

**Lower Thames Crossing
9.41 Draft Agreed Statement of
Common Ground between (1)
National Highways and (2)
Essex Police**

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Volume 9

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Revision history

Version	Date	Submitted at
1.0	18 July 2023	Examination Deadline 1

Status of the Statement of Common Ground

This is a Draft Agreed Statement of Common Ground with matters outstanding.

National Highways and Essex Police agree that this draft Statement of Common Ground is an accurate description of the matters raised and the current status of each matter.

National Highways/ Essex Police SoCG

Statement of Common Ground...
190 KB


Good morning [REDACTED]

Thank you for updating the draft SoCG between National Highways and Essex Police. I have checked the document according to the review and comments we made on the previous version and confirm this (final draft) document reflects the changes requested and approved by Ch/Supt Cronin as the SRO for the project for Essex Police.

As such, Essex Police agree that this draft SoCG is an accurate description of the matter raised and the current status of each matter.

Many thanks for your help and support in progressing the document with Essex Police, please let me know if you need any further information.

Many thanks and kind regards,
[REDACTED]

 **ESSEX POLICE**
Protecting and serving Essex

Mon 10/07/2023 08:19

A high-level overview of the engagement undertaken since the DCO application was submitted on 31 October 2022 is summarised in Table A.1 in Appendix A.

Lower Thames Crossing

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List of contents

	Page number
1 Introduction	1
1.1 Purpose of the Statement of Common Ground.....	1
1.2 Emergency Services and Safety Planning Steering Group.....	1
1.3 Principal Areas of Disagreement	1
1.4 Terminology.....	1
2 Matters	3
2.1 Discussion and status of matters.....	3
Appendix A Engagement activity	13
Appendix B Glossary	14

List of tables

	Page number
Table 2.1 Matters.....	4
Table A.1 Engagement activities between the Applicant and Essex Police.....	13

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 on 31 October 2022.
- 1.1.2 A request for a SoCG between National Highways (the Applicant) and Essex Police was made by the Examining Authority in the notification of Preliminary Meeting (Rule 6 Letter).
- 1.1.3 The SoCG has been produced to confirm to the Examining Authority where agreement has been reached and where agreement has not been reached. Where matters are yet to be agreed, the parties will continue to work proactively to reach agreement and will update the SoCG to reflect areas of further agreement.
- 1.1.4 This version of the SoCG has been submitted at Examination Deadline 1.

1.2 Emergency Services and Safety Planning Steering Group

- 1.2.1 Essex Police is a member of the Emergency Services and Safety Partners Steering Group (ESSP SG). The ESSP SG have a SoCG which includes matters raised by the ESSP SG as a collective. Where matters are solely related to Essex Police, they have not been incorporated into the ESSP SG SoCG. These SoCGs will be submitted at Examination Deadline 1 as per 1.1.3.

1.3 Principal Areas of Disagreement

- 1.3.1 On 19 December 2022, the Examining Authority made some early procedural decisions to assist the Applicant, potential Interested Parties, and themselves to prepare for the Examination of the DCO application.
- 1.3.2 One of these procedural decisions was to use a tracker recording Principal Areas of Disagreement in Summary (PADS). This tracker is known as the PADS Tracker.
- 1.3.3 The PADS Tracker provides a record of principal matters of disagreement emerging from the SoCG and will be updated alongside the SoCG as appropriate throughout the examination with the expectation that a revised PADS Tracker should be submitted at every Examination deadline.
- 1.3.4 Essex Police have not submitted a PADS Tracker as there are no disagreed matters at this time. All other matters are either agreed or remain under discussion and are reflected as such in Table 2.1.

1.4 Terminology

- 1.4.1 In the matters table in Section 2 of this SoCG, “Matter Not Agreed” indicates agreement on the matter could not be reached following significant

engagement, and “Matter Under Discussion” where these points will be the subject of ongoing discussion wherever possible to resolve, or refine, the extent of disagreement between the parties. “Matter Agreed” indicates where the issue has now been resolved.

2 Matters

2.1 Discussion and status of matters

- 2.1.1 The outcome of discussions to date are presented in Table 2.1 Matters which details and presents the matters which have been agreed, not agreed, or are under discussion between (1) the Applicant and (2) Essex Police.
- 2.1.2 At Examination Deadline 1 there are 13 matters in total, of which 2 are agreed, and 11 under discussion. There are currently no matters that are not agreed.
- 2.1.3 Subsequent versions of this SoCG will outline the changes between versions.
- 2.1.4 In the column 'Item No' in Table 2.1, 'Rule 6' indicates a matter entered in the SoCG as a result of a request in the Rule 6 letter, 'RRN' indicates a matter entered into the SoCG as a result of content in the Relevant Representation, 'RRE' indicates an existing SoCG matter that was also raised in the Relevant Representation and 'DLX' indicates a new matter added during examination at/around that deadline.

Table 2.1 Matters

Topic	Item No.	Essex Police Comment	National Highways' Response	Application Document Reference	Status
Planning Policy					
National Policy	2.1.1 RRN	The National Planning Policy Framework requires planning policies and decisions to achieve healthy, inclusive, and safe places, and to consider the support and delivery of local strategies to improve health (social and cultural) wellbeing for all sections of the community.	Appendix A to the Planning Statement demonstrates how the Project complies with all relevant requirements of the NPSNN.	Planning Statement Appendix A: National Policy Statement for National Networks (NPSNN) Accordance Table [Application Document APP-496]	Matter Agreed
Local Policy	2.1.2 RRN	Essex Police request the Applicant to consider the local policy, including the Essex Design Guide, relevant Traffic management considerations and Essex policing priorities stated in the PFCC Police and Crime plan 2021-2024 and the Essex Police Force Plan.	Appendix C to the Planning Statement demonstrates how the Project has taken into account all relevant local planning policy considerations.	Planning Statement Appendix C: Local Authority Policy Review [Application Document APP-498]	Matter Agreed
Consultation and engagement					
Protest	2.1.3 RRN	From an operational Planning perspective, Essex Police would like to agree with the Applicant the required engagement and	The Contractors are required to develop a Security Management Plan (SMP), which addresses the key areas around protest. The SMP is informed by the Project's Physical	ES Appendix 2.2: CoCP [Application	Matter Under Discussion

Topic	Item No.	Essex Police Comment	National Highways' Response	Application Document Reference	Status
		associated plans in place for potential protestor activity.	<p>Security Execution Plan (PSEP) which has been provided to bidders.</p> <p>The Contractors will develop the SMP in line with National Protective Security Authority (NPSA) guidance and will liaise with the emergency services during the development, as per Section 6.7 of the CoCP. The Contractors will be supported by National Highways and additional resources where required. This is set out in paragraphs 6.7.4 to 6.7.7 of the CoCP.</p> <p>The Applicant will engage with Essex Police further to determine whether this arrangement is acceptable.</p>	Document APP-336]	
Design – Road, Tunnels, Utilities					
Designing for Safety and Security	2.1.4 RRN	<p>Research has identified that specific crime types can potentially be 'designed out' and minimised, which consequently will prevent the need for future bespoke situational crime prevention measures. Embedding the concept of 'safety and security' throughout all proposals will ensure the longevity of the scheme, achieve sustainability aims and mitigate the opportunity for crime.</p> <p>Essex Police acknowledge the requirements regarding ensuring security standards and Crime Prevention Through Environmental Design (CPTED) practices are adhered to throughout the lifecycle of the project.</p>	<p>The Applicant is aware of the Essex Design Guide and is embedding, as far is reasonably practicable, the guidance within its approach to the delivery of the Project with stakeholder collaboration and engagement.</p> <p>Risk and security are key considerations within the design process. The Project has embedded the concept of 'safety and security' within design. These considerations will be taken forward to the detailed design stage. The Project will liaise with Essex Police through engagement with the Designing Out Crime Officers. It is a requirement of DMRB CD 352 that emergency services shall be consulted through the TDSCG on such issues of</p>		Matter Under Discussions

Topic	Item No.	Essex Police Comment	National Highways' Response	Application Document Reference	Status
		This matter is agreed in principle but suggested to remain a 'Matter under discussion' until Essex Police Designing Out Crime Officers are able to discuss/agree this point with the Applicant.	emergency services telecommunications equipment. National Highways will discuss this matter further with Essex Police Designing Out Crime Officers.		
Funding for service staffing and vehicles	2.1.5 RRN	<p>Developer funding to support the policing provision to increase capacity, response capability and project preparations for resourcing, infrastructure, vehicle fleet and estate assets.</p> <p>Response plans and contractual arrangements with the Project operators should include provisions to reimburse Essex Police for their costs in dealing with major incidents in appropriate circumstances.</p> <p>Funding for an additional protester removal kit (includes suitable tools for removing protesters utilising all manner of methods to secure themselves).</p> <p>Funding for an additional van for the transport of officers and equipment relating to protestor removal enabling Essex Police to provide a designated transport and resource to protest on the road network impacted by the construction phase.</p>	<p>Both National Highways (i.e., the 'developer') and the majority of Police funding originates from the same source (central government). Whilst the Project can and will support Essex Police in determining operational impacts and service gaps to inform the Department of Transport and Home Office, it is not within the remit of National Highways to reallocate funding from one central government department to another.</p> <p>National Highways therefore invited emergency services group members to submit an Impact Assessment Report which details the required funding and justification for further funding. National Highways has so far received this report from Essex Police and has submitted this to the Department for Transport for their consideration. National Highways will continue to monitor the progress of this matter.</p>	N/A	Matter Under Discussion
Funding for the creation of a Police Traffic	2.1.6 RRN	Funding should be provided for the creation of a Police Traffic Management Officer as Essex Police staff on a fixed term contract over the life of the project to provide dedicated professional and technical support between	The Applicant has an obligation under the operating licence (DfT, 2015) to co-operate with the emergency services. In construction of the A122 Lower Thames Crossing, the		Matter Under Discussion

Topic	Item No.	Essex Police Comment	National Highways' Response	Application Document Reference	Status
Management Officer		Essex police and contractors/National Highways on Traffic Management related issues, including the management of abnormal load notifications. A business proposal has been delivered to National Highways and accepted, in regard to funding a Traffic Management Officer, prescribed to the role of liaising between partners on various large schemes across the county. The officer will be responsible for managing communications, operational planning liaising with residents effected by the project works, as well as working alongside planners at various geographic operational offices. Although the traffic manager will initially support the A12 widening scheme, the expectation is the role will continue to support this project with the same principles.	Applicant will work with the police, as set out in the OTMPfC. The Applicant will discuss this matter further with Essex Police.		
Construction workforce	2.1.7 RRN	Population increase, health and wellbeing information is required to determine the size and nature of the construction workforce, their home origin, health status and location of any temporary accommodation. Essex Police acknowledge the information contained within the Workers Accommodation Report, however, note the report provides overarching strategic statements and limited detail. We would request additional detail to enable effective review and consideration regarding any impact to policing requirements.	National Highways refers Essex Police to the Workers Accommodation Report which sets out and explains assumptions made in relation to this. The Applicant will engage further with Essex Police to respond to their request for additional detail on this matter.	Workers Accommodation Report [Application Document APP-551]	Matter Under Discussion

Topic	Item No.	Essex Police Comment	National Highways' Response	Application Document Reference	Status
Operation and Maintenance					
Emergency Services Rendez Vous Points (RVP)	2.1.8 RRN	<p>The Project should identify and ensure suitable land for RVPs and ensure they are sited in appropriate locations and of an appropriate size for their intended function and should be identified in the control documents.</p> <p>Detail is required relating to the RVP on both sides of the project (North side location with Essex and south side location with Kent) in order to agree location, design, accessibility, and proposed security specifications of the RVPs. Security considerations must be applied to the design and layout of the core cabling.</p> <p>Essex Police note that location of the new emergency area on the north side is considered unsuitable.</p> <p>Essex Police request further engagement to resolve this issue.</p>	<p>National Highways the Applicant has identified a potential RVP location in consultation with Essex Police. The proposed RVP locations at the northern tunnel portals have been discussed with Essex Police. The Project has been provided with an initial specification for the provision of RVPs.</p> <p>The RVPs are shown in the General Arrangement Plans (Application document 2.5) and in the Works Plans (Application document 2.6).</p> <p>These are also described in Schedule 1 of the draft DCOOrder. (Application document 3.1).</p> <p>Design Principle S3.20 and S9.21 identify that an Emergency Services Rendezvous Points will be provided.</p> <p>The northern RVP is approximately 110mx50m and the southern RVP is approximately 50mx30m. The Project believes that the RVPs are adequate to accommodate the numbers of anticipated vehicles requested by the ESSP SG (which Essex Police are a member of). The size of the RVPs has been developed based on the local constraints, with the total RVP capacity similar to the Stansted Airport example.</p> <p>National Highways acknowledges Essex Police's current position and will continue to engage with them on this matter.to understand</p>	<p>General Arrangement Plans [Application Documents APP-015 to APP-017]</p> <p>Works Plans [Application Documents APP-018 to APP-023]</p> <p>Schedule 1 of the draft DCO [Additional Submission AS-038]</p> <p>Design Principles [Application Document APP-516]</p>	Matter Under Discussion

Topic	Item No.	Essex Police Comment	National Highways' Response	Application Document Reference	Status
			why the current proposals are considered unsuitable and whether an acceptable solution can be sought.		
Average speed systems	2.1.9 RRN	It is recognised the completion of the Lower Thames Crossing will bring significant benefits to the road networks currently provided in this area. To maintain road safety measures and ensure benefits are maximised it is suggested that where appropriate, the average speed systems in force during construction should remain as a legacy to the project and to assist the Safer Essex Roads Partnership (SERP) with the aspiration of Vision Zero road deaths and serious injury by 2040. Essex Police request further discussion with the Applicant regarding the use, management, and retention of average speed systems relating to the scheme.	Safety is National Highways' first imperative. Similar to the SERP, National Highways' aim is that no one will be harmed when working or travelling on the strategic road network by 2040. Average speed systems should be reviewed during the construction period and consultation will take place with Essex Police as to whether it would be possible and appropriate to retain the average speed enforcement systems. The Applicant will discuss this matter further with Essex Police to address their outstanding query.		Matter Under Discussion
Traffic management during construction	2.1.10 RRN	Consideration should be given to how vital road traffic restrictions will be managed and enforced during the construction phase on areas such as reduced speed limits or weight limit and prohibition of work(s) traffic. It is essential that National Highways engage with Essex Police regarding traffic management plans for public safety and to ensure a minimal impact to policing resources. Additionally, advance insight into the movement of Abnormal Indivisible Loads (AILs) for early mitigation is essential. Essex Police	The Outline Traffic Management Plan for Construction provides an overview of the approach that will be followed when undertaking temporary traffic management for the safe construction of the Project. These matters will be considered as part of the Traffic Management Plan. The plan also informs the Transport Assessment (TA), which gives detailed information around the traffic impacts envisaged as a result of the Project. The construction period has been broken down into 11 traffic phases for assessment within the	oTMPfC [Application Document APP-547] Transport Assessment [Application Document APP-529]	Matter Under Discussion

Topic	Item No.	Essex Police Comment	National Highways' Response	Application Document Reference	Status
		<p>seek to agree a point of contact with National Highways and a clear process for the movement of such vehicles to allow for police approval and management.</p> <p>Essex Police acknowledge the information contained within the documents (Outline Traffic Management Plan for Construction (OTMPC) and the Transport assessment) and the requirement of traffic management forums and welcome the opportunity for inclusion in these forums as a key stakeholder to ensure policing perspectives and requirements are considered.</p>	<p>TA. The outputs of the traffic assessments inform various elements within the Environmental Impact Assessment (EIA).</p> <p>The Applicant will discuss this matter further with Essex Police to address their outstanding query.</p>		
Automatic Plate Recognition	2.1.11 RRN	<p>Considering the prevention of crime and to enhance community safety, Essex Police believe that National Highways should contribute to the costs of installing Automatic Number Plate Recognition (ANPR) system on newly designed roads.</p> <p>Essex Police request further discussion with National Highways regarding the use and location of ANPR cameras</p>	<p>The Project will engage with Essex Police over the location of existing (if they require relocation) and future ANPR requirements. National Highways will undertake this engagement to ensure ANPR equipment can be deployed where required.</p> <p>The Applicant will discuss this matter further with Essex Police to address their outstanding query.</p>	N/A	Matter Under Discussion
Population and human health					
Health and Wellbeing	2.1.12 RRN	<p>Essex Police want to ensure that Health and Wellbeing (inclusive of the opportunity to live in an environment that has minimal opportunities for crime) has been considered and delivered, especially within the worker accommodation.</p>	<p>The Contractor will provide an appropriate range of medical and occupational healthcare services (including on-site facilities) to meet the physical and mental health needs of the construction workforce. The range of services will be agreed with National Highways the Applicant, following engagement with</p>	<p>ES Appendix 2.2: CoCP [Application Document APP-336] Health and Equalities</p>	Matter Under Discussion

Topic	Item No.	Essex Police Comment	National Highways' Response	Application Document Reference	Status
		Further engagement with the Essex Police Designing out Crime Team is requested.	<p>Integrated Care Partnerships. This commitment is set out in in the CoCP, REAC reference number PH002. It is envisaged that this will include membership and registration to a scheme such as Mates in Mind. The HEqIA and ES Chapter 13 both include the potential impacts on the mental health and wellbeing of the workforce. Within this, there is a specific sub-section around suicide risk, and this highlights the various strategies and toolkits which will be used on the Project.</p> <p>National Highways will continue to engage on this matter with Essex Police and the Designing out Crime Team.</p>	<p>Impact Assessment (HEqIA) [Application Document APP-539] ES Chapter 13: Population and Human Health [Application Document APP-151]</p>	
Community Engagement during construction	2.1.13 RRN	To address any impact and disruption during the construction phase to surrounding communities and Essex Police employees, community liaison measures and a clear customer contact strategy for the LTC is required to ensure that the citizen can obtain the correct service from HE, including in relation to advice, noise, parking, and diversion issues. There are specific demands which would require a policing response and there should be clear direction from HE whether this be signposting, use of social media/ partner websites. It is understood that there will be an impact on contact management command, to	<p>National Highways has a commitment to develop a clear strategy to ensure communication and engagement is managed correctly.</p> <p>The Engagement and Communication Plan will be submitted by National Highways for acceptance and will include the points set out in Section 5.2.1 in the CoCP.</p> <p>The Contractor will engage with the local community, particularly focusing on those who may be impacted by the construction, including local residents, businesses, and landowners.</p> <p>The Communications and Engagement Plans would provide a programme of community</p>	<p>oTMPfC [Application Document APP-547]</p>	Matter Under Discussion

Topic	Item No.	Essex Police Comment	National Highways' Response	Application Document Reference	Status
		<p>mitigate this extra requirement, the correct signposting as detailed should be effective.</p> <p>Essex Police acknowledge the points regarding Communication and Community Engagement in sections 3.3 in the Outline Traffic Management Plan for Construction (OTMPC) and 5.2.1 in the Code of Construction Practice (CoCP) and will review the Communications and Engagement Strategy once published.</p> <p>Essex Police welcome continued engagement regarding a clear contact strategy to ensure National Highways are the central contact for matters relating to this scheme and to mitigate the impact in receiving misplaced calls to the force contact management command. We would request relevant representation on appropriate forums/ groups and to agree an appropriate avenue to address any concerns regarding increased calls for service to Essex Police relating to the scheme.</p>	<p>engagement such as, but not limited to, community drop-in sessions, one-on-one meetings, newsletters, and leaflet drops (explaining forthcoming works).</p> <p>National Highways will work closely with relevant stakeholders on the membership of the proposed Community Liaison Groups (CLG), which will include representation from the local community. Attendance and membership will be published on the Project website and consideration must be given to including any feedback in newsletters and leaflets.</p> <p>This is outlined in the Outline Traffic Management Plan for Construction.</p> <p>The Applicant will discuss this matter further with Essex Police to address their outstanding query.</p>		

Appendix A Engagement activity

Table A.1 Engagement activities between the Applicant and Essex Police

Date	Overview of Engagement Activities
12 January 2023	Meeting with the representative of the emergency services to update on DCO submission, next steps and to request ESSPSG feedback on the current SoCG draft.
20 January 2023	Catch-up meeting with ESSPSG Chair regarding engagement with emergency services stakeholders on an individual basis.
09 February 2023	Meeting with the representative of the emergency services to request status of SoCG feedback, inform the group about registering as an Interested Party and submission of relevant representations.
16 March 2023	Meeting with the representative of the emergency services to request status of SoCG feedback and update on National Highways' response times modelling work.
14 April 2023	Meeting with the representative of the emergency services to update on the contents of the Rule 6 letter and National Highways' intention to progress with police SoCGs as requested by the Examining Authority.
19 April 2023	Meeting with Essex Police to discuss their individual issues on the Project.
02 May 2023	Meeting with Essex Police to discuss the Rule 6 Letter and confirm next steps.
11 May 2023	Meeting with the representative of the emergency services to update on the contents of the Rule 6 letter and National Highways' intention to progress with police SoCGs as requested by the Examining Authority.
22 May 2023	Meeting with Essex Police to refine issues for the SoCG as per the Rule 6 instruction.
24 May 2023	SoCG refinement meeting Part 3
25 May 2023	SoCG refinement meeting part 3
08 May 2023	Meeting with the representative of the emergency services to update on SoCG progress in line with the Rule 6 letter instruction and Procedural Decision Notices.
04 July 2023	Meeting to discuss the Rule 8 letter and agree on changes that need to be made to the SoCG following the Examining Authority's direction.

Appendix B Glossary

Term	Abbreviation	Explanation
Code of Construction Practice	CoCP	Code of Construction Practice (CoCP) is a written code of standards and procedures that developers and contractors must adhere to.
Design Manual for Roads and Bridges	DMRB	The Design Manual for Roads and Bridges contains information about current standards, advice notes and other published documents relating to the design, assessment, and operation of trunk roads, including motorways. The DMRB has been prepared for trunk roads and motorways.
Joint Emergency Service Interoperability Programme	JESIP	JESIP models and principles represent the standard for interoperability in the UK.
Rendezvous Point	RVP	Used at locations (e.g., stations or airports) that would typically require the attendance of several or more emergency services vehicles and personnel in the event of a significant incident.
Traffic Management Plan	TMP	The purpose of this is to propose how construction traffic including site personnel movements. will be safely controlled during construction.
Tunnel Design and Safety Consultation Group	TDSCG	The initial group of Emergency Services stakeholders that were engaged with, this group was superseded by the ESSPG.

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