.5 of ES Chapter 15: Climate. These include measures which are embedded in the engineering design, good practice measures and essential mitigation relevant to GHG emissions.</p> <p>This matter is under discussion pending Transport for London’s review of the DCO application.</p>		
Nitrogen Deposition					
Nitrogen Deposition	2.1.31	The additional assessment on the impacts of nitrogen deposition, and associated compensatory areas, is welcomed by Transport for London, who note that there are no areas which are deemed to be significantly affected in the proximity of the TLRN.	The assessment regarding the nitrogen deposition has been updated following the revised traffic modelling becoming available and will be included in the Environmental Statement, Chapter 5 (Air Quality) and specifically Technical Appendix 5.6 (Project Air Quality Action Plan). Appendix 5.6 covers the sites identified as being significantly impacted	Chapter 5 Air Quality of the Environmental Statement (Application Document 6.1)	Matter Under Discussion

Topic	Item number	Transport for London comment	National Highways comment	Document Reference	Status
		<p>However, as the assessment has yet to be published, Transport for London would wish to see it at the earliest opportunity. The assessment will also need to be updated in line with the interactions with other schemes highlighted by Transport for London (e.g. Gallows Corner), once the highway modelling has been updated.</p>	<p>as well as the steps taken to review options for mitigation and compensation and the rationale for how the compensation strategy was developed and the Project's final proposals.</p> <p>Information on the assessment for the designated sites that are affected will be presented in a technical appendix of Chapter 8 Terrestrial Biodiversity, Appendix 8.14 Designated sites air quality assessment.</p> <p>The full assessment and conclusions will be included in the DCO submission. The Project has proposed dates to update stakeholders in advance of the submission through a workshop to discuss the conclusions of the assessment.</p> <p>This matter is under discussion pending Transport for London's review of the DCO application.</p>	<p>Chapter 8 Terrestrial Biodiversity of the Environmental Statement (Application Document 6.1)</p>	

3 Agreement on this Statement of Common Ground

STATEMENT OF COMMON GROUND

This Statement of Common Ground has been prepared and agreed by (1) National Highways Limited and (2) Transport for London.

Name	Paul Rowden
Position	Local Authority Technical Engagement Specialist
Organisation	National Highways
Signature	

Name	Matthew Rheinberg
Position	Major Projects Manager
Organisation	Transport for London
Signature	

Appendix A Documents considered within this Statement of Common Ground

- A.1.1 A summary of the documents that are not DCO application documents but which have been considered during engagement between the parties in relation to the Project and in the development of this SoCG, is provided below:
- a. Notes from Transport for London and London Borough of Havering meeting about construction communication and wider network impacts 29/7/22
 - b. Slides from Transport for London and London Borough of Havering meeting about wider network impacts 29/7/22
 - c. Notes from Transport for London meeting about land acquisition and future asset responsibilities 17/12/21
 - d. Consultation materials released by the Project at the following stages of consultation and corresponding responses:
 - i. Route Consultation (Opened January 2016, closed March 2016)
 - ii. Statutory Consultation (Opened October 2018, closed December 2018)
 - iii. Supplementary Consultation (Opened January 2020, closed April 2020)
 - iv. Design Refinement Consultation (Opened July 2020, closed August 2020)
 - v. Community Impacts Consultation (Opened July 2021, closed September 2021)
 - vi. Local Refinement Consultation (Opened May 2022, closed June 2022)
 - e. Scoping Opinion: Proposed Lower Thames Crossing, 2017
 - f. Meeting notes of all other relevant meetings (2017-2022)

Appendix B Glossary

Term	Abbreviation	Explanation
A122 Lower Thames Crossing	Project	A proposed new crossing of the Thames Estuary linking the county of Kent with the county of Essex, at or east of the existing Dartford Crossing.
Air Quality	AQ	A measure of the level of various atmospheric pollutants.
Archaeological Mitigation Strategy – Outline Written Scheme of Investigation	AMS-OWSI	n/a
Adequacy of Consultation	AoC	n/a
Biodiversity Net Gain	BNG	Ecological enhancements introduced by the Project which leave the natural environment and the number of species present in it, in a measurably better state than before construction.
Community Engagement Plan	CEP	A detailed programme of community engagement for specific stakeholder groups, including schools, identifying proposed methods and likely timing of consultation activities during the construction period.
Community Impacts and Public Health Advisory Group	CIPHAG	An advisory group established by National Highways to understand local knowledge and understanding to feed into the relevant technical assessments.
Department for Communities and Local Government	CLG	The former name of the Ministry of Housing, Communities and Local Government, now the Department for Levelling Up, Housing and Communities.
Code of Construction Practice	CoCP	Contains control measures and standards to be implemented by the Project, including those to avoid or reduce environmental effects.
Combined Modelling and Appraisal Report	CoMMA	The purpose of the Combined Modelling and Appraisal Report is to inform decision makers and stakeholders on how the evidence underpinning the business case has been developed, from the initial identification of the underlying problem through the collection of data and the production of any supporting traffic models and forecast impacts of the Project on traffic to the eventual economic appraisal.
Dartford Crossing	DC	Road crossing of the River Thames in England, carrying the A282 road between Dartford in Kent to the south with Thurrock in Essex to the north. It consists of two bored tunnels and the cable-stayed Queen Elizabeth II Bridge.
Department of Transport	DfT	The government department responsible for the English transport network and a limited number of transport matters in Scotland, Wales and Northern Ireland that have not been devolved.

Term	Abbreviation	Explanation
Design Manual for Roads and Bridges	DMRB LA11	A comprehensive manual which contains requirements, advice and other published documents relating to works on motorway and all-purpose trunk roads for which one of the Overseeing Organisations (National Highways, Transport Scotland, the Welsh Government or the Department for Regional Development (Northern Ireland)) is the highway authority. For the A122 Lower Thames Crossing, the Overseeing Organisation is National Highways.
Development Consent Order	DCO	Means of obtaining permission for developments categorised as Nationally Significant Infrastructure Projects (NSIP) under the Planning Act 2008.
Development Consent Order application	DCO Application	The Project Application Documents, collectively known as the 'DCO application'.
Electric Vehicle	EV	Electric vehicles are vehicles that are either partially or fully powered on electric power.
Environment Agency	EA	A non-departmental public body of Defra, established under the Environment Act 1995. It is the leading public body for protecting and improving the environment in England and Wales. The organisation is responsible for wide-ranging matters, including the management of all forms of flood risk, water resources, water quality, waste regulation, pollution control, inland fisheries, recreation, conservation and navigation of inland waterways.
Environmental Impact Assessment	EIA	A process by which information about environmental effects of a proposed development is collected, assessed and used to inform decision making. For certain projects, EIA is a statutory requirement, reported an Environmental Statement.
Environmental Management Plan	EMP	For the Project, a plan setting out the conclusions and actions needed to manage environmental effects as defined by the Design Manual for Roads and Bridges standard LA 120. The CoCP is the equivalent of the first iteration of the EMP (EMP1). The contractor's EMP would be EMP2 and the end of construction EMP would be EMP3.
Environmental Management System	EMS	n/a
Environmental Statement	ES	A document produced to support an application for development consent that is subject to Environmental Impact Assessment (EIA), which sets out the likely impacts on the environment arising from the proposed development.
Framework Construction Travel Plan	FCTP	A document which sets out a framework to reduce the impact of the project's construction workforce on the road network as a result of travel to and from construction areas and compounds (including utility logistic hubs). The FCTP sets out proposed ways in which this would be done, including by reducing single occupancy vehicle trips and encouraging sustainable and active travel.

Term	Abbreviation	Explanation
Flood Risk Assessment	FRA	An assessment of the risk of flooding from all flooding mechanisms, the identification of flood mitigation measures, and identification of actions to be taken before and during a flood.
Footpath	FP	A footpath is a type of thoroughfare that is intended for use only by pedestrians and not other forms of traffic such as motorized vehicles, bicycles and horses. They can be found in a wide variety of places, from the centre of cities, to farmland, to mountain ridges.
Frequency	n/a	Sound consists of vibrations transmitted to the ear as rapid variations in air pressure. The more rapid the variations in air pressure, the higher the frequency of the sound. Frequency is defined as the number of pressure fluctuations per second and is expressed in Hertz (Hz).
Greater London Authority	GLA	The Greater London Authority (GLA), colloquially known by the metonym "City Hall", is the devolved regional governance body of Greater London. It consists of two political branches: the executive Mayoralty (currently led by Sadiq Khan) and the 25-member London Assembly, which serves as a means of checks and balances on the former. Since May 2016, both branches have been under the control of the London Labour Party. The authority was established in 2000, following a local referendum, and derives most of its powers from the Greater London Authority Act 1999 and the Greater London Authority Act 2007.
Good practice	n/a	In the context of the Project, standard approaches and actions commonly used to avoid or reduce environmental impacts of infrastructure development. These are typically applicable across the whole Project.
Greenspace information for Greater London	GiGL	GiGL is a Community Interest Company that acts as the official custodian of environmental records for London boroughs and the City of London.
Greater London Archaeological Advisory Service	GLAAS	Part of Historic England's London Local Office, providing advice for the whole of Greater London, with the exception of the City of London and the London Borough of Southwark who have their own archaeological planning advisers.
Ground investigation	GI	Several levels of investigation from desk-based research to onsite sampling to evaluate challenges related to soil/ground.
Heavy Goods Vehicle	HGV	A large, heavy motor vehicle used for transporting cargo.
Heritage asset	n/a	A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions because of its heritage interest. Heritage assets include designated heritage assets and assets identified by the local planning authority (including local listing).

Term	Abbreviation	Explanation
Highways Agency	HA	Precursor to Highways England. No longer exists but still mentioned in reference to previous projects or in older documents.
Highways England	HE	Former name of National Highways.
Historic England	n/a	The public body that looks after England's historic environment. An executive non-departmental public body of the UK Government sponsored by the Department for Digital, Culture, Media and Sport, and the Government's advisor on heritage.
Joint Operations Forum	JOF	The JOF is an executive level forum made up of National Highways and its Contractors. National Highways will establish and chair a JOF, attended by senior representatives from the Contractors.
Landfill	n/a	A site for the disposal of waste materials.
Local plan	n/a	A Local Plan sets out local planning policies and identifies how land is used, determining what will be built where. Adopted Local Plans provide the framework for local development across England.
London Highway Assignment Model	LoHAM	A strategic model representing routeing and congestion of motorised highway trips using London's highway network.
Local Planning Authority	LPA	A local planning authority is the local authority or council that is empowered by law to exercise statutory town planning functions for a particular area of the UK. May also be referred to as 'local authority'.
Local Resident Discount Scheme	LRDS	A scheme by which residents meeting certain defined criteria can obtain a discount on the charge levied on drivers using the Lower Thames Crossing.
Local Road Network	LRN	The Local Road Network is that portion of the Road Network for which a Local Government is responsible and is eligible for funding from the State Government to operate and maintain.
Lower Thames Area Model	LTAM	Transport model designed to forecast impacts of providing additional road based capacity across the River Thames at locations at or east of the existing Dartford Crossing.
M25 junction 29	n/a	Improvement works to M25 junction 29 and to the M25 north of junction 29. The M25 through junction 29 will be widened from three lanes to four in both directions with hard shoulders.
M25 Motorway	M25	Orbital motorway that encircles most of Greater London.
Materials Management Plan	MMP	n/a
National Cycle Network	NCN	A series of traffic-free paths and quiet, on-road cycling and walking routes that connect to every major town and city.

Term	Abbreviation	Explanation
National Grid Electricity Transmission	NGET	A UK company that builds and maintains the electricity transmission network in England and Wales.
Nitrogen dioxide	NO ₂	A reactive gas introduced into the environment by natural causes, including entry from the stratosphere, bacterial respiration, volcanos, and lightning. It is also introduced by the emissions of internal combustion engines burning fossil fuels.
National Policy Statement	NPS	There are 12 designated National Policy Statements (NPSs), setting out government policy on different types of national infrastructure development, including energy, transport, water and waste. NPSs provide the framework within which Examining Authorities make their recommendations to the Secretary of State.
National Policy Statement for National Networks	NPSNN	The NPSNN sets out the need for, and Government's policies to deliver, development of Nationally Significant Infrastructure Projects on the national road and rail networks in England. It provides planning guidance for promoters of Nationally Significant Infrastructure Projects on the road and rail networks, and the basis for the examination by the Examining Authority and decisions by the Secretary of State.
New Roads and Street Works Act	NRSWA	n/a
Nationally Significant Infrastructure Project	NSIP	Major infrastructure developments in England and Wales, such as proposals for power plants, large renewable energy projects, new airports and airport extensions, major road projects, etc. that require a development consent under the Planning Act 2008.
Non-hazardous waste	n/a	Any waste not defined as 'hazardous' under the Hazardous Waste Directive (91/689/EEC).
Non-motorised user(s)	NMU	Users of non-motorised vehicles (eg cyclists, horse riders) and pedestrians
Outline Landscape and Ecology Management Plan	oLEMP	A document which outlines the proposed management of the landscape and ecological elements of the A122 Lower Thames Crossing.
Outline Materials Handling Plan	oMHP	A document which sets out the approach and high-level principles for handling construction materials and waste on the Lower Thames Crossing Project, both inside and outside the Order Limits.
Outline Site Waste Management Plan	oSWMP	The Outline Site Waste Management Plan (oSWMP) sets out the overarching principles and procedures that would be applied for the management of waste during the construction phase of the Project.

Term	Abbreviation	Explanation
Outline Traffic Management Plan for Construction	oTMPfC	The outline Traffic Management Plan for Construction (oTMPfC) has been produced to provide an outline framework and principles that will be applied for the design and management of construction traffic management and transport logistics for the Lower Thames Crossing Project.
Open space	n/a	Open space is defined in section 19 of the Acquisition of Land Act 1981 as 'any land laid out as a public garden, or used for the purposes of public recreation, or land being a disused burial ground'.
Overhead line	OHL	An electrical conductor, suspended on towers or poles, used for transmission and distribution of electrical energy. It consists of one or more conductors (commonly multiples of three).
Passenger Car Unit(s)	PCU	A metric to allow different vehicle types within a traffic model to be assessed in a consistent manner.
Planning Inspectorate	PINS	An executive agency of the Department for Levelling Up, Housing and Communities. The Planning Inspectorate deals with planning appeals, national infrastructure planning applications, examinations of local plans and other planning-related and specialist casework in England and Wales.
Project Manager	PM	The person with lead responsibility for a project or a workstream within a project.
Public Right of Way	PROW	A right possessed by the public to pass along routes over land at all times. Although the land may be owned by a private individual, the public may still gain access across that land along a specific route. The mode of transport allowed differs according to the type of Public Right of Way, which can consist of footpaths, bridleways and open and restricted byways.
Register of Environmental Actions and Commitments	REAC	The REAC identifies the environmental commitments that would be implemented during the construction and operational phases of the Project if the Development Consent Order is granted, and forms part of the Code of Construction Practice (Application Document 6.3, ES Appendix 2.2).
Road Investment Strategy	RIS	The Government's long-term strategy to improve England's motorways and major A roads. The first RIS (known as RIS 1) was published in 2015 and covers the period 2015-2020. A second RIS (RIS 2) was published in 2020 and covers the post-2020 period.
Site of Importance for Nature Conservation	SINC	Locally designated nature site protected through the planning system. See also 'LNR' and 'SNCI'.
Secretary of State	SoS	The Secretary of State has overall responsibility for the policies of the Department for Transport.

Term	Abbreviation	Explanation
Site Specific Travel Plans	SSTPs	Site Specific Travel Plans will be developed by contractors in respect of the sites which they are responsible (either an individual construction area or compound, or a number of construction areas and compounds where these are closely located with similar levels of accessibility), following the latest policy advice and best practice documents.
Site Waste Management Plan	SWMP	A document which sets out how resources will be managed, and waste controlled during the Project. Plans usually involve recording the amount of waste that will be produced and details the proposed methods of waste disposal.
Skills, Education and Employment (SEE) Strategy	SEE Strategy	The Skills, Education and Employment Strategy introduces how National Highways aim to provide long-term benefits to communities close to the Project through new jobs and work, higher skills and education. It also begins explains how National Highways will set the standard for construction in a low carbon world. This document will be revised every two years throughout the delivery of the project to remain current and responsive to local and national needs.
Small and Medium Sized Enterprise	SME	The UK definition of SME is generally a small or medium-sized enterprise with fewer than 250 employees. The EU also defines an SME as a business with fewer than 250 employees, a turnover of less than €50 million, or a balance sheet total of less than €43 million
Social Impact Assessment	SIA	n/a
Social Value Framework	SVF	The LTC Social Value framework is reflective of local needs and priorities and sets out the wider opportunities that are realised through the way we design and build the crossing. It also aligns with the Government's Social Value Model, published December 2020.
Statement of Common Ground	SoCG	A Statement of Common Ground is a written statement containing factual information about the proposal which is the subject of the appeal that the appellant reasonably considers will not be disputed by the local planning authority.
Strategic Outline Business Case	SOBC	First stage of drawing together evidence pertaining to a transport scheme, focusing on the strategy or reasons why change may be required.
Strategic road network	SRN	The core road network in England managed by National Highways.
Supplementary Planning Guidance	SPG	Documents which provide supplementary information in respect of the policies in current or emerging Local Plans or national policy.

Term	Abbreviation	Explanation
Sustainable Drainage System	SuDS	A drainage system designed to reduce the potential impact of new and existing developments with respect to surface water drainage discharges.
Sustainable Travel: Active, Responsible, Safe	STARS	TfL's accreditation scheme for London schools and nurseries. STARS inspires young Londoners to travel to school sustainably, actively, responsibly and safely by championing walking, scooting and cycling.
Sustainable Transport Working Group	STWG	A stakeholder group set up by National Highways to develop and deliver improvements to integrated sustainable transport infrastructure, including maximising use of the River Thames and improving connectivity and accessibility for walkers, cyclists and horse-riders.
National Planning Framework	NPF	The National Planning Policy Framework sets out the government's planning policies for England and how these are expected to be applied.
The Third Road Investment Strategy	RIS3	RIS3 sets out the government's aims and proposals for <i>investment</i> in the <i>strategic road</i> network from 2025 to 2030.
Thames Chase Community Forest	TCCF	An area of forest open to the public on the Essex/London border, maintained and improved for the benefit of wildlife and residents.
Trip End Model Presentation Program	TEMPro 7.2	The version of the DfT traffic forecasts used to cap growth within LTAM.
Transport for London	TfL	The integrated body responsible for London's transport system
Tilbury Link Road	TLR	An option considered, following PRA in developing the preliminary design for Statutory Consultation.
Tonnes of carbon dioxide equivalent	tCO ₂ e	A metric relating to emissions of carbon dioxide and the resultant climate change impact adopted by the UN.
Traffic Management Forum	TMF	The TMF would review planned traffic management arrangements and receive comments as to their appropriateness. The TMF would also monitor, review, and provide updates to the TMPs when required.
Traffic Management Plan	TMP	The approach to carrying out temporary traffic management for the safe construction of the Project. It will also explain management measures available to our Contractor to reduce the impact on the local community (including journey time reliability, access, and safety).
Transport Analysis Guidance	TAG	National guidance document produced by the Department for Transport.
Travel Plan Liaison Group	TPLG	A group set up by National Highway to administer the Framework Construction Travel Plan.
Transport Assessment	TA	A document that sets out assessments of the transport implications of development, and Transport Statements are a 'lighter-touch' evaluation to be used where this would be

Term	Abbreviation	Explanation
		more proportionate to the potential impact of the development (ie. in the case of developments with anticipated limited transport impacts).
Tunnel boring machine	TBM	Machine used to excavate tunnels with a circular cross-section.
UK Power Networks	UKPN	An energy network operator. Owns and maintains the electricity cables in South East England, the East of England and London.
United Kingdom Accreditation Service	UKAS	The United Kingdom Accreditation Service is the sole national accreditation body recognised by the British government to assess the competence of organisations that provide certification, testing, inspection and calibration services
Utilities Logistics Hub	ULH	The ULH receives, stores and distributes the plant machinery and materials for specific utility works.
Walkers, cyclists and horse riders	WCH	Walkers, cyclists and horse riders.
Web-based Transport Appraisal Guidance	WebTAG	Former name given for the Department for Transport's web-based multi-modal guidance on appraising transport projects and proposals, now known as Transport Analysis Guidance (TAG).
Wider Network Impacts Management and Monitoring Plan	WNIMMP	A plan detailing the operational traffic impact monitoring to be implemented to comply with DCO requirements.
Worker Accommodation Report	WAR	The Worker Accommodation Report (Application Document 7.21) sets out the estimated number of workers at the peak construction phase of the Project who would require temporary accommodation, what type of accommodation these workers are anticipated to seek and where, and a consideration of this demand in the context of supply and the operation of the accommodation market
World Health Organization	WHO	The WHO is a specialised agency of the United Nations that is concerned with international public health.
Waste and Resources Action Programme	WRAP	A registered charity which works with businesses, individuals and communities to achieve a circular economy through helping them reduce waste, develop sustainable products and use resources in an efficient way.
Written Scheme of Investigation	WSI	Sets out the scope, guiding principles and methods for the planning and implementation of archaeological assessment.

Appendix C List of engagement activities

- C.1.1 A summary of the meetings and correspondence undertaken between the two parties in relation to the Project is outlined in Table C.1 below.
- C.1.2 It is agreed that this is an accurate record of the key meetings and engagement undertaken between (1) National Highways and (2) Transport for London in relation to the issues addressed in this SoCG.

Table C.1 Engagement activities between National Highways and Transport for London

October 2020 – August 2022		
Procedural Matters		
01/10/2020 – 23/08/2022	Meeting 40 occurrences	Regular catch-up meetings to provide updates and discuss ongoing work actions and tasks. This meeting has also been used to discuss Transport for London's fundamental Group 3 Issues.
18/08/2022	Meeting	Discussion and comments on the draft Statement of Common Ground.
Strategic Discussions		
12/03/2021 06/07/2021	Meeting	TfL and LTC directors meeting
Topic Specific Technical Meetings		
29/10/2020 17/02/2022	Meeting	Discussion of traffic modelling queries
24/11/2020	Meeting	Update on Lower Thames Crossing DCO application
17/12/2021	Meeting	Land & property: land acquisition and future asset responsibilities questions
24/05/2022	Meeting	Carbon reduction presentation
29/07/2022	Meeting	Wider network impacts management approach briefing
Cross Local Authority Discussions		
22/09/2021	Meeting	Update on plans for local authority engagement to resolve outstanding issues
03/11/2021	Workshop	Introduction to securing mechanisms within the DCO including commitments and S106 agreements.

September 2017 – September 2020		
Procedural Matters		
09/08/2017 - 22/09/2020	Meeting 7 occurrences	Catch-up meeting to provide updates and discuss ongoing work actions and tasks.
Strategic Meetings		
11/12/2018	Meeting	TfL and LTC directors meeting
Topic Specific Technical Meetings		
15/03/2017	Workshop	Future traffic scenario modelling
17/12/2018 03/04/2019	Meeting	Discussion of traffic modelling queries
21/05/2020	Workshop	Discussion of pre-application traffic modelling queries
Cross Local Authority Discussions		
28/04/2017 24/10/2017	Meeting	Stakeholder advisory panel
18/10/2019	Workshop	Supply Chain School introductory event
Consultation Briefings		
21/01/2020 11/02/2020	Meeting	Briefing on the Supplementary Consultation content and process.

C.1.3 In addition to the meetings detailed in Table C.1, information has been shared with stakeholders to assist with their understanding of the Project and its effects. The key pieces of technical information shared with Transport for London are outlined in Table C.2 below.

Table C.2 Key Technical Reports & Application Documents Shared

Document	Date Shared with Local Authority
Consultation Documents	
DCO Application (October 2020) Vol 1 – Vol 7	01/12/2020
Outline Site Waste Management Plan	18/02/2021
Outline Landscape and Ecology Management Plan	19/02/2021
Outline Traffic Management Plan for Construction	11/02/2021
Updated Transport Assessment Chapter 8	03/02/2021
Framework Construction Travel Plan	11/05/2021
Outline Materials Handling Plan	28/05/2021
Outline Traffic Management Plan for Construction Design principles Wider Network Impacts Management and Monitoring Plan	18/06/2021

Document	Date Shared with Local Authority
DCO Schedule 2 & Explanatory Note	
Code of Construction Practice (including the REAC) Framework Construction Travel Plan Outline Materials Handling Plan	28/06/2021
Outline Landscape and Ecology Management Plan Outline Site Waste Management Plan	30/06/2021
Control documents shared as part of Community Impacts Consultation: Code of Construction Practice including REAC Design Principles Framework Construction Travel Plan Outline Landscape and Ecology Management Plan Outline Site Waste Management Plan Outline Materials Handling Plan Wider Network Impacts Management and Monitoring Plan Outline Traffic Management plan for Construction DCO schedule 2 and explanatory note	14/07/2021
Draft Schedules 9/12/13	12/08/2022
Draft Schedule 2	12/08/2022
Draft Front End text	12/08/2022
Draft Planning Statement Structure	12/08/2022
Other Consultation Documents	
Updated Statement of Community Consultation	12/02/2021
Proposed order limits shapefile (Community Impacts Consultation)	12/07/2021
Community Impacts Consultation GIS shapefiles	09/09/2021
Statement of Community Consultation (Local Refinement Consultation)	13/01/2022
Statement of Community Consultation (Local Refinement Consultation) – response to feedback	03/03/2022
Proposed order limits shapefile (Local Refinement Consultation)	17/05/2022
Traffic modelling outputs	
Traffic modelling (revised DCO Cordon Model)	24/04/2020
Operational cordon	03/08/2021
Construction cordon	27/08/2021
Operational cordon	27/04/2022
Construction cordon	30/05/2022
Transport for London & London Borough of Havering select link analyses	05/08/2022

Document	Date Shared with Local Authority
Technical notes	
Technical Note for SoCGs	29/01/2020
Draft Agreements Scoping Paper	11/02/2020
Draft Cumulative Assessment Methodology and Long & Short Lists	06/03/2020
Consultation on LVIA Update to Local Landscape Character Area Boundaries	24/03/2020
Palaeolithic and Geoarchaeological Assessment Report and Palaeolithic and Quaternary Deposit Model (PQDM)	03/04/2020
Green Belt Heritage Methodology	03/04/2020
Local Plan Policy Compliance Review	17/04/2020
Cultural Heritage Desk-Based Assessment (DBA)	15/05/2020
Sub Regional Non-Motorised Users (NMFU) Study	27/05/2020
Code of Construction Practice (CoCP) (1st draft)	03/06/2020
Worker Accommodation Summary	17/06/2020
Draft Skills, Education & Employment (SEE) Strategy	24/06/2020
Permit Scheme Considerations	26/06/2020
Draft DCO + Notification of Development	30/06/2020
Draft Protective Provisions for LLDAs	03/07/2020
Draft ES Topic Chapters	14/07/2020
Draft EMP	14/07/2020
Revised Issues Logs/Theme Lists	31/07/2020
Draft HEqIA	03/08/2020
Draft Design Principles	25/08/2020
Key Structures Drawings	25/08/2020
CoCP (2nd Draft) + Register of Environmental Actions and Commitments (REAC)	19/08/2020
LTC Draft Archaeological Mitigation Strategy and Outline Written Scheme of Investigation	07/10/2020
Proposed order limits shapefile	22/06/2021
A13 junction changes note	07/07/2021
Cumulative Effects Assessment Methodology Note and Long list/shortlist of sites	21/07/2021
Cumulative Effects Assessment Methodology Note and Long list/shortlist of sites	11/07/2022
Folkes Lane/Moor Lane bridge location rationale	12/07/2022
Nitrogen Deposition site selection note	22/07/2022

C.1.4 In addition to the meetings / correspondence listed in table C.1, there has also been regular correspondence by email / telephone. This is not reported in the table.

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Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ

National Highways Company Limited registered in England and Wales number 09346363