

Principal Areas of Disagreement Summary Statement

Lower Thames Crossing – TR010032

Essex County Council

Number	Principal Issue in Question	SoCG reference	The brief concern held by [Essex County Council (ECC) which will be reported on in full in the Local Impact Report (LiR)]	What needs to; change, or be included, or amended so as to overcome the disagreement	Likelihood of the concern being addressed during Examination
1	Lane provision southbound from M25 junction 29	2.1.6	Essex County Council has consistently opposed the reduction in width from three to two lanes from junction 29 onto the LTC, introduced in 2020. This has been raised at 2020 Supplementary Consultation, 2021 Community Impacts Consultation and 2022 Local Refinement Consultation.	Change the scheme to 3 lanes in each direction	Nil, the applicant's position on this is that there will be no change due to the extent of the Order limits applied for (see SoCG)
2	A13 access to/from west of LTC junction	2.1.7	At 2018 Statutory Consultation, 2020 Supplementary Consultation and 2021 Community Impacts Consultation, Essex County Council opposed the lack of direct connection between the eastbound A13 and the LTC and between the LTC and the A13 westbound.	Instigate changes to the scheme to provide this access	Nil, the applicant's position on this is that there will be no change due to the extent of the Order limits applied for (see SoCG) NH conclude that links that have been provided at the junction are those that would provide the greatest benefits, based on consideration of the traffic

					modelling and feedback from stakeholders.
3	Tilbury Link Road/junction provision	2.1.8	Essex County Council opposed the lack of a junction at Tilbury. This was stated in the 2018 Statutory Consultation, 2020 Supplementary Consultation, 2021 Community Impacts Consultation and 2022 Local Refinement Consultation.	As a minimum Essex County Council would at least request some form of assurance that this will be revisited in a future round of the Roads Investment Strategy but would urge a review of the current position and to include a connection to this vital economic resource, especially given the Government's strong support for Thames Freeport and the opportunity this brings	Nil. NH have made it clear that a junction to access Tilbury at the northern end of the as proposed tunnel and that the Tilbury Link Road should be delivered through a separate consenting process to the Lower Thames Crossing. Hence there is no surety that this will ever be provided. LTC has a chance to make this a legacy objective.
4	Connectivity from Orsett Cock to LTC	2.1.10	Essex County Council opposed the lack of connection from Orsett Cock roundabout onto LTC at 2020 Supplementary Consultation and 2021 Community Impacts Consultation.	Inclusion of additional land into the Order limits to facilitate additional direct links would require a third level to the junction and signalised junctions.	Nil, the applicant's position on this is that there will be no change due to the extent of the Order limits applied for (see SoCG)
5	Variable charging as reactive mitigation	2.1.13	At 2022 Local Refinement Consultation, Essex County Council noted that if the scheme impacts once operational are materially different from those forecasts, the options available to National	Essex County Council believe that National Highways should retain some control of the user charging regime at a lower level than the Department for Transport, such that the charges can be adjusted if needed (e.g. between different vehicle types and emission	Nil, NH state that charging is a tool for traffic management on the crossings at Dartford and Lower Thames as a single combined entity. National Highways works closely with DfT (as the existing charging authority for

			Highways for addressing adverse impacts are limited.	classes, time of day, weekdays and weekends etc), with appropriate controls in place, as a means of influencing usage as a form of mitigation in its own right.	Dartford, and LTC once it comes into operation) on charging matters. The DCO would permit the Secretary of State to impose road user charges at the Tunnel Area that are equal to the charges that apply at the Dartford Crossing from the date at which the Project opens for traffic as stated in the Road User Charging Statement.
6	Beredens Lane Utility Logistics Hub access	2.1.12	Essex County Council contested the proposed use of Beredens Lane to access a Utility Logistics Hub (ULH) in its response to the 2021 Community Impacts Consultation. This was on the grounds of it being a single-track dead-end road passing dwellings, which is considered an unsafe and disruptive route for up to 40 HGV movements plus smaller vehicles per day. Essex County Council noted the impact of this access was a small but significant issue within the consultation.	Find an alternative to delivery construction vehicles to the construction site as proposed in this location.	Moderate. ECC are told NH are looking at options including a dedicated link to the compound off the J28 slip, or via Codham Hall Lane.

7	Cross-river cycling provision	2.1.28	Essex County Council asked the Project to commit to facilitating bicycle travel through the tunnel in the 2021 Community Impacts Consultation and clarified its position in the 2022 Local Refinement Consultation.	A minimum provision should be a dedicated cycle shuttle through the LTC, secured by the DCO. Such a provision exists at the existing Dartford Tunnel	Nil, NH do not see this as beneficial to cycle journeys with little benefit to commuters and local leisure walkers/cyclists compared to alternative provision at Dartford and Gravesend-Tilbury Ferry. National Highways does not consider there to be a justification to include further proposals for cross-river WCH within the Project's DCO application.
---	-------------------------------	--------	---	--	---