



Lower Thames Crossing

5.4.4.11 Draft Agreed Statement of Common Ground between (1) National Highways and (2) Transport for London (Tracked changes version)

APFP Regulation 5(2)(q)

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

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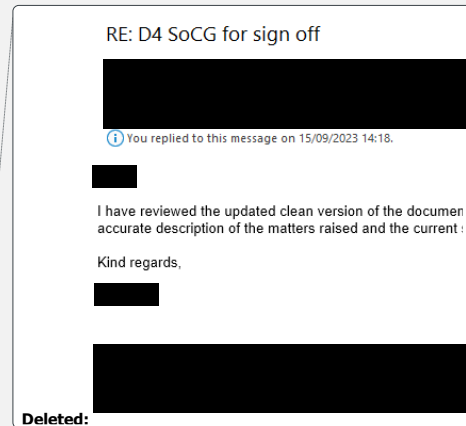
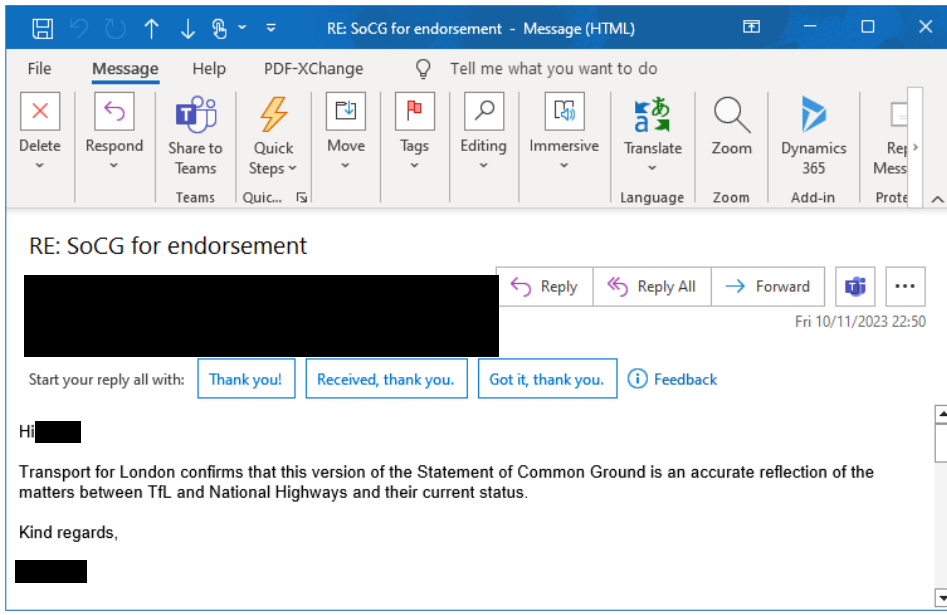
Revision history

Version	Date	Submitted at
1.0	31 October 2022	DCO Application
2.0	18 July 2023	Deadline 1
3.0	19 September 2023	Deadline 4
4.0	<u>17 November 2023</u>	<u>Deadline 7</u>

Status of the Statement of Common Ground

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

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



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.

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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 (the Applicant) 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 The SoCG has been produced to confirm to the Examining Authority where agreement has been reached between the Applicant and Transport for London, 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.
- 1.1.3 This version of the SoCG has been submitted at Examination Deadline 7.

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1.2 Principal Areas of Disagreement

- 1.2.1 On 19 December 2022 the Examination Authority made some early procedural decisions to assist the Applicant, potential Interested Parties and themselves to prepare for the Examination of the Application.
- 1.2.2 One of these procedural decisions was to use a tracker recording Principal Areas of Disagreement in Summary (PADS).
- 1.2.3 The PADS Tracker would provide a record of those principal matters of disagreement emerging from the SoCG and should 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.
- 1.2.4 This SoCG should be read in conjunction with the Transport for London PADS Tracker.

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 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 Movement of outstanding matters

- 2.1.1 Following submission of the previous version of this Draft SoCG between the Applicant and Transport for London, further discussions on the outstanding matters have taken place. These discussions are summarised in Table A.1 in Appendix A and the outcome of these discussions is summarised below.
- 2.1.2 The following matters have moved from 'matter under discussion' to 'matter not agreed':
- a. 2.1.14 (Construction) Construction traffic impacts – Construction traffic impacts on the wider network
 - b. 2.1.15 (Operation and maintenance) Traffic – Operational traffic management
 - c. 2.1.18 (Air quality) Assessment of likely significant events – Update for air quality assessment
 - d. 2.1.25 (Traffic and economics) Local modelling requests – Erosion of benefits over time
 - e. 2.1.32 (Traffic and economics) Modelling methodology – Robustness of traffic modelling
- 2.1.3 Table 2.1 details and presents the matters which have been agreed, not agreed, or are under discussion between (1) the Applicant and (2) Transport for London.
- 2.1.4 In Table 2.1, relevant issues relating to the draft DCO articles and Requirements in Schedule 2 to the draft DCO have been identified under the heading 'DCO and Consents'.
- 2.1.5 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, 'WR' indicates a matter entered into the SoCG as a result of a Written Representation, and 'DL7' indicates a new matter added during examination at/around that deadline.
- 2.1.6 At Examination Deadline 7, there were 32 matters in total, of which 11 are agreed, 15 are not agreed and 6 that remain under discussion.

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Deleted: <#>The following matters have moved from 'Matter Under Discussion' to 'Matter Agreed':
2.1.2 – Consultation / Consultation in the capacity of highway authority, in particular detailed design and control plans
2.1.20 – Plants and Woodlands / Protected trees

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2.1.27 – Local Wider Network Impacts concerns / Understanding...

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Table 2.1 Matters

Topic	Item No.	Transport for London Comment	The Applicant's Response	Application Document Reference	Status
DCO and consents					
Planning 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.	A new subparagraph has been included in Article 15 classification of roads in the draft Development Consent Order (DCO) as follows: <i>'(1) 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'.</i> 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 Transport for London Road Network).	Draft Development Consent Order (DCO) [REP6-010]	Matter Agreed
Consultation Consultation in the capacity of highway authority, in particular detailed design and control plans	2.1.2	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	The Applicant 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. This includes Requirements 3 (detailed design), 4 (construction and handover environmental management plans), 8 (surface and foul water), 10 (traffic management), 11 (construction travel plans), and 12 (fencing). Note that Transport for London is also named as a consultee in relation to Environmental Incident	<u>Schedule 2 of the draft DCO</u> [REP6-010] <u>Outline Landscape and Ecology Management Plan (oLEMP)</u> [REP4-140]	Matter Agreed

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Topic	Item No.	Transport for London Comment	The Applicant's Response	Application Document Reference	Status
		<p>plans, as well as environmental management plans and landscaping, ecology and surface water drainage.</p> <p>Transport for London welcomes the amendments made to the Schedule 2 Requirements but continues to seek for the relevant highway authority to be consulted on matters relevant to assets for which it will be responsible, namely for Requirement 3 (detailed design), Requirement 5 (landscaping and ecology), Requirement 6 (contaminated land and groundwater), Requirement 8 (surface and foul water drainage) and Requirement 12 (fencing). It is critical that Transport for London is consulted on matters relevant to assets it will become responsible for managing.</p> <p>The changes required to the draft DCO and associated documents to achieve this (with additional proposed text underlined) are:</p> <ul style="list-style-type: none"> Requirement 3 (1): "...unless otherwise agreed in writing by the Secretary of State following consultation by the undertaker with the relevant planning authority <u>and the relevant highway authority</u> on matters related to its functions..." 	<p>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 or a Local Operating Agreement with Transport for London. The Project 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 Requirement 5 (landscaping, ecology) it is proposed to consult with local planning authorities but not directly with local highway authorities. As set out in Matter 2.1.20, the Applicant has considered this request and amended the wording in paragraph 4.1.13 of the oLEMP at Deadline 3.</p> <p>In relation to Requirement 6 (contaminated land and groundwater), the Applicant has updated the draft DCO to include the relevant highway authority.</p> <p>If Transport for London has any specific concerns that it would like to raise regarding landscaping, ecology and contaminated land and groundwater, the Applicant will be happy to discuss such matters further.</p> <p>In addition to the above, the parties are in discussion in relation to the proposed side</p>		

Topic	Item No.	Transport for London Comment	The Applicant's Response	Application Document Reference	Status
		<ul style="list-style-type: none"> • Requirement 5: no changes required to the draft DCO but Transport for London to be added as a local highway authority to Table 2.1 of the Outline Landscape and Ecology Management Plan (APP-490) • Requirement 6 (1): "...it must be reported as soon as reasonably practicable to the Secretary of State, the relevant planning authority, <u>relevant highway authority</u> and the Environment Agency..." • Requirement 8 (1): "...have been submitted and approved in writing by the Secretary of State following consultation by the undertaker with the relevant planning authority <u>and relevant highway authority</u> on matters related to its function." • Requirement 12 (1) (b): "...following consultation by the undertaker with the relevant planning authority <u>and relevant highway authority</u> on matters relates <u>related</u> to its functions." <p>All of these changes are preceded in the M25 Junction 28 Improvements</p>	<p>agreement in an attempt to address issues raised by TfL.</p>		

Topic	Item No.	Transport for London Comment	The Applicant's Response	Application Document Reference	Status
		DCO where Transport for London is a relevant highway authority. Transport for London welcomes the further changes made to the draft DCO (REP3-078) and Table 2.1 of the Outline Landscape and Ecology Management Plan (REP3-107) to add the relevant local highway authority and therefore Transport for London as a consultee on all requirements that Transport for London identified as being required. This matter is therefore now agreed.			
Need for the Project					
Benefits of the Project Principle of the development	2.1.3 RRE	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.	The Applicant is appreciative of the support for the Project offered by Transport for London.	N/A	Matter Agreed
Planning Statement/policy					
Traffic Local policy considerations	2.1.4	Transport for London's interest in the Project is predominantly based on the potential impact on the TLRN and local borough roads, including the wider negative impacts that arise from this, and ensuring that, with regard to	The Project is a Nationally Significant Infrastructure Project (NSIP) and therefore must demonstrate accordance with the adopted National Policy Statement for National Networks (NPSNN) which comprise the NPSNN for the highways nationally significant infrastructure and	Planning Statement [APP-495] Transport Assessment	Matter Not Agreed

Topic	Item No.	Transport for London Comment	The Applicant's Response	Application Document Reference	Status
		<p>its impact on London, it does not conflict with the Mayor's Transport Strategy, and/or adopted 2021 London Plan.</p> <p>While Transport for London considers there to be several areas of non-compliance, it has particular concerns that the Project does not comply in the following two policy areas. The Project does not comply with London Plan Policy T4 (Assessing and mitigating transport impacts) in the absence of any commitment of the Applicant to mitigate the adverse traffic impacts of the scheme. It also does not comply with London Plan Policy SI2 (minimising greenhouse gas emissions) and Mayor's Transport Strategy Policy 7 (Achieving a zero carbon city and good air quality) as the Project is not proposing any measures to seek to reduce operational carbon emissions from road users.</p> <p>The further statements made by the Applicant for this issue, and the signposting to policy assessments in the Planning Statement and Transport Assessment, are not sufficient to address Transport for London's concerns. Transport for London</p>	<p>NPS EN-1, NPS EN-4 and NPS EN-5 for the energy-related nationally significant infrastructure which are NSIPs in their own right. The NPSs are the primary basis for making decisions on NSIPs. Other matters that, under s104(d) of the Planning Act 2008, the Secretary of State may consider important and relevant may include local planning policies. The Planning Statement and the Transport Assessment refer to the national and local policy context for the Project and articulate the relationship between the Project and such policy. Following a meeting on 1 March 2023, Transport for London supplied queries on the Planning Statement.</p> <p>The Applicant does not agree that the Project does not comply with relevant planning policies. The Applicant provides an assessment of the impacts of the Project in the context set by the specific policies referred to in TfL's comment in Planning Statement Appendix C: Local Authority Policy Review. Within this, policy assessments in respect of the London Plan (2021) Policies SI2 and T4 are provided at pages 187 and 193–197 (respectively) and a policy assessment against Policy 7 of the Mayor's Transport Strategy (2018) is provided on pages 201/202. In the context of the impacts on the wider road network, the Applicant refers specifically to Transport Assessment Appendix F: Wider Network Impacts Management and Monitoring Policy Compliance which sets out how the approach complies with</p>	<p>[REP4-148, REP4-150, REP4-152]</p> <p>Planning Statement Appendix C: Local Authority Policy Review [APP-498]</p> <p>Transport Assessment Appendix F: Wider Network Impacts Management and Monitoring Policy Compliance [APP-535]</p> <p>Planning Statement Appendix I: Carbon Strategy and Policy Alignment [APP-504]</p>	

Deleted: Transport Assessment [\[REP3-112, REP3-114, REP3-116\]](#)¹

Topic	Item No.	Transport for London Comment	The Applicant's Response	Application Document Reference	Status
		remains of the view that the application is not compliant with the policies in the London Plan and Mayor's Transport Strategy set out above.	relevant policies. In the context of carbon, the Applicant refers to Planning Statement Appendix I: Carbon Strategy and Policy Alignment which shows how the Applicant's precedented approach accords with relevant national policies and explains how the Project represents a step change in approach for a road scheme of this scale, in terms of the scope and nature of the measures which the Applicant is committing to deliver to reduce emissions during the construction and operation of the new road.		
Route selection, modal alternatives and assessment of reasonable alternatives					
Route selection 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					
Land acquisition	2.1.7 RRE	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 land with the permanent acquisition of new rights for	Sheets 45 & 46 of the Land Plans [REP5-008] draft DCO [REP6-010]	Matter Under Discussion

Topic	Item No.	Transport for London Comment	The Applicant's Response	Application Document Reference	Status
Permanent vs temporary acquisition		<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>Where the Applicant considers it needs to acquire Transport for London highway land or rights over such land to deliver the Project, Transport for London requires that such land over which Transport for London will remain highway authority should be returned to Transport for London's ownership at no cost following completion of the works. Transport for London raised this matter in its relevant representation where it requested an amendment to the draft</p>	<p>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 the Applicant 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 December 2021 (with subsequent communications between the Applicant 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 the Applicant address many of the concerns previously raised.</p> <p>Details of the land required for the WCH bridge were discussed at a meeting on 20 March 2023 with land and property specialists and legal representatives from Transport for London and the Applicant present. A draft side agreement between the Applicant and Transport for London is currently being discussed which will include details of the mechanism for transfer of land between the Applicant and Transport for London and the land requirements. As noted by TfL, the</p>	<p>Design Principles [REP6-046]</p>	

Deleted: Sheets 45 & 46 of the Land Plans [\[REP1-011\]](#)

Topic	Item No.	Transport for London Comment	The Applicant's Response	Application Document Reference	Status
		<p>DCO, for this provision, but following discussions is now willing to consider its requirements on these matters being included in <u>protective provisions or a side agreement with the Applicant.</u></p> <p><u>The Applicant submitted draft protective provisions for the protection of local highway authorities at Deadline 4 which cover transfer of land. Transport for London is broadly comfortable with this aspect of the protective provisions. Amendments to the drafting were proposed by the local highway authorities at Deadline 6, after which subject to the Applicant's consideration, this matter may be able to become agreed.</u></p>	<p>Parties are in discussion in relation to the proposed side agreement in an attempt to address issues raised by TfL.</p> <p>At a meeting on 12 September 2023, further discussions were held including an update on the land required for the bridge and its maintenance, the proposed side agreement between the two parties, powers for utility maintenance and, as TfL notes, draft protective provisions <u>submitted at Deadline 4.</u></p> <p><u>The Applicant notes that the following design principles are relevant to potential maintenance arrangements for bridge structures:</u></p> <ul style="list-style-type: none"> • <u>STR.16 Bridge structures – WCH design: provides standards according to which WCH provision on bridge structures shall be designed.</u> • <u>PEO.03 WCH detail design: surfacing, signage, boundary treatments and access controls.</u> • <u>PEO.04 WCH detail design standards: provides the standards in accordance with which the Project's WCH routes shall be designed.</u> • <u>PRO.02 Integrated design: the detailed design shall be developed through a multi-disciplinary collaborative design process.</u> <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>		

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Topic	Item No.	Transport for London Comment	The Applicant's Response	Application Document Reference	Status
			<u>The Applicant will consider TfL's proposed amendments submitted at Deadline 6 to the draft protective provisions for local highway authorities and update its response if necessary and appropriate in a subsequent version of this SoCG.</u>		
Impacts Impact of the Project on existing and future Transport for London assets	2.1.8 RRE	<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.</p> <p><u>The Applicant submitted draft protective provisions for the protection of local highway authorities at Deadline 4 which cover aspects of the impact on local highway authority assets. Amendments to the drafting were proposed by the local highway authorities at Deadline 6.</u></p> <p>Transport for London is also discussing a side agreement with National Highways which may cover arrangements for handing over of assets to Transport for London.</p> <p>Transport for London also notes that, for any new or altered works or assets</p>	<p>As noted by TfL, the parties are in discussion in relation to the proposed side agreement in an attempt to address issues raised by TfL.</p> <p>The Applicant's 's position in respect of TfL's request regarding commuted sums is set out in item 2.1.11 of this SoCG.</p> <p><u>The Applicant will consider TfL's proposed amendments submitted at Deadline 6 to the draft protective provisions for local highway authorities and update its response if necessary and appropriate in a subsequent version of this SoCG.</u></p>	<u>Draft DCO [REP6-010]</u>	Matter Under Discussion

Deleted: Draft DCO [\[REP2-004\]](#)

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		which it will be required to manage and maintain, arrangements need 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.			
Impacts New assets outside the highway boundary	2.1.9 RRE	<p>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.</p> <p><u>The Applicant submitted draft protective provisions for the protection of local highway authorities at</u></p>	<p>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, the Applicant cannot provide the proposed extent of the strategic road network 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.</p> <p>In addition to the above, the Parties are in discussion in relation to the proposed side agreement in an attempt to address issues raised by TfL.</p> <p><u>The Applicant will consider TfL's proposed amendments submitted at Deadline 6 to the draft protective provisions for local highway authorities and update its response if necessary and appropriate in a subsequent version of this SoCG.</u></p>	N/A	Matter Under Discussion

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		<p><u>Deadline 4 which cover new assets which TfL may become responsible for. Amendments to the drafting were proposed by the local highway authorities at Deadline 6.</u></p> <p>Transport for London is also discussing a side agreement with National Highways which may cover Transport for London's role in the design of assets it will become responsible for.</p>			
Utilities Utility works rights and management under the DCO	2.1.10	<p>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 diversions or works, including any future management and maintenance arrangements.</p> <p>Transport for London is satisfied that works affecting traffic management on its road network are adequately set out in the outline Traffic Management Plan for Construction and that Transport for London's role in traffic management is clear and sufficient.</p> <p><u>The Applicant submitted draft protective provisions for the protection of local highway authorities at Deadline 4 which cover the role TfL</u></p>	<p>The Applicant confirms that 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. At a meeting on 1 March 2023, the Applicant confirmed that utility works would be classed as highway design, and that Transport for London would be able to check reinstatements.</p> <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, which forms part of the 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 the Applicant and its Contractors.</p>	<p><u>Outline Traffic Management Plan for Construction [REP6-048]</u></p>	Matter Under Discussion

Deleted: Outline Traffic Management Plan for Construction
[\[REP3-120\]](#)

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		<p><u>would have in the design and management of works delivered as part of the Project, including utility works. Amendments to the drafting were proposed by the local highway authorities at Deadline 6.</u></p> <p>Transport for London is <u>also</u> discussing a side agreement with National Highways which may cover Transport for London's role in the design of utility diversions.</p>	<p>As set out in the outline Traffic Management Plan for Construction, the Applicant 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, the Applicant's 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> <p><u>The Applicant will consider TfL's proposed amendments submitted at Deadline 6 to the draft protective provisions for local highway authorities and update its response if necessary and appropriate in a subsequent version of this SoCG.</u></p> <p>As noted by TfL, the parties are in discussion in relation to the proposed side agreement in an attempt to address issues raised by TfL.</p>		
Compensation Costs and commuted sums for adoption	2.1.11 RRE	<p>1) 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</p>	<p>The Applicant recognises that Transport for London may have different funding arrangements than those highways authorities outside London. However, the Applicant's position is that it does not provide commuted sums to local highway authorities for any assets it provides as part of its major DCO projects.</p> <p>Article 10(1) of the draft DCO provides that where a new local highway is constructed, it must be</p>	<p><u>Draft DCO [REP6-010]</u></p> <p>Transport for London Written Representation <u>[REP1-304]</u></p>	Matter Not Agreed

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Topic	Item No.	Transport for London Comment	The Applicant's Response	Application Document Reference	Status
		<p>assets for which Transport for London is required to take responsibility for in the DCO.</p> <p>2) Unlike highway authorities outside London, Transport for London does not receive highway funding from the Department for Transport. This is demonstrated by the DfT's website. It confirms: "Transport for London (TfL) do not receive these funding streams for the maintenance of their local highways." This is available at https://www.gov.uk/government/publications/highways-maintenance-funding-allocations/highways-maintenance-and-itb-funding-formula-allocations-2022-to-2025 dated 15 March 2023 (accessed on 20 June 2023).</p> <p>3) Transport for London therefore has to fund the future maintenance of any highway assets not previously forming part of its road network which are proposed to be transferred to Transport for London under the draft order.</p> <p>4) Transport for London urges National Highways to follow the precedent in the M25 Junction 28 Improvements DCO where the Secretary of State decided to include protective provisions for Transport for</p>	<p>completed to the reasonable satisfaction of the local highway authority, who becomes responsible for its maintenance from completion.</p> <p>This arrangement is well-precedented for local highway works carried out by the Applicant in connection with NSIP schemes. It strikes an appropriate balance between the Applicant's ability to carry out its works, and local highway authorities' duties to maintain public highways in their areas.</p> <p>The Applicant does not consider that the M25 junction 28 provides a suitable comparator to the Project given the more limited interference, and the benefit provided to TfL in respect of the A127 bridge for walkers, cyclists and horse riders. The Applicant also notes that capital costs of the proposed bridges over the A127 are being provided by the Applicant. The Applicant also notes TfL's comment in paragraph 4.15 of its Written Representation regarding East Midlands Gateway Rail Freight Interchange, but does not consider that East Midlands Gateway Rail Freight Interchange is a relevant comparator to the Project given that is a private sector development and did not include capital cost payments to new and significant infrastructure.</p> <p>The Applicant <u>is providing the new bridge to the west of the M25 over the A127 to address historic severance issues on the west side of the M25. The bridge will link Folkes Lane and Moor Lane as an alternative the existing at-grade crossing of</u></p>	<p><u>Post-event submissions, including written submissions of oral comments, for ISH7 [REP4-183]</u></p>	

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		<p>London that specify that National Highways must pay Transport for London's costs and a Commuted Sum. See Protective Provisions 71 to 73 in Schedule 9, Part 7 of that DCO. Transport for London considers the M25 Junction 28 Improvements DCO to be a suitable comparator given that the long-term maintenance requirements for a walking, cycling and horse-riding bridge of the scale proposed by the Applicant may not be dissimilar to the scale of maintenance costs to be incurred by Transport for London at M25 Junction 28.</p> <p>5) This bridge is required as a direct result of the Project severing the walking, cycling and horse-riding route around the south side of M25 Junction 29, and the Project leading to approximately 700 additional PCUs per hour in each direction at peak times using the affected section of the A127, leading to a surface level crossing being unsafe. It is not appropriate for Transport for London to incur additional maintenance costs that are required as a direct result of the impacts of the Project.</p> <p><u>6) The Applicant has made additional comments regarding the walking,</u></p>	<p><u>the A127 to the west. The crossing is not required as a result of the Project.</u></p> <p><u>The Applicant's position on this matter is further set out in Post-event submissions, including written submissions of oral comments, for ISH7, under the heading 'Agenda item 3(c) dDCO matters arising from other Issue Specific Hearings (ISHs 3 – 6) ISH3 – Protective Provisions for LHAs and commuted sums', and elaborates on the Applicant's position in respect of commuted sums at paragraphs 1.3.22 to 1.3.37.</u></p> <p><u>The Applicant will consider TfL's additional comments made in paragraph 6 of this item and update its response if necessary and appropriate in a subsequent version of this SoCG.</u></p>		

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		<p><u>cycling and horse-riding bridge over the A127 west of M25 Junction 29, stating that “the crossing is not required as a result of the Project” and implying that it is only required “to address historic severance issues”. While the bridge will help reduce historic severance, the primary reason that the bridge is required is to address the new severance to east-west connectivity caused by the Project on the south side of M25 Junction 29. The Applicant has acknowledged this several times, for example in the Local Refinement Consultation material (APP-088 page 145) which states: “At present, pedestrians walking on the footways alongside the A127 and passing underneath the M25 can use crossing points over the slip roads connecting the A127 to the M25. The changes to the road network associated with the LTC would take away these crossing points, removing the connection across the M25 along the southern side of the A127, rerouting pedestrians across the northern side of the M25 junction 29 roundabout. The newly proposed bridge improves the connectivity, by providing a crossing of the A127 to the west of the</u></p>			

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		<u>M25, allowing rerouted pedestrians to return to the southern side of the A127 more safely." Transport for London therefore maintains that it is untrue to state that the bridge is not required to mitigate the impacts of the Project.</u>			
Construction					
Safety Construction vehicle safety	2.1.12	<p>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. Any vehicle used for construction of the Project over 12 tonnes gross vehicle weight and entering or operating in Greater London must hold a valid HGV Safety Permit. From October 2024, such vehicles will need to be Direct Vision Standard rated as 3 star or above, or fit a Progressive Safe System to operate in Greater London.</p> <p>Transport for London considers that, while the above requirements are only legally required within Greater London, the same standards should be applied to construction vehicles over 12 tonnes gross vehicle weight across the entire Lower Thames</p>	<p>Commitments to safety are contained within Section 6.1 of the Code of Construction Practice (CoCP).</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 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 Applicant 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>	<u>ES Appendix 2.2: Code of Construction Practice, First iteration of Environment al Management Plan [REP6-038]</u>	Matter Not Agreed

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		<p>Crossing project to protect the safety of all road users.</p> <p>Transport for London welcomes the Applicant's commitment to safety through FORS and for acknowledging that construction vehicles must legally comply with Direct Vision Standard requirements within London. However, Transport for London maintains that the Direct Vision Standard would be most effective at securing the highest construction vehicle safety standards outside London. The Direct Vision Standard has been proven to reduce collisions where vision is a contributing factor. Transport for London therefore does not agree that the Applicant's proposed safety requirements are sufficient.</p>	<p>Further discussion on this matter has taken place. The Applicant does not consider it necessary for the CoCP to cover the Direct Vision Standard and HGV Safety Permit as these are legal requirements for HGVs to operate in London. The Applicant has confirmed that contractors must implement all of CLOCS, FORS and Driving for Better Business (or equivalents). Paragraph 2.2.4 of the CoCP states that <i>'In addition to having management systems certified for environment (ISO14001:2015), the Contractors will have management systems certified for safety (ISO 45001:2018) and quality (ISO 9001:2015), and these will include requirements for procedures for responding to emergency events. Contractors will be required to comply with the law applicable at the time, along with any additional environmental controls imposed in the DCO. For that reason, the statutory requirements are not separately listed within this CoCP.'</i></p> <p>Regarding the extending of the Direct Vision Standard (DVS) requirement to 3 stars or above, or the implementation of a progressive safe system beyond Greater London, the Applicant has secured the minimum standards to construction logistics that the Contractor must adhere to. This commitment is detailed in Section 6.1 of the CoCP.</p> <p>The Applicant holds the view that enforcing the DVS 3 Star compliance for HGVs operating outside of Greater London is unnecessary. Whilst</p>		

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			<p>the Project has not explicitly committed to the DVS, it actively promotes the adoption of a progressive safe system for HGV operations. To achieve this, the Project has stated its commitment, as outlined in paragraphs 6.1.1 to 6.1.3 of the CoCP's Section 6.1, for the Project's supply chain to implement a minimum FORS Silver standard or an equivalent standard as assessed. FORS holds a nationally recognised standard that ensures a progressive safe system. It stands comparable to the DVS Standard in terms of achieving a safe system of works, and it is supported by a nationally recognised body.</p> <p>The implementation of TfL's 3-star DVS as a specific requirement for obtaining an HGV safety permit within Greater London is a legal requirement the Applicant would adhere to. The Applicant aims to promote a safe system of works that is recognised nationwide and can be feasibly adopted by its supply chain, which extends beyond and operates outside of Greater London. This approach allows the Project to maintain a consistent and robust safety standard by adhering to the nationally recognised FORS standard and ensuring the safety of the Applicant's HGV operations is effectively implemented while operating outside of Greater London.</p>		
Construction traffic impacts	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	The Project has produced an outline Traffic Management Plan for Construction, which sets out the principles for the management of construction traffic and how detailed plans will be	Outline Traffic Management Plan for	Matter Agreed

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Construction traffic management		<p>robust plan is developed to appropriately manage construction traffic, minimise the impact on the Transport for London road network and local 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.</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>While Transport for London considers that not all appropriate projects have been identified in the construction assessment, Transport for London is satisfied that, overall, the outline Traffic Management Plan for Construction adequately sets out how construction traffic will be managed</p>	<p>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.</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 document 'Interrelationship with other Nationally Significant Infrastructure Projects and Major Development Schemes' provides further information on the steps taken by the Applicant to account for its interfaces with other major development schemes.</p> <p>In accordance with the outline Traffic Management Plan for Construction, 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 the Applicant to support integration with other projects on construction traffic and logistics matters. The Applicant's Traffic Manager would also be appointed for the entire Project network</p>	<p>Construction [REP6-048] Draft Development Consent Order [REP6-010] Interrelationship with other Nationally Significant Infrastructure Projects and Major Development Schemes [APP-550]</p>	

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draft Development Consent Order
[\[REP2-004\]](#)

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		and Transport for London's role in such traffic management.	(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.		
Construction traffic impacts Construction traffic impacts on the wider network	2.1.14	<p>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> <p>Transport for London is satisfied that the information provided in the GIS shapefiles sufficiently covers the forecast impacts on Transport for London's road network based on the strategic model used. However, TfL has concerns about the ability of the strategic model to forecast such impacts robustly within London given the coarse zoning system used which will result in some local traffic missing from the network (see item number 2.1.32).</p> <p>2) Transport for London recognises that in any strategic model, the size of the model zones should increase as</p>	<p>The Applicant 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 December 2020. An updated version of this document will be submitted as part of the 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. This matter is under discussion pending further review by Transport for London.</p> <p>The construction traffic assessment as presented in Chapter 8 of the Transport Assessment is very detailed given both the spatial and temporal extents and scale of the Project's construction phase. As such, the Applicant considers that the assessment reflects a reasonable worst case and provides a proportionate assessment of the selected construction scenario. Notwithstanding this, the Applicant has committed within the outline Traffic Management Plan for Construction at paragraph 2.4.20 to the following:</p>	<p>Transport Assessment [REP4-148, REP4-150, REP4-152]</p> <p>Outline Traffic Management Plan for Construction [REP6-048]</p>	Matter Not Agreed

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Outline Traffic Management Plan for Construction [\[REP3-120\]](#)

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		<p>distance from the Project increases. The key point is that substantial aggregation of zones has been implemented in LTAM within Havering, where the Project has substantial infrastructure works and traffic impacts. Transport for London therefore asserts that the strategic model zoning is too aggregated within Havering for the construction and operational traffic impacts to be modelled with sufficient robustness to forecast junction delays and consequential impacts on routeing of traffic.</p> <p><u>3) Transport for London maintains that a more detailed zoning system is needed in the LTAM in Havering to forecast junction delays with sufficient robustness, as evidenced by there being 146 zones in Havering in the source model supplied by TfL to 51 in the LTAM. This matter is therefore not agreed.</u></p>	<p><i>'In some instances, it may be deemed appropriate that junction modelling is carried out prior to works. The TMP will list the junctions to be modelled if and where required. The list of locations would be discussed with LHA at the TMF.'</i></p> <p>The assessment presented enables consideration of the impacts that would arise and as set out at paragraph 8.1.7 of the Transport Assessment, includes a number of assumptions that were made to ensure that the construction programme is not under-represented. The size of the zones in the Lower Thames Area Model (LTAM) increases as the distance from the Project increases. This is standard practice in transport modelling and is in line with DfT's Transport Analysis Guidance (TAG). Paragraph 2.3.1 in TAG Unit M3.1, Highway Assignment Modelling states 'Zones should be smallest in the Area of Detailed Modelling, becoming larger for the Rest of the Fully Modelled Area and progressively much larger for the External Area.'</p> <p><u>As recognised by TfL, smaller zones are used in a model in the area closest to a scheme and larger zones are used further away. In addition, smaller zones are used in areas where there are urban areas where the population density is higher, and larger zones in rural areas where the population density is lower. The Applicant has checked the size of zones in Havering and considers these to be appropriate and consistent with other areas, such as Thurrock. As such,</u></p>		

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			The Applicant considers that the impact of the construction <u>and operation</u> of the Project on the network within London, <u>including Havering</u> , is adequately represented in the LTAM.		
Operation and maintenance					
Traffic Operational traffic management	2.1.15	<p>1) Transport for London would like to understand what measures are being taken to ensure the 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. 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>2) Transport for London is specifically seeking to understand the diversion routes that would be advised in the event of a closure of the Dartford Crossing once the Lower Thames Crossing is operational. This is not specified in the application document on the Need for the Project (Application Document APP-494).</p>	<p>Both crossings will be managed by National Highways, in accordance with standard National Highways Incident Management Processes (DMRB GM703), in order to provide a co-ordinated response to incidents at either crossing. As with the wider strategic road network (SRN), the Project would be patrolled by Traffic Officers and managed through the Regional Operations Centre (ROC) at Godstone in Surrey. In the event of an incident occurring on the strategic road network the ROC would liaise with the various emergency services, Traffic Officers, the Applicant's network maintainers and other network authorities including Transport for London with the aim of ensuring that any delays are kept to a minimum and that incidents are cleared within the Applicant's response times. In addition, variable message signs would advise motorists of traffic conditions so that they can adjust their journeys to suit.</p> <p>In paragraph 5.2.6 of the Need for the Project, further details are given on the Lower Thames Crossing as an alternative route: 'The Project would provide an alternative route to the Dartford Crossing for local and strategic traffic wishing to</p>	<p>Need for the Project [APP-494] <u>Post-event submissions, including written submission of oral comments, for ISH3</u> [REP4-179]</p>	Matter <u>Not Agreed</u>

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The Applicant will consider TfL's additional comments made in paragraph 2 of this item and update its response if necessary and appropriate in a subsequent version of this SoCG.

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		<p>3) A particular issue for Transport for London is the suitability of the A122 Lower Thames Crossing as a diversionary route for the M25/A282 in the event of a closure of the Dartford Crossing. In particular, Transport for London notes that at the proposed A122/A2/M2 junction, the links between the A2 to the west and the A122 to the north are only one lane in each direction. While the Project will provide an additional diversionary route to the M25/A282, Transport for London questions whether this capacity constraint at a critical junction provides sufficient resilience for unplanned disruption. Transport for London is therefore unclear whether the 'standard' diversionary route in the event of an unplanned closure of the Dartford Crossing would remain via the Blackwall (and future Silvertown) tunnel. Transport for London seeks further advice from the Applicant on this matter.</p> <p><u>Transport for London acknowledges the additional information provided by the Applicant on the likelihood of full closures of the Dartford Crossing occurring and the range of operational modes available which mean the need for a full diversion of traffic is very</u></p>	<p>cross the river east of London. This would give people more choice when deciding how they want to cross the river east of London, but would also provide an alternative in the case of major incidents or closures at the other River Thames crossings.'</p> <p>Also discussed in paragraphs 5.2.7 to 5.2.9 are the policy context, road network resilience, the additional resilience the Project would provide, and the limited resilience of Dartford Crossing. Strategic diversion routes would be implemented when required and would aim to keep traffic on the SRN as much as possible and determined on a case-by-case basis depending on the incident. The operation of the Dartford Crossing in the event of an incident would remain as per current arrangements, but wider network signing in the event of a major disruption would promote the use of the Project (A122) route and the M25 as alternative routes for non-local journeys. Various levels of diversion would be implemented for incident management, focusing on:</p> <ul style="list-style-type: none"> • Local: minor diversions using slip roads, lane controls and contraflows • Regional: strategic messaging to move traffic in the region to utilise the Project • National: strategic messaging on the wider SRN and media outlets to manage traffic flows heading towards the crossing and 		

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		<p><u>rare, and that various operational modes are available at the Dartford Crossing to allow some traffic to use the crossing during most disruption incidents. However, Transport for London remains concerned about the capability of the LTC to be used as an alternative to the Dartford Crossing in the event of closures or significant congestion, particularly because of the limited capacity available at the A2/M2/LTC junction. This means that the route via the Blackwall and future Silvertown tunnels is likely to continue to be the alternative route for many M25 users in the event of major disruption at the Dartford Crossing.</u></p>	<p>provision of alternative SRN routes in neighbouring regions</p> <p>Diversion routes during planned maintenance closures will utilise the SRN where possible and will be discussed with local highway authorities during the planning phases depending on traffic management requirements for the works at the time.</p> <p>The Applicant <u>notes that diversions involving the proposed M2/A2/A122 Lower Thames Crossing junction were discussed at Issue Specific Hearing 3 and a record is available in Section A.9: Response to comments made by Transport for London of Post-event submissions, including written submission of oral comments, for ISH3.</u></p> <p><u>The incident data shows that 85% of incidents are quickly resolved and short in duration (less than 30 minutes) and that the Dartford Crossing rarely fully closes for an extended period in either direction.</u></p> <p><u>The Dartford Crossing has many operational modes that will remain following the construction of the Project. Operational modes are ways of managing traffic through the Dartford Crossing using signage and traffic management where appropriate; these include closure of the bridge and contraflow of the tunnels. This means that capacity can usually be maintained at a minimum of two lanes in each direction.</u></p>		

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			<u>With the construction of the Project and the redistribution of traffic, the likelihood of incidents at Dartford is expected to decrease. Therefore, it would be unlikely that either crossing will fully close for incident purposes, and therefore it would be rare that high volumes of traffic would be diverted to/from the Project.</u>		
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 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.</p> <p>Transport for London notes that the Road User Charging Statement (Application Document APP-517) provides little information on the decision making about the charging regime. It simply states that a flexible</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 • Accounts, discounts and exemptions <p>The majority of local authority stakeholders that commented on charging flexibility stated that their preference was for the Project's charges to mirror those at Dartford. The Applicant supported this preference on the grounds of economies of scale, the performance of the Project and better customer experience.</p> <p>Following review of the charging proposals made in the DCO submission, TfL has advised that the matter should be moved to Not Agreed.</p>	Road User Charging Statement [APP-517]	Matter Not Agreed

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		<p>charging regime was ruled out without explaining in detail the advantages and disadvantages of each option. Transport for London considers that it is incumbent on the Applicant to outline the advantages and disadvantages of various charging options to support any decision on whether or not to implement a more flexible charging regime.</p> <p>Transport for London agrees that the Dartford Crossing and Lower Thames Crossing need to be considered as part of an integrated river crossing network that includes the Blackwall and Silvertown tunnels. All of these crossings need to be considered in ensuring the effective operation of the network.</p> <p>While it is planned that the charge at these tunnels will be consistent, it is expected to vary by time of day and by direction in order to best manage traffic demand. The same approach could be adopted by the Applicant, i.e. to keep charges at both the Dartford Crossing and A122 Lower Thames Crossing consistent, but to vary by time of day and direction (for example). This would allow the Applicant to more flexibly and</p>	<p>As outlined in Section 1.4 of the Road User Charging Statement '<i>The Lower Thames Crossing would join the Dartford Crossing in a very heavily utilised part of the SRN. Section 4.2 of National Highway's licence (DfT, 2015a) requires it to ensure the effective operation of the network. A charge at the Lower Thames Crossing, in conjunction with the existing charging regime at the Dartford Crossing, would enable the effective operation of both crossings and the wider SRN and local road network. If there was no charge for using Lower Thames Crossing, this would lead to higher overall demand and traffic taking longer routes than would otherwise be necessary.</i>' No change to the charging regime is proposed or anticipated nor is it considered necessary, but the Applicant considers there are existing mechanisms in the Planning Act 2008 and Transport Act 2000 to modify the charge if required for traffic management purposes. Whilst National Highways operates the Dartford Crossing (on behalf of the Secretary of State), the charging regime for the Dartford Crossing is ultimately the responsibility of the Secretary of State.</p> <p>Setting the Lower Thames Crossing road user charge to be equal to the one used for the Dartford Crossing would encourage customers to take the most appropriate route based on journey factors rather than being distorted by the level of charge. This would discourage unnecessary vehicle mileage from those seeking to save</p>		

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		effectively adjust the charging regime to help manage the carbon, air quality and traffic congestion impacts of the Project.	<p>money from a cheaper crossing, and therefore would reduce the impacts of longer journeys, such as the consequential effect of additional emissions and noise.</p> <p>The Dartford Crossing and Lower Thames Crossing need to be considered as part of an integrated river crossing network. The Applicant is required to ensure the effective operation of the network. Consistent charging and operations (e.g. hours of charging, enforcement, etc.) is considered the most efficient in relation to the operation of the SRN and the local road network as well as for the user.</p>		
Air quality					
Monitoring Operational air quality monitoring	2.1.17 RRE	<p>Transport for London is of the view that the A127 west of M25 junction 29, where there is a large increase in traffic flows, should be included in the scope of the wider network impacts management and monitoring plan. The need for air quality monitoring is particularly justified because of Transport for London's concerns about the robustness of the traffic modelling on which the air quality assessment is based. There is therefore considerable scope for air quality impacts in London to vary significantly from those forecast. The scope of the plan should include monitoring of air quality where there</p>	<p>The Applicant is following the advice of DMRB LA 105 Air Quality (Highways England, 2019) with regard to operational air quality monitoring. The Applicant would only propose to undertake monitoring if its assessment predicted significant air quality effects which triggered the requirement for mitigation. This is not the case for the Project. The purpose of such monitoring would be to evaluate the effectiveness of the proposed measures and determine when and if the mitigation (for example speed restrictions) can be removed (assuming the mitigation is time limited and not permanent). Page 66 of Environmental Statement (ES) Figure 5.6: Operational Phase Receptors and Results (4 of 4) shows perceptible increases in annual mean NO₂ at nearby human receptors along the A127 west of M25 junction</p>	<p>ES Figure 5.6: Operational Phase Receptors and Results (4 of 4) [APP-183] ES Chapter 5: Air Quality [APP-143] Combined Modelling and Appraisal</p>	Matter Not Agreed

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		<p>are sections of road with significant increases in traffic forecast. Ultimately, the uncertainties and concerns associated with the traffic modelling are similarly relevant for air quality and make it essential that an ongoing monitoring and mitigation strategy is in place to ensure that any adverse air pollution impacts that arise are adequately addressed.</p>	<p>29, however forecast concentrations do not exceed the annual mean NO₂ Air Quality Strategy (AQS) objective of 40µg/m³. As described in ES Chapter 5: Air Quality there are expected to be no significant air quality effects in relation to human health receptors. Therefore, an ongoing monitoring and mitigation strategy is not required in relation to air quality. Using operational monitoring to validate air quality predictions in the Environmental Impact Assessment (EIA) can be challenging as it can be difficult to differentiate the contribution of the Project from the baseline. Weather conditions also have significant influence on air quality, and changes in air quality year on year are influenced by the weather.</p> <p>The Project's transport model has been produced in line with DfT guidance (Transport Analysis Guidance) as set out in the Combined Modelling and Appraisal Report.</p> <p>The Applicant has engaged with TfL to understand its concerns regarding the Project's transport model and has shared detailed outputs to enable the authority to gain an understanding of the forecast impacts of the Project on the road network. This engagement will continue during the examination of the Project with updates reflected in the Statement of Common Ground between the Applicant and TfL. As described in paragraphs 5.3.151 to 5.3.158 of the ES Chapter 5: Air Quality, uncertainties associated with the air quality assessment have been addressed as far</p>	<p>Report [APP-518] ES Appendix 5.1: Air Quality Methodology [APP-345] ES Appendix 5.6: Project Air Quality Action Plan [APP-350]</p>	

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			<p>as practicable in the assessment and are not considered to adversely affect the adequacy of the assessment. For example, the air quality dispersion model annual mean nitrogen dioxide (NO₂) predictions have been compared and verified against 241 roadside air quality monitoring sites as described in ES Appendix 5.1: Air Quality Methodology. Following this verification process, an overall root mean square Error value of 5.8µg/m³ was derived for the Project air quality model, which is well within the Local Air Quality Management Technical Guidance (TG22) (Defra 2022) recommended root mean square Error value of 10µg/m³. Uncertainty in future vehicle emission factors and roadside NO₂ concentrations has been considered by carrying out a gap analysis, as described in paragraphs 5.3.93 to 5.3.97 of ES Chapter 5: Air Quality. This process provides a less optimistic prediction of future air quality compared to the Defra modelling tools.</p> <p>As described in ES Chapter 5: Air Quality, there are expected to be no significant air quality effects in relation to human health receptors and compliance with Limit Values, and therefore in line with the advice of DMRB LA 105 (Highways England (2019)). Design Manual for Roads and Bridges, LA 105 Air Quality), mitigation and monitoring is not required for the Project in relation to these effects. Significant air quality effects have been predicted as a result of</p>		

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			nitrogen deposition in biodiversity sites, and the mitigation measures identified are described in ES Appendix 5.6: Project Air Quality Action Plan. Therefore, an ongoing monitoring and mitigation strategy is not required in relation to air quality.		
Assessment of likely significant events Update for air quality assessment	2.1.18 RRE	<p>1) 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> <p>2) While analysis in the Environmental Statement shows that air quality levels, despite worsening for some receptors in London, remain within legal limits, the modelled NO₂ levels are well above World Health Organisation guidelines which Mayoral policy is seeking to move towards.</p> <p>3) Transport for London also notes that the assessment of PM_{2.5} particles has been calculated as a proportion of modelled PM₁₀. Transport for London questions the robustness of this approach.</p> <p>4) Transport for London notes additionally that paragraph 5.18 of the draft National Policy Statement for National Networks states "air quality considerations will also be important</p>	<p>The air quality assessment is presented within Environmental Statement (ES) Chapter 5: Air Quality, and has concluded that there are no significant effects on human health receptors. Furthermore, the Project does not delay compliance with the Air Quality Directive. No mitigation is therefore required in relation to these effects.</p> <p>The assessment has concluded that for some sites designated for ecology, the impacts of the Project are significant. Proposed mitigation and compensation measures to reduce the impacts of nitrogen deposition are presented in the ES Appendix 5.6: Project Air Quality Action Plan in accordance with DMRB LA 105. At a meeting on 17 March 2023, Transport for London advised that it had concerns over the proposed PM_{2.5} monitoring approach and had additionally raised these matters in their Relevant Representation. With respect to the robustness of the approach to air quality modelling, please see the Applicant's response to item 2.1.17.</p> <p>The Mayor's London Environment Strategy (2018) includes an aspirational target to meet the annual mean World Health Organization (WHO) guidelines for PM_{2.5} by 2030. The 2030</p>	<p>ES Chapter 5: Air Quality [APP-143] ES Appendix 5.6: Project Air Quality Action Plan [APP-350] ES Chapter 12: Noise and Vibration [APP-150] Comments on WRs Appendix C: Relevant Local Authorities & Transport Bodies [REP2-048] Planning Statement Appendix A: National</p>	Matter Not Agreed

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		<p>where substantial changes in air quality levels are expected, even if this does not lead to any breaches of national air quality limits or statutory air quality objectives.”</p> <p><u>5) The draft NPSNN, as emerging policy and by analogy with the planning regime, may be given weight according to the stage of preparing (the more advanced its preparation, the more weight that may be given) and the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may given). TfL considers that the draft NPSNN is likely to have been designated, or at least advanced to its near final version, before the DCO is determined. This has a material bearing upon the weight that TfL considers should be attached in the decision-making process to the draft NPSNN as it advances. As such, TfL considers it appropriate and necessary to continue to refer to the current and later versions of the draft NPSNN.</u></p>	<p>background PM_{2.5} concentrations used for the air quality assessment exceed the latest 2021 WHO guideline of 5µg/m³ as well as the previous, 2005 WHO guideline of 10µg/m³ at human receptors in Greater London. Therefore, it is expected that the WHO PM_{2.5} guideline will not be met at receptors in Greater London by 2030 regardless of whether the Project is present or not. In addition, the road components of the background maps form only a small proportion of the total background concentration, and it is other source sectors that dominate such as emissions from industrial and domestic combustion as well as international and natural emissions, and so these sectors would have a greater impact on achievement of the WHO guideline than road traffic emissions associated with the Project.</p> <p>The WHO air quality guidelines themselves are not legally binding limits, they are designed to offer guidance on reducing the health impacts of air pollution which world governments can use to inform air quality policy based on their own specific circumstances. The WHO guidelines have not been adopted as legal air quality thresholds in the UK. The assessment has been undertaken to ensure compliance with legal air quality thresholds and the NPSNN.</p> <p>The targets for particulate matter where particles are less than 2.5 micrometres in diameter (PM_{2.5}) as set out in the Environment Act 2021 and the Environment Improvement Plan, were enacted</p>	<p><u>Policy Statement for National Networks (NPSNN) Accordance Table [APP-496]</u> <u>Responses to the Examining Authority's ExQ2 Appendix C: 5. Air Quality [REP6-109]</u></p>	

Deleted: 5) Transport for London is considering the additional information provided by the Applicant and will update its position in the next iteration of this Statement of Common Ground.

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			<p>following the submission of the draft DCO. It is currently not possible to determine how the Project would affect compliance with the PM_{2.5} targets as there is no guidance from Defra on how the targets should be considered in the planning process.</p> <p>The air quality assessment reported in ES Chapter 5: Air Quality demonstrates that the Project would comply with the current legal thresholds for PM_{2.5}. Air quality modelling confirmed that there would be no exceedances of the annual mean PM_{2.5} AQS objective of 25µg/m³ and the annual mean PM_{2.5} Limit Value of 20µg/m³ across the study area in both the Do Minimum and Do Something scenarios of the construction and operational phases.</p> <p>The Applicant notes that TfL also raised the issue of WHO NO₂ in its Written Representations, and the Applicant provided a response on page 84 of Comments on WRs Appendix C – Relevant Local Authorities & Transport Bodies.</p> <p><u>The transitional arrangements set out at paragraphs 1.16 and 1.17 of the draft revised NPSNN make it clear that, 'for any application accepted for examination before designation of the 2023 amendments, the 2015 NPS should have effect in accordance with the terms of that NPS. The 2023 amendments will therefore have effect only in relation to those applications for development consent accepted for examination after the designation of those amendments'.</u></p>		

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			<p><u>While it is acknowledged that emerging draft NPSs are capable of being 'other important and relevant matters' to which the Secretary of State may wish to have regard under the provisions of section 104(2)(d) of the Planning Act 2008, the primary consideration is the designated NPSNN. This will remain the case notwithstanding that the draft NPSNN may be designated before the decision on the DCO application is taken.</u></p> <p><u>The draft NPSNN has been out for consultation between March and June 2023 and is subject to amendment as a result of that, which has a material bearing upon the weight that the Applicant considers should be attached in the decision-making process to the current draft. The Applicant submitted written comments on the draft revised NPSNN consultation and awaits the government's response.</u></p> <p><u>Accordingly, the Applicant's analysis of the draft revised NPSNN is that it does not fundamentally alter the policy position in respect of the determination of the DCO application for the Project. The Applicant's assessment of accordance with the designated NPSNN is presented in Planning Statement Appendix A: NPSNN Accordance Table.</u></p> <p><u>Please see the Applicant's response to ExQ2 Q5.1.5 in Responses to the Examining Authority's ExQ2 Appendix C: 5. Air Quality for specific commentary on air quality matters in the draft NPSNN.</u></p>		

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Topic	Item No.	Transport for London Comment	The Applicant's Response	Application Document Reference	Status
Assessment methodology Future Ultra Low Emission Zone and road charging	2.1.19	<p>1) Transport for London has expanded the Ultra Low Emission Zone (ULEZ) in August 2023 to cover the whole of Greater London, and has consulted on the potential for future road 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>2) 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>3) This could take the form of commentary within the Transport Assessment and Environmental Statement of potential changes to the environmental effects.</p>	<p>The Applicant has considered the request for sensitivity testing of the impact of these proposals. The Applicant considers that overall, a limited number of road users would pay the ULEZ charge by the time of the Project opening. As such, there would not be a significant impact on the road network in the area around the Project and the Applicant does not propose to undertake this sensitivity test. With regard to road user charging, there are no current committed proposals, and so there is no policy to be tested. <u>As noted above, the Applicant cannot assess schemes that have not been committed, and so changes to the Environmental Statement and Transport Assessment as suggested by TfL are not within the scope of the Project.</u></p>	N/A	Matter Not Agreed
Landscape and visual					
Plants and woodlands	2.1.20 RRE	<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-</p>	<p>ES Appendix 2.2: Code of Construction Practice and the outline Landscape and Ecology Management Plan (oLEMP) set out the principles for the removal of trees and vegetation and the replacement planting proposed for the Project as</p>	ES Appendix 2.2: Code of Construction Practice	Matter Agreed

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Topic	Item No.	Transport for London Comment	The Applicant's Response	Application Document Reference	Status
Protected trees		<p>riding bridge over the A127 to be installed. The Environmental Masterplan and Outline Landscape and Ecology Management Plan must outline any replacement planting so Transport for London can determine the environmental impact.</p> <p>Transport for London requests that relevant local highway authorities are specified as being consulted on the Outline Landscape and Ecology Management Plan to provide assurance about Transport for London's involvement. This is closely related to Transport for London's request for relevant local highway authorities to be consulted on Requirement 5 (landscaping and ecology) as set out in item number 2.1.2 above.</p> <p>Transport for London has also raised questions about the replacement woodland planting alongside the A127 and in particular its proximity to diverted utilities, which could lead to future impacts on newly planted trees when maintenance of the utilities is required. Transport for London seeks assurances from National Highways about the appropriateness of this planting.</p>	<p>a whole. The Works Plans, and General Arrangement Plans also show the proposed planting mitigation. Further discussions on replacement planting are planned during the detailed design stage, including co-ordination with utilities maintenance. The Applicant drew attention to the series of interactive sessions to consult on the development of the detailed design of landscape and ecological mitigation, including the framework for the long-term monitoring and management of the Project's landscape and ecology mitigation proposals which is currently underway. Transport for London will receive invitations to future sessions.</p> <p>ES Figure 2.4: Environmental Masterplan Section 14 (10 of 10) shows the proposed planting mitigation for tree removal around the proposed A127 pedestrian bridge. Section 7.8 of the oLEMP provides further information on the proposed replacement planting adjacent to the A127 WCH bridge as follows:</p> <p><i>'7.8.5 k Woodland planting around the proposed A127 pedestrian bridge west of Junction 29 to be managed to include larger stock trees to replace those lost within the Tree Preservation Order area grouping.'</i></p> <p>Replacement planting adjacent to the A127 will be subject to detailed design and is covered by Principle STR.13 in the Design Principles, which states: <i>'Planting proposed within the proximity of underground and overhead utilities shall adhere</i></p>	<p>(CoCP) [REP6-038] Outline Landscape and Ecology Management Plan (oLEMP) [REP4-140] Works Plans [REP4-034 to REP4-040, REP5-018 and REP5-020] General Arrangement Plans [REP4-028, REP4-031, REP5-016] ES Figure 2.4: Environmental Masterplan Section 14 (10 of 10) [REP2-031]</p>	

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General Arrangement Plans [APP-015 to APP-017]

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		<p>Transport for London welcomes the change made to the outline Landscape and Ecology Management Plan to ensure that it will be consulted on landscaping for areas of land it will be responsible for maintaining. Transport for London also notes the signposting to the relevant design principles. On this basis, Transport for London is now satisfied that it has sufficient assurance on this matter.</p>	<p><i>to the relevant Statutory Undertaker and asset owner's planting policies, guidelines and easement considerations.'</i></p> <p>Therefore, planting proposed adjacent to the A127 will be appropriately designed in relation to proposed utilities diversions. Transport for London requested that the oLEMP should be updated to include Transport for London as a named consultee for the oLEMP advisory group. The Applicant has considered this request and amended the wording in paragraph 4.1.13 of the oLEMP at Deadline 3 as follows (updated text underlined) to enable this change:</p> <p><i>'The advisory group will assure LEMP related targets and commitments made to stakeholders. It shall meet regularly and will include a representative from National Highways, local planning <u>and highway</u> authorities <u>listed in Table 2.1</u>, Natural England, Kent Downs Area of Outstanding Natural Beauty (AONB) and local statutory environmental bodies, National Highways' Contractor and detailed design ecological consultant, and other appropriate parties.'</i></p> <p>In line with this, the Applicant has also amended Table 2.1 to include Transport for London in the list of stakeholders.</p>	<p>Design Principles [REP6-046]</p>	
Noise and vibration					

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Assessment of likely significant effects Impact of noise on local population	2.1.21 RRE	<p>1) 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.</p> <p>2) Transport for London is of the view that noise monitoring on the A127 west of M25 Junction 29, where there is forecast to be a large increase in traffic flows, should be included in the scope of the wider network impacts management and monitoring plan. The need for noise monitoring is particularly justified because of Transport for London's concerns about the robustness of the traffic modelling on which the noise assessment is based. There is therefore considerable scope for noise impacts in London to vary significantly from those forecast. TfL expects any works on the TLRN to comply with</p>	<p>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.</p> <p>Please refer to Section 12.5 of ES Chapter 12: Noise and Vibration for the full details of the noise assessment undertaken and proposed mitigation.</p> <p>On Page 82 of Comments on WRs Appendix C – Relevant Local Authorities & Transport Bodies, the Applicant's response to paragraph 2) of TfL's comment is expanded as follows: '<i>The Applicant assumes the reference to a 'large increase in traffic flows' on the A127 west of M25 junction 29 is with reference to ES Figure 12.3: Operational Road Noise Study Area, which shows an increase in noise of more than 1 dB on a short section of the eastbound A127. On the other nearby sections of road (i.e. the slip roads and the westbound carriageway of the A127) the increase in traffic equates to less than 1 dB increase in noise. Taking all the road links into consideration, including the noise from the nearby M25, the increase in noise at the closest sensitive receptors to this location is less than 1 dB and therefore negligible in accordance with DMRB LA111.</i>'</p> <p>The commitments made in the Register of Environmental Actions and Commitments (REAC)</p>	<p>ES Chapter 12: Noise and Vibration [APP-150] ES Appendix 2.2: Code of Construction Practice [REP6-038] Draft DCO [REP6-010] Planning Statement Appendix C: Local Authority Policy Review [APP-498] ES Figure 12.3: Operational Road Traffic Noise Study Area [APP-311] Comments on WRs Appendix C, Relevant</p>	Matter Under Discussion

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 Draft DCO [\[REP2-004\]](#)

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		<p>Mayoral policies and that the Applicant will strive to deliver the works in the most efficient manner to limit their impact. This matter is also raised in Transport for London's Relevant Representation.</p> <p>3) Transport for London should also be consulted on the Noise and Vibration Management Plan for works affecting its road network.</p> <p>4) <u>Following further comments provided by the Applicant, Transport for London is now satisfied that it will be consulted sufficiently on noise and vibration matters during construction. However, Transport for London remains of the view that noise monitoring of the operational phase of the Project is required in locations where substantial changes in traffic flow are forecast, as part of the Wider Network Impacts Management and Monitoring Plan. This is justified despite the small change in noise as a result of the substantial increase in traffic forecast on the A127 west of M25 Junction 29, because of the uncertainty in the traffic modelling which in turn impacts on the noise modelling.</u></p>	<p>contained within ES Appendix 2.2: Code of Construction Practice regarding noise controls set in place best practice measures, which the Applicant considers are necessary to control construction noise and vibration in accordance with current guidance. The approach complies with Policy D14 Noise of The London Plan 2021 and local policies have also been considered in the Planning Statement Appendix C: Local Authority Policy Review.</p> <p>At a meeting on 17 March 2023, Transport for London requested that it be consulted on the Noise and Vibration Management Plan, and also advised that it had made this request in its Relevant Representation. Transport for London (TfL) will be consulted on the Environmental Management Plan (EMP). This is provided for in Requirement 4 of Schedule 2 to the draft DCO which states that <i>'No part of the authorised development is to commence until an EMP (Second Iteration), substantially in accordance with the Code of Construction Practice, for that part has been submitted to and approved in writing by the Secretary of State, following consultation by the undertaker with the relevant planning authorities, highway authorities and bodies identified in Table 2.1 of the Code of Construction Practice to the extent that it relates to matters relevant to their respective functions.'</i> TfL is identified in Table 2.1 of the Code of</p>	<p>Local Authorities & Transport Bodies [REP2-048]</p>	

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			<p>Construction Practice in this regard as a relevant stakeholder in its capacity as a highway authority. The commitment to prepare a Noise and Vibration Management Plan relates to construction works and would be subject to control under Section 61 of the Control of Pollution Act 1974 by the relevant local planning authorities, as specified in the Act. This is provided for in Commitment NV002 in the REAC (presented in Chapter 7 of the Code of Construction Practice). The Applicant considers that sufficient consultation on the noise and vibration impacts on the TLRN will take place via the EMP, and intends to consult those authorities provided for in Commitment NV002 in the Noise and Management Construction Plan.</p> <p>Under the commitments made in the REAC contained within ES Appendix 2.2: Code of Construction Practice, commitments NV001 – Noise and Vibration Controls, NV002 – Noise and Vibration Plan, NV003 – Conveyor Systems, NV004 – Section 61 Consents, NV005 – Baseline Noise Levels, NV006 – Noise and Vibration Assessment, NV007 – Best Practicable Means, NV008 – Community Engagement, NV009 – Noise and Vibration Monitoring, NV010 – Haulage Routes, NV015 – Actions in case of Noise Monitoring Exceedance and NV017 – Vibration from Piling are written to specifically control construction noise impacts associated with the Project. These set in place best practice measures, which the Applicant considers are</p>		

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			necessary to control construction noise and vibration in accordance with current guidance. This complies with Policy D14 Noise of The London Plan 2021 ' <i>...avoiding significant adverse noise impacts on health and quality of life</i> ' through implementation of the above best practice measures. These REAC commitments are secured under Schedule 2 Requirement 4 of the draft DCO.		
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.	The Applicant 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.	Wider Network Impacts Management and Monitoring Plan [APP-545]	Matter Not Agreed
Maintenance Walking cycling and horse riding (WCH) crossing west of M25 junction 29	2.1.23 RRE	1) 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	The Applicant notes Transport for London's endorsement of its new bridge proposal and that this improves connections to the corridor from Upminster/Cranham to the future community forest site at Hole Farm to the north-east. The Applicant further notes that the Project has completed an assessment of the impacts on walkers, cyclists and horse riders within ES Chapter 13: Population and Human Health. Design Principles S14.10 and S14.23 relate specifically to the A127 WCH bridge east and	ES Chapter 13: Population and Human Health [APP-151] Design Principles [REP6-046] Post-event submissions,	Matter Under Discussion

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		<p>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 to travel east-west across M25 junction 29.</p> <p>2) 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>3) Transport for London has reviewed whether sufficient land is included within the Order Limits to allow efficient maintenance of the new bridge. Given the early stage of bridge design, with the bridge structure and materials not yet defined, Transport</p>	<p>west respectively, and set out minimum width provision for the shared route and that ramps and steps shall be provided.</p> <p>All rights of way have been maintained either by a diversion or new route. A meeting was held on 17 January 2023 to discuss initial ambitions for the bridge design, and the Applicant 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 principles, the bridge would become theirs to maintain.</p> <p>The Applicant notes TfL's review of land as set out under paragraph 2) of this SoCG item. The Applicant considers that there is sufficient land included within the DCO boundary for routine maintenance of the new bridge. Further discussions regarding maintenance will take place at detailed design stage.</p> <p>The Applicant's position on commuted sums is given in matter 2.1.11.</p> <p><u>The Applicant notes TfL's request for further information on the detailed design of the proposed A127 (west) WCH bridge in Section D.7 of Post-event submissions, including written submission of oral comments, for ISH3, which includes a statement that the Applicant will</u></p>	<p><u>including written submission of oral comments, for ISH3 [REP4-179],</u></p>	

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		for London considers that a 5-metre area for maintenance is required around the bridge, to accommodate maintenance vehicles and plant that may need to be used. The available maintenance area is only 3 metres wide in certain locations on both the north and south side of the A127. Transport for London expects the costs for future maintenance to be funded by National Highways in the form of a commuted sum (see item number 2.1.11 above).	<u>continue to engage with TfL throughout the detailed design phase.</u> The Applicant will consider TfL's additional comments concerning the maintenance boundary under paragraph 3 of this item and update its response if necessary and appropriate in a subsequent version of this SoCG.		
WCH/active travel – construction effects Temporary diversion of footway	2.1.24	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 encouraged with relevant stakeholders to ensure an acceptable route is provided.	The Applicant 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 Management Plan for Construction, e.g. the Traffic Management Forum. The Applicant welcomes Transport for London's endorsement of this approach.	Outline Traffic Management Plan for Construction [REP6-048]	Matter Agreed
Traffic and economics					
Modelling methodology	2.1.32 RRN	Transport for London is concerned about the robustness of the strategic traffic modelling within London. The model zoning has been aggregated	The Project's transport model has been produced in line with DfT guidance (Transport Analysis Guidance (TAG)) as set out in the Combined Modelling and Appraisal Report.	Combined Modelling and Appraisal	Matter <u>Not Agreed</u>

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Robustness of traffic modelling		<p>within London compared to the source models used to create the Lower Thames Area Model. This results in short distance local trips being omitted from the model, and congestion therefore being underestimated at key junctions, including for areas in close proximity to the Project. This undermines confidence in the ability of the model to serve as the only basis for determining the need for mitigation of operational traffic, air quality and noise impacts.</p> <p>For a highway scheme of this scale there is inevitably a degree of uncertainty about the pattern of future traffic flows caused by the Project, which no modelling undertaken ten years before the Project becomes operational, however robust, could fully anticipate.</p>	<p>The Applicant has engaged with TfL to understand its concerns regarding the Project's transport model and has shared detailed outputs to enable the authority to gain an understanding of the forecast impacts of the Project on the road network. This engagement will continue during the examination of the Project with updates reflected in the Statement of Common Ground between the Applicant and TfL.</p> <p>The zoning system for the transport model is described in Combined Modelling and Appraisal report Appendix B: Transport Model Package. Closer to the proposed alignment of the Project the zones cover a smaller area and as the distance from the Project increases the zones become larger. The number and pattern of trips in the transport model is primarily taken from mobile phone data and traffic counts. The model is validated by comparing the forecast traffic flows with observed counts as reported in the Transport Model Package.</p> <p>The Applicant therefore does not agree with the suggestion that the size of the zones has led to an underprediction of traffic flows at key junctions.</p> <p>The Applicant's response to air quality mitigation is given under item 2.1.17, and the response to noise mitigation will be considered under item 2.1.21.</p> <p>Growth within the transport model is in line with TAG and is capped on a regional basis in line</p>	<p>Report [APP-518] Combined Modelling and Appraisal Report Appendix B: Transport Model Package [APP-520]</p>	

Topic	Item No.	Transport for London Comment	The Applicant's Response	Application Document Reference	Status
			<p>with DfT traffic forecasts as set out in their National Trip End Model and published as TEMPro 7.2 traffic growth forecasts.</p> <p>The forecast changes in traffic flows are based on the appropriate guidance, as set out above. Over time, further developments will be brought forward in the region, local plans will evolve and economic changes will occur (such as fuel price changes). As a consequence, there is always a level of uncertainty, but this is an accepted element within TAG.</p>		
<p>Local modelling requests</p> <p>Erosion of benefits over time</p>	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>The Applicant points out that in relation to the forecasts used within the transport model, these have been built in line with the Department for Transport's (DfT) Transport Analysis Guidance (TAG) Unit M4 and are capped on a regional basis in line with National Trip End Model (NTEM) forecasts, which are based on ONS population projections. While it is clear that traffic will, over time, increase at the Dartford Crossing, there remains a significant reduction against the Do Minimum scenario, as described in Section 7.4 of the Transport Assessment.</p> <p>The Project has also undertaken modelling using the Project's transport model varying the Project 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</p>	<p><u>Transport Assessment</u> [REP4-148, REP4-150, REP4-152]</p> <p><u>Wider Network Impacts Management and Monitoring Plan</u> [APP-545] <u>Combined Modelling and Appraisal Report</u> <u>Appendix C:</u></p>	<p>Matter <u>Not Agreed</u>,</p>

Deleted: Under Discussion

Deleted: Transport Assessment [\[REP3-112, REP3-114, REP3-116\]](#)

Topic	Item No.	Transport for London Comment	The Applicant's Response	Application Document Reference	Status
		<p>Transport for London has reviewed the outputs of sensitivity tests provided by National Highways which have provided further information on the impacts of the Project on traffic flows at the Blackwall and Silvertown tunnels. These sensitivity tests have provided TfL with sufficient reassurance on these specific impacts.</p> <p>However, Transport for London remains concerned about the impacts of the Project should growth in housing, employment and therefore traffic be higher than forecast, and considers that more detailed sensitivity tests to understand this are required.</p>	<p>recent being in April 2022, to enable them to undertake detailed analysis.</p> <p>Growth within the transport model is capped in line with DfT traffic forecasts (Trip End Model Presentational Program (TEMPro 7.2)) and adjusted locally to account for developments close to the Project that are under construction, have a planning application and planning permission (as of 30 September 2021). Low and high growth scenarios have also been undertaken and reported within the Transport Forecasting Package (Appendix C of the Combined Modelling and Appraisal Report (ComMA)).</p> <p>In line with TAG, low and high growth sensitivity tests have been undertaken and these are reported within the Combined Modelling and Appraisal Report Appendix C: Transport Forecasting Package and the Transport Assessment.</p> <p>The Applicant has already carried out sensitivity tests to assist in understanding forecast transport conditions alongside the operation of the Project. As such, the Applicant does not consider it appropriate to undertake further sensitivity tests as suggested by TfL.</p>	<p>Transport Forecasting Package [APP-522]</p>	
Local modelling requests	2.1.26	<p>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</p>	<p>The Applicant has undertaken this sensitivity test to specifically consider the effects with the flyover removed, and the results were shared with Transport for London.</p>	N/A	Matter Agreed

Topic	Item No.	Transport for London Comment	The Applicant's Response	Application Document Reference	Status
Sensitivity test for Gallows Corner		<p>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.</p> <p>While Transport for London has concerns about the strategic modelling for the Project within London, the sensitivity test for Gallows Corner has provided sufficient reassurance to resolve Transport for London's concerns about the impact on this junction.</p>			
Wider Network Impacts					
<p>Local Wider Network Impacts concerns</p> <p>Understanding wider network impacts on local and strategic roads</p>	<p>2.1.27</p> <p>RRE</p>	<p>Transport for London has a major interest in changes in travel patterns on the TLRN and local road network, 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:</p> <ul style="list-style-type: none"> • M25 junction 29 • M25 junction 28 • Gallows Corner junction between the A12 and A127 • A127 west of M25 junction 29 	<p>The Applicant has undertaken this modelling to support understanding of the forecast impacts of the Lower Thames Crossing on the road network as set out in the application. As is customary for a scheme such as the Project, which will have impacts over a sizeable area, the forecast demand modelling has been undertaken using a strategic transport model. The outputs from the transport model are used to inform the appraisal of Project impacts and to support the decision-making process.</p> <p>These local junction models were developed to support the interrogation of the LTAM results rather than to develop detailed plans for each junction. The transport modelling to support such an exercise would involve building a calibrated</p>	<p>Wider Network Impacts Management and Monitoring Plan</p> <p>[APP-545]</p>	<p>Matter Not Agreed</p>

Topic	Item No.	Transport for London Comment	The Applicant's Response	Application Document Reference	Status
		<ul style="list-style-type: none"> • 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>Transport for London has significant concerns about the robustness of the local junction assessments undertaken by National Highways. No validation of base year flows was undertaken which draws into question the validity of any of the outputs.</p> <p>Transport for London has jointly commissioned surveys and the preparation of validated junction models to enable a more robust assessment of the impacts of the Project on these junctions to be</p>	<p>base year model from freshly collected data of current observations for each junction. The Applicant does not consider it appropriate to develop such local junction models to the level proposed by Transport for London.</p> <p>The Applicant also notes that this was an exploratory modelling exercise rather than the predictive modelling typically supplied by developers. As a consequence, while discussion of these findings will continue, in particular to focus on the potential inclusion of specific locations into the monitoring proposals set out within the Wider Network Impacts Management and Monitoring Plan, it is not proposed to develop these local junction models further through validation or further refinement.</p>		

Topic	Item No.	Transport for London Comment	The Applicant's Response	Application Document Reference	Status
		undertaken. The results of this assessment will be available shortly.			
Wider Network Impacts approach Mitigation of wider network impacts	2.1.28 RRE	<p>Where monitoring demonstrates that, as a result of the traffic impacts of the Project, mitigation is required to the road network in London, 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 (see item number 2.1.32 above). Transport for London notes that the National Highways modelling team have openly acknowledged this shortcoming.</p>	<p>At a meeting on 29 July 2022, the Applicant explained its approach to wider network concerns from local authorities before and after the crossing opens. It was explained that the Applicant has assessed the wider network impacts of the Project 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, the Applicant 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 Management and Monitoring Plan (WNIMMP) will be included in the application, providing information about the proposed traffic monitoring. The Applicant will also provide a briefing on the changes made to</p>	<p>Wider Network Impacts Management and Monitoring Plan [APP-545] Draft DCO [REP6-010] Transport Assessment [REP4-148, REP4-150, REP4-152] Transport Assessment Appendix F: Wider Network Impacts Management and Monitoring Policy Compliance [APP-535]</p>	Matter Not Agreed

Deleted: Draft DCO [REP2-004]¶
Transport Assessment [REP3-112, REP3-114, REP3-116]¶¶

Topic	Item No.	Transport for London Comment	The Applicant's Response	Application Document Reference	Status
		<p>Further, the fact 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>TfL considers that there are potential approaches to joint working between the Applicant and affected highway authorities on mitigation that monitoring shows to be necessary, building on approaches adopted for</p>	<p>the WNIMMP since 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>The Applicant does not consider that there is a need for an additional framework to support the joint working between the Applicant and affected highway authorities on the future optimisation of the road network following the opening of the A122 Lower Thames Crossing.</p> <p>The licence under which the Applicant operates (Highways England: Licence, DfT 2015) requires that the Applicant works 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. The Applicant will continue to deliver against this obligation in its collaborative work with local authorities and Transport for London.</p> <p>The approach the Applicant takes to working with relevant authorities is set out in the publication <i>The strategic road network – Planning for the future – A guide to working with Highways England on planning matters</i> (National Highways, 2015).</p> <p>An approach to joint working that was required solely for the consideration of changes in traffic</p>		

Topic	Item No.	Transport for London Comment	The Applicant's Response	Application Document Reference	Status
		other nationally significant infrastructure projects such as the Silvertown Tunnel.	<p>flow that are solely associated with the operation of the A122 Lower Thames Crossing would not provide the strategic overview of changes across the wider road network. Over time, further developments will be brought forward in the region, local plans will evolve and economic changes will occur (such as fuel price changes). As a consequence, there is a level of uncertainty over what, if any, interventions to enhance the operation of the road network might be beneficial. The Applicant, in its capacity as a strategic highway authority, produces Route Strategies which take a strategic approach across England, and these involve engagement with a wide range of stakeholders, including local authorities.</p> <p>Over time, it will be very difficult to demonstrate that traffic flow changes on the road network were solely as result of the Lower Thames Crossing and not other factors such as wider demand for travel, nearby new development, or changes in the way the road network was managed. As such, the Applicant considers it appropriate that the existing framework for managing the road network, as set out in Transport Assessment Appendix F: Wider Network Impacts Management and Monitoring Policy Compliance, supported by the existing obligations placed on the Applicant by the licence, remain the appropriate way to make decisions about future investment priorities.</p>		
Monitoring approach	2.1.29	Transport for London requires the section of the A127 west of M25	The Applicant has engaged with Transport for London regarding how it has considered	Wider Network	Matter Agreed

Topic	Item No.	Transport for London Comment	The Applicant's Response	Application Document Reference	Status
Scope of monitoring		junction 29 to be included within the scope of the Wider Network Impacts Management and Monitoring Plan.	<p>comments made during and since the 2021 Community Impacts Consultation and updates to the WNIMMP. However, in accordance with Section 5.3 of the WNIMMP, the Applicant will engage with relevant local highway authorities including Transport for London when drawing up the final set of locations to be monitored.</p> <p>The section of the A127 requested has been included in the WNIMMP and this matter is now agreed.</p>	<p>Impacts Management and Monitoring Plan (WNIMMP) [APP-545]</p>	
Climate					
<p>Legislative and policy frameworks</p> <p>Construction and operational carbon emissions</p>	2.1.30 RRE	<p>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 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</p>	<p>The Applicant notes Transport for London's position. The document Net Zero Highways: Our 2030 / 2040 / 2050 Plan is referred to in ES Chapter 15: Climate. Through its 'Lowest Carbon Strategy' presented in the Carbon and Energy Management Plan, the Project aims to align with the targets and trajectories set out in the Net Zero Highways Plan.</p> <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</p>	<p>ES Chapter 15: Climate [APP-153]</p> <p>Carbon and Energy Management Plan [APP-552]</p> <p>Planning Statement Appendix I: Carbon Strategy and Policy Alignment [APP-504]</p>	Matter Not Agreed

Topic	Item No.	Transport for London Comment	The Applicant's Response	Application Document Reference	Status
		<p>Project will play its part in driving down carbon emissions.</p> <p>Transport for London disagrees that the Carbon and Energy Management Plan [Application Document APP-552] is aligned with the National Highways 'Net Zero Highways' plan as user carbon has been scoped out of the Carbon and Energy Management Plan but it is within the scope of the Net Zero Highways plan. The management plan therefore omits what is likely to be the greatest carbon contribution of the Project and misses the opportunity to undertake a thorough investigation into whether and how the Project will reduce all related carbon. Chapter 15 of the Environmental Statement (APP-153) acknowledges that there will be an increase in carbon emissions as a result of the Project. Transport for London is therefore of the view that the approach to the carbon impacts of the Project does not fit with London and UK carbon policy, including the strategic priorities of the Government's Transport Decarbonisation Plan and consideration is needed of whether any additional mitigation is required.</p>	<p>which are embedded in the engineering design, good practice measures and essential mitigation relevant to GHG emissions.</p> <p>As stated in Table B.1 of the Carbon and Energy Management Plan, the Applicant can influence but not control the emissions from road users (i.e., user traffic). Policies to deliver a reduction in operational emissions related to road users are being pursued at a strategic level by the Department for Transport. This includes a range of non-planning policies which will help to reduce carbon emissions over the transport network, as a whole, over time (including policies to decarbonise vehicles and radically reduce vehicle emissions). Interventions, for example those published in "<i>Decarbonising transport: a better, greener Britain</i>" (available at https://www.gov.uk/government/publications/transport-decarbonisation-plan) must be applied consistently to be successful and therefore fall outside what could reasonably be delivered by any individual scheme. Notwithstanding this, the Applicant has also set out the actions which it is taking to support the Department for Transport across its Strategic Road Network in their "<i>Net Zero Highways: Our 2030 / 2040 / 2050 plan</i>", available at https://nationalhighways.co.uk/netzerohighways/.</p> <p>In relation to the Project's alignment to UK carbon policy, Planning Statement Appendix I: Carbon Strategy and Policy Alignment sets out the</p>		

Topic	Item No.	Transport for London Comment	The Applicant's Response	Application Document Reference	Status
			Applicant's approach to carbon within the DCO application, and demonstrates its alignment with policy. It explains how the Project represents a step change in approach for a road scheme of this scale, in terms of the scope and nature of the measures which the Applicant is committing to deliver to reduce emissions during the construction and operation of the new road. Together with the policies which the Government has set out in its Decarbonising Transport Plan (Department for Transport, 2021a), these measures ensure that the Project is aligned with a trajectory to net zero and that the Project's emissions would not therefore be significant, in accordance with relevant guidance.		
Nitrogen deposition					
General methodology/ modelling/ alternatives/ 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. Transport for London is satisfied with the approach to assessment and mitigation of nitrogen deposition and therefore has no further issues.	The assessment regarding nitrogen deposition has been updated following the revised traffic modelling becoming available and is included in ES Chapter 5: Air Quality and specifically ES Appendix 5.6: Project Air Quality Action Plan. This covers the sites identified as being significantly impacted 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. Information on the assessment for the designated sites that are affected is presented in ES	ES Chapter 5: Air Quality [APP-143] ES Appendix 5.6: Project Air Quality Action Plan [APP-350] ES Appendix 8.14: Designated Sites Air Quality Assessment	Matter Agreed

Topic	Item No.	Transport for London Comment	The Applicant's Response	Application Document Reference	Status
			Appendix 8.14 Designated Sites Air Quality Assessment.	[APP-403 to APP-406]	

Appendix A Engagement activity

Table A.1 Engagement activities between the Applicant and Transport for London since the DCO Application was submitted on 31 October 2022

Date	Overview of Engagement Activities
11 November 2022	Emailed Transport for London to offer DCO briefing session
14 November 2022	Emailed Transport for London to notify of publication of documents on Planning Inspectorate website
28 November 2022	Emailed Transport for London to inform that the DCO application was accepted for Examination
29 November 2022	Transport for London regular catchup meeting
02 December 2022	Emailed Transport for London to with pre-examination strategy, timetable and matters under discussion
13 December 2022	Transport for London regular catchup meeting
14 December 2022	Emailed Transport for London to inform of Planning Inspectorate announcement of the Relevant Representations and Interested Party Registration opening date
04 January 2023	Emailed Transport for London to advise of PADS Tracker request from Planning Inspectorate
09 January 2023	Emailed Transport for London to advise on Relevant Representations opening and further PADS Tracker guidance from Planning Inspectorate
10 January 2023	Transport for London regular catchup
12 January 2023	Emailed Transport for London to advise on Relevant Representations closing date and further PADS Tracker guidance from Planning Inspectorate
17 January 2023	A127 footbridge structural/ambitions meeting (joint with London Borough of Havering)
24 January 2023	Transport for London regular catchup meeting
21 February 2023	Transport for London regular catchup meeting
1 March 2023	DCO, planning and land and property SoCG matters resolution meeting
7 March 2023	Transport for London regular catchup meeting
17 March 2023	Environment SoCG matters resolution meeting
20 March 2023	Meeting about land status around A127 west WCH bridge
21 March 2023	Transport for London regular catchup meeting
4 April 2023	Transport for London regular catchup meeting
18 April 2023	Transport for London regular catchup meeting
24 April 2023	Emailed Transport for London to advise of Minor Refinement Consultation launch date
2 May 2023	Transport for London regular catchup meeting

Date	Overview of Engagement Activities
12 May 2023	Emailed Transport for London final costs variation letter
16 May 2023	Transport for London regular catchup meeting
26 May 2023	Emailed Transport for London draft Side Agreement
30 May 2023	Transport for London regular catchup meeting
31 May 2023	Emailed Transport for London the Project position on commuted sums
9 June 2023	Emailed draft SoCG for consideration and information
13 June 2023	Transport for London regular catchup meeting
16 June 2023	Charging regime meeting
27 June 2023	Transport for London regular catchup meeting
7 July 2023	Emailed Transport for London data on construction compound trip generation
11 July 2023	Transport for London regular catchup meeting
12 July 2023	Emailed Transport for London with D1 SoCG for endorsement
14 July 2023	Emailed Transport for London with final version of D1 SoCG
19 July 2023	Emailed Transport for London Relevant Representation report
25 July 2023	Transport for London regular catchup meeting
8 August 2023	Transport for London regular catchup meeting
22 August 2023	Transport for London regular catchup meeting
5 September 2023	Emailed Transport for London with draft D4 SocG for review
12 September 2023	Transport for London land meeting
13 September 2023	Transport for London Deadline 4 SoCG review meeting
15 September 2023	D4 SoCG version sent to Transport for London for endorsement
15 September 2023	D4 SoCG version endorsement received from Transport for London
3 October 2023	Regular catchup meeting with TfL
11 October 2023	Draft D7 SoCG version sent to TfL for review
17 October 2023	Regular catchup meeting with TfL
19 October 2023	Draft D7 SoCG version sent to TfL for review
22 October 2022	Draft D7 SoCG version comments received from TfL

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 feed local knowledge and understanding 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		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

Term	Abbreviation	Explanation
		transport matters in Scotland, Wales and Northern Ireland that have not been devolved.
Design Manual for Roads and Bridges	DMRB	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 those that are either partially or fully electrically powered.
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 in 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.

Term	Abbreviation	Explanation
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.
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 excluding other forms of traffic such as motorised vehicles, bicycles and horses. Footpaths can be found in a wide variety of places, from city-centres to farmland, to mountain ranges.
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

Term	Abbreviation	Explanation
		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).
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 Residents' Discount Scheme	LRDS	Accounts that offer discounts on road user charges but are subject to location-based eligibility criteria.
Local Road Network	LRN	The Local Road Network is that portion of the Road Network for which 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

Term	Abbreviation	Explanation
		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.
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 1991	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).

Term	Abbreviation	Explanation
Non-motorised user(s)	NMU	Users of non-motorised vehicles (e.g. 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 Project.
Outline Materials Handling Plan	oMHP	A document which sets out the approach and high-level principles for handling construction materials and waste on the 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.
Outline Traffic Management Plan for Construction	oTMPfC	The outline Traffic Management Plan for Construction 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 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		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 a route 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

Term	Abbreviation	Explanation
		Development Consent Order is granted, and forms part of the Code of Construction Practice.
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 2020-2025 period.
Site of Importance for Nature Conservation	SINC	Locally designated nature site protected through the planning system.
Secretary of State	SoS	The Secretary of State has overall responsibility for the policies of the Department for Transport.
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 Project's Social Value framework is reflective of local needs and priorities and sets out the wider opportunities that are realised through the way the crossing is designed and built. It also aligns with the Government's Social Value Model, published December 2020.

Term	Abbreviation	Explanation
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.
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	Transport for London'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 Policy Framework	NPPF	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 investment in the strategic road 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.

Term	Abbreviation	Explanation
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 the 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 more proportionate to the potential impact of the development (i.e. 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.
Workers Accommodation Report	WAR	The Workers Accommodation Report [APP-551] sets out the estimated number of workers at the peak construction phase of the Project who would require temporary accommodation, what type of

Term	Abbreviation	Explanation
		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.

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