

# Lower Thames Crossing

## 9.41 Final Agreed Statement of Common Ground between (1) National Highways and (2) Essex Police (Clean version)

Infrastructure Planning (Examination  
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Volume 9

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1.0	18 July 2023	Deadline 1
2.0	31 October 2023	Deadline 6
3.0	15 December 2023	Deadline 9A

## Status of the Statement of Common Ground

This is the Final Agreed Statement of Common Ground between (1) National Highways (the Applicant) and (2) Essex Police.

Both parties have reached agreement on the position of the status of all 13 matters. Of the 13 matters contained within, 10 matters are agreed and three are not agreed, leaving no matters outstanding.

### On behalf of the Applicant

Name	[REDACTED]
Position	[REDACTED]
Organisation	National Highways
Signature	[REDACTED]

### On behalf of Essex Police

Name	[REDACTED]
Position	[REDACTED]
Organisation	<b>Essex Police</b>
Signature	[REDACTED]

## Lower Thames Crossing

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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 A request for a SoCG between the Applicant and Essex Police was made by the Examining Authority in the notification of Preliminary Meeting (Rule 6 Letter).
- 1.1.3 The SoCG has been produced to confirm to the Examining Authority where agreement has been reached and where agreement has not been reached.
- 1.1.4 This final version of the SoCG has been submitted at Examination Deadline 9A.

## 1.2 Emergency Services and Safety Planning Steering Group

- 1.2.1 Essex Police is a member of the Emergency Services and Safety Partners Steering Group (ESSP SG). The ESSP SG have a SoCG which includes matters raised by the ESSP SG as a collective. Where matters are solely related to Essex Police, they have not been incorporated into the ESSP SG SoCG. An final version of the ESSP SG SoCG has also been submitted at Deadline 9A.

## 1.3 Principal Areas of Disagreement

- 1.3.1 On 19 December 2022, the Examining Authority made some early procedural decisions to assist the Applicant, potential Interested Parties, and themselves to prepare for the Examination of the DCO application.
- 1.3.2 One of these procedural decisions was to use a tracker recording Principal Areas of Disagreement in Summary (PADS). This tracker is known as the PADS Tracker.
- 1.3.3 The PADS Tracker provides a record of principal matters of disagreement emerging from the SoCG and will be updated alongside the SoCG as appropriate throughout the examination with the expectation that a revised PADS Tracker should be submitted at every Examination deadline.
- 1.3.4 Essex Police have not submitted a PADS Tracker.

## 1.4 Terminology

- 1.4.1 In the final position on matters table in Section 2 of this SoCG, “Matter Not Agreed” indicates agreement on the matter could not be reached following significant engagement. “Matter Agreed” indicates where the issue has now been resolved.

## 2 Matters

### 2.1 Final position on matters

- 2.1.1 A summary of engagement undertaken between the Applicant and Essex Police is summarised in Table A.1 in Appendix A.
- 2.1.2 The outcome of discussions is presented in Table 2.1, which details and presents the matters which have been agreed or not agreed between (1) the Applicant and (2) Essex Police.
- 2.1.3 In the column 'Item No' in Table 2.1, 'RRN' indicates a matter entered into the SoCG as a result of content in the Relevant Representation.
- 2.1.4 At Examination Deadline 9A there are 13 matters in total, of which 10 are agreed and three not agreed.
- 2.1.5 The following matters are agreed:
- a. 2.1.1 - National Policy
  - b. 2.1.2 - Local Policy
  - c. 2.1.3 - Protest
  - d. 2.1.4 - Designing for Safety and Security
  - e. 2.1.7 - Construction workforce
  - f. 2.1.9 - Average speed systems
  - g. 2.1.10 - Traffic management during construction
  - h. 2.1.11 - Automatic Plate Recognition
  - i. 2.1.12 - Heath and Wellbeing
  - j. 2.1.13 - Community Engagement during construction
- 2.1.6 The following matters are not agreed:
- a. 2.1.5 - Funding for service staffing and vehicles
  - b. 2.1.6 - Funding for the creation of a Police Traffic Management Officer
  - c. 2.1.8 - Emergency Services Rendez Vous Points (RVP)
- 2.1.7 This is the final Statement of Common Ground between the Applicant and Essex Police.

**Table 2.1 Final Positions of Matters**

Topic	Item No.	Essex Police Comment	The Applicant’s Response	Application Document Reference	Status
<b>Planning Policy</b>					
National Policy	2.1.1  RRN	The National Planning Policy Framework requires planning policies and decisions to achieve healthy, inclusive, and safe places, and to consider the support and delivery of local strategies to improve health (social and cultural) wellbeing for all sections of the community.	Appendix A to the Planning Statement demonstrates how the Project complies with all relevant requirements of the NPSNN.	Planning Statement Appendix A: National Policy Statement for National Networks (NPSNN) Accordance Table <b>[Document Reference 7.2 Appendix A (2)]</b>	Matter Agreed
Local Policy	2.1.2  RRN	Essex Police request the Applicant to consider the local policy, including the Essex Design Guide, relevant Traffic management considerations and Essex policing priorities stated in the PFCC Police and Crime plan 2021-2024 and the Essex Police Force Plan.	Appendix C to the Planning Statement demonstrates how the Project has taken into account all relevant local planning policy considerations.	Planning Statement Appendix C: Local Authority Policy Review <b>[Document Reference 7.2 Appendix C (2)]</b>	Matter Agreed

Topic	Item No.	Essex Police Comment	The Applicant’s Response	Application Document Reference	Status
<b>Consultation and engagement</b>					
Protest	2.1.3  RRN	<p>From an operational Planning perspective, Essex Police would like to agree with the Applicant the required engagement and associated plans in place for potential protestor activity.</p> <p>Some protest activity may require the need for specialist trained police resources which would not be covered by the contractors plans or protest removal provision. Any such activity would be an additional cost and burden to police resources.</p> <p>Essex Police acknowledge the update made to paragraph 6.7.5 of the CoCP and the inclusion of Essex Police within the SPWG to ensure consultation on the SMP, protest plans, roles and responsibilities.</p> <p>Essex Police maintain their position regarding the requirement to identify and agree a suitable protest area and welcome the ongoing discussions with the applicant regarding this aspect during and following the examination process and as part on the SPWG.</p> <p>Essex Police does not accept the proposed mechanism for resolution of SPWG disputes</p>	<p>The Contractors are required to develop a Security Management Plan (SMP), which addresses the key areas around protest. The SMP is informed by the Project’s Physical Security Execution Plan (PSEP) which has been provided to bidders.</p> <p>As confirmed in the roadmap sent to ESSP SG on 31 July 2023, the Applicant has amended paragraph 6.7.5 of the CoCP to include “<i>consult</i>” in relation to the Security Management Plan.</p> <p>As further noted in the Code of Construction Practice, consultation on the SMP will take place through the Security Partnership Working Group of which Essex Police are members.</p>	ES Appendix 2.2: CoCP [Document Reference 6.3 ES Appendix 2.2 (9)]	Matter Agreed



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		via the Joint Operations Forum. Nevertheless, with the exception of this reservation, Essex Police is prepared to agree this matter.			
<b>Design – Road, Tunnels, Utilities</b>					
Designing for Safety and Security	2.1.4 RRN	<p>Research has identified that specific crime types can potentially be 'designed out' and minimised, which consequently will prevent the need for future bespoke situational crime prevention measures. Embedding the concept of 'safety and security' throughout all proposals will ensure the longevity of the scheme, achieve sustainability aims and mitigate the opportunity for crime.</p> <p>Essex Police acknowledge the requirements regarding ensuring security standards and Crime Prevention Through Environmental Design (CPTED) practices are adhered to throughout the lifecycle of the project.</p> <p>Essex Police acknowledge the previous updates made to the Design Principles document and the CoCP, and the recent progression of the Terms of Reference for both the SPWG and TDSCG, including the addition of the TDSCG in the Stakeholder Actions and Commitment Register (SAC-R 017).</p> <p>Essex Police and the Designing out Crime Officers are satisfied they are embedded</p>	<p>The Applicant is aware of the Essex Design Guide and is embedding, as far is reasonably practicable, the guidance within its approach to the delivery of the Project with stakeholder collaboration and engagement.</p> <p>Risk and security are key considerations within the design process. The Project has embedded the concept of 'safety and security' within design. These considerations will be taken forward to the detailed design stage. .</p> <p>It is a requirement of Design Manual for Roads and Bridges CD 352 Design of Road Tunnels (Highways England, 2020) that emergency services shall be consulted through the Tunnel Design and Safety Consultation Group (TDSCG).</p> <p>The Applicant appreciates that some concerns have been raised about the TDSCG and how it would operate in practice and has met with Essex Police on several occasions to assuage these concerns. In order to address these matters, the Applicant has developed terms of reference for the</p>	Stakeholder Actions and Commitments Register [Document Reference 7.21 (7)]	Matter Agreed

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		<p>within the relevant forums as stakeholders to continue discussions through the design phase and look forward to working with National Highways regarding the specific detail.</p>	<p>group. The Applicant has also given reference to the TDSCG in the Stakeholder Actions and Commitments Register:</p> <p><i>“Key elements of the detailed design in relation to safety and operational effectiveness shall be subject to consultation through a Tunnel Design and Safety Consultation Group (TDSCG). Topics of consultation through the TDSCG shall include, but not be limited to, the matters identified in the agreed terms of reference (which reflect Appendix A2 of Design Manual for Roads and Bridges (DMRB) CD 352). Details of information presented to the TDSCG, along with any feedback and comments received (which shall be assessed and incorporated into the detailed design as far as reasonably practicable), shall be formally recorded into a finalised safety consultation document (as defined in DMRB CG 300).”</i></p>		
Funding for service staffing and vehicles	2.1.5 RRN	<p>Developer funding to support the policing provision to increase capacity, response capability and project preparations for resourcing, infrastructure, vehicle fleet and estate assets.</p> <p>Response plans and contractual arrangements with the Project operators should include provisions to reimburse Essex</p>	<p>Both the Applicant (i.e., the ‘developer’) and the majority of Police funding originates from the same source (central government). While the Project can and will support Essex Police in determining operational impacts and service gaps to inform the Department of Transport and Home Office, it is not within the remit of the Applicant to reallocate</p>	Cover Letter and Submissions for Deadline 8 <a href="#">[REP8-001]</a>	Matter Not Agreed

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		<p>Police for their costs in dealing with major incidents in appropriate circumstances.</p> <p>Funding for an additional protester removal kit (includes suitable tools for removing protesters utilising all manner of methods to secure themselves).</p> <p>Funding for an additional van for the transport of officers and equipment relating to protestor removal enabling Essex Police to provide a designated transport and resource to protest on the road network impacted by the construction phase.</p> <p>Essex Police maintain their position on this matter; We look forward to an update from National Highways and suggest unless confirmation of funding offset is received this matter will remain as Not Agreed.</p>	<p>funding from one central government department to another.</p> <p>The Applicant therefore invited emergency services group members to submit an Impact Assessment Report which details the required funding and justification for further funding. The Applicant has received this report from Essex Police and has submitted this to the Department for Transport for their consideration.</p> <p>A response was provided from the DfT to this matter at Deadline 8 and is found in Annex D of the Cover Letter and Submissions for Deadline 8.</p>		
Funding for the creation of a Police Traffic Management Officer	2.1.6  RRN	<p>Funding should be provided for the creation of a Police Traffic Management Officer as Essex Police staff on a fixed term contract over the life of the project to provide dedicated professional and technical support between Essex police and contractors/National Highways on Traffic Management related issues, including the management of abnormal load notifications. A business proposal has been delivered to National Highways and accepted, in regard to funding a Traffic Management Officer,</p>	<p>The Applicant has an obligation under its operating licence (DfT, 2015) to co-operate with the emergency services. In construction of the A122 Lower Thames Crossing, the Applicant will work with the police, as set out in the oTMPfC.</p> <p>With regard to funding a traffic support officer during construction, in principle the Applicant is open to this. Essex Police is engaging with the A12 Chelmsford to A120 proposed scheme on this matter. Once agreement has</p>	oTMPfC <b>[Document Reference 7.14 (9)]</b>	Matter Not Agreed

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		<p>prescribed to the role of liaising between partners on various large schemes across the county. The officer will be responsible for managing communications, operational planning liaising with residents effected by the project works, as well as working alongside planners at various geographic operational offices.</p> <p>Essex Police acknowledge the Applicant's response regarding agreement in principle and cannot stress enough the importance of securing the position directly for this scheme. Essex Police maintain their position to secure this funding commitment.</p> <p>This matter should be considered in isolation to item 2.1.5 and not amalgamated with any other element of funding for service provision.</p>	<p>been reached for that scheme the Applicant will consider if it can be replicated for the Project.</p>		
Construction workforce	2.1.7  RRN	<p>Population increase, health and wellbeing information is required to determine the size and nature of the construction workforce, their home origin, and location of any temporary accommodation.</p> <p>Essex Police acknowledge the information contained within the Workers Accommodation Report, however, note the</p>	<p>The Applicant refers Essex Police to the Workers Accommodation Report which sets out and explains assumptions made in relation to this.</p> <p>Furthermore, workers accommodation is a matter that will be covered by the Security Partnership Working Group of which Essex Police is a member. Reference to this group</p>	<p>Workers Accommodation Report  <a href="#">[APP-551]</a>  CoCP  <b>[Document Reference 6.3 ES]</b></p>	Matter Agreed

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		<p>report provides overarching strategic statements and limited detail.</p> <p>Following recent progression of the SPWG and TDSCG Terms of Reference documents and the inclusion of Essex Police as members of these groups, we are satisfied this matter can be agreed on the basis Essex Police is consulted with during all phases of the project (to include pre enabling, construction and post construction).</p>	<p>can be found in the Code of Construction Practice and the terms of reference has been shared with Essex Police.</p>	<p><b>Appendix 2.2 (9)]</b></p>	
<b>Operation and Maintenance</b>					
Emergency Services Rendez Vous Points (RVP)	2.1.8  RRN	<p>The Project should identify and ensure suitable land for RVPs and ensure they are sited in appropriate locations and of an appropriate size for their intended function and should be identified in the control documents.</p> <p>Detail is required relating to the RVP on both sides of the project (North side location with Essex and south side location with Kent) in order to agree location, design, accessibility, and proposed security specifications of the RVPs. Security considerations must be applied to the design and layout of the core cabling.</p> <p>Whilst Essex Police welcomes additions to the submission documents, including commitments in the Design Principle and the Stakeholder Actions and Commitments</p>	<p>The Applicant identified a potential RVP location in consultation with Essex Police. The proposed RVP location at the northern tunnel portal had been discussed with Essex Police and is shown in the General Arrangement Plans and in the Works Plans. This is also described in Schedule 1 of the draft DCO.</p> <p>This northern RVP is approximately 110mx50m. The Project believes that the RVP size is adequate to accommodate the numbers of anticipated vehicles requested by the ESSP SG (of which Essex Police are a member).</p> <p>The Applicant recognised that Essex Police had concerns about the RVP location and</p>	<p>General Arrangement Plans <b>[Document Reference 2.5 Volume A (5), Volume B (5), Volume C (6)]</b> Works Plans <b>[Document Reference 2.6 Volume A (5), Volume B Composite (6), Volume B Utilities (5),</b></p>	Matter Not Agreed

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		<p>Register (SAC-R 021), concerns remain in relation to the current proposed location of the RVP on the north side, which Essex Police consider is unacceptable.</p> <p>On 13 November 2023, following a number of meetings with Essex Police and Emergency Services, the Applicant provided a design of an RVP on the south bound carriageway to the south of Muckingford Road. This would be a drive on, drive off facility with five lanes to secure the muster of emergency services vehicles. The provision is 150m in length and 25m in width and is exactly what Essex Police have been requesting for a number of years.</p> <p>However, despite the revised design and location of the RVP being agreeable to Essex Police, the Applicant has declined to change the preliminary design in order to</p> <p>a) remove the current RVP proposal near the north tunnel portal, and</p> <p>b) show the revised RVP to the south of Muckingford Road in the DCO and the drawings.</p> <p>It is not sufficient to rely on the outcome of a possible future planning application - which may or may not be granted - to deliver this important piece of emergency infrastructure</p>	<p>access, and as such provided the following update to the Design Principles:</p> <p><i>S3.20 – An Emergency Services Rendezvous Point (RVP) area shall be provided. The detailed design and layout of the RVP will be developed in consultation with the emergency services.</i></p> <p>Due to ongoing concerns, despite the amendment to the Design Principles, on 18 August 2023, senior members of the Applicant’s team attended a site visit at Stansted Airport with Essex Police. The Applicant also held a follow-up workshop with members of Essex Police and Essex Fire and Rescue on 23 August to discuss the northern RVP further. Further meetings also took place on 17 October 2023 and 20 November 2023.</p> <p>The conclusion of this engagement is the following:</p> <ul style="list-style-type: none"> <li>Updated Design Principles S9.21 and S10.16:</li> </ul> <p><i>“The detailed design and layout of any RVP area (whether in accordance with SACR-021</i></p>	<p><b>Volume C (7)]</b>  Schedule 1 of the draft DCO  <b>[Document Reference 3.1 (11)]</b>  Design Principles  <b>[Document Reference 7.5 (7)]</b>  Stakeholder Actions and Commitments Register  <b>[Document Reference 7.21 (7)]</b></p>	

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		<p>at a later date. The revised RVP must be secured through the DCO and shown on the approved drawings. Therefore, this matter is not agreed.</p>	<p><i>or otherwise) will be developed in consultation with the emergency services.”</i></p> <ul style="list-style-type: none"> <li>• New SACR-021 commitment:  <i>“National Highways will consult with the emergency services to identify a potential location for a northern RVP that is between 600m and 2,500m from the North Portal, which has direct access to the southbound A122 carriageway. Provided the design and location of that proposed RVP complies with DMRB CD 352, National Highways will use best endeavors to submit a planning application for an RVP in that location (provided that any steps are not inconsistent with the undertaker’s licence granted under the Infrastructure Act 2015). In the event the alternative location has permission to be implemented prior to the construction of the proposed North Portal access track, the Applicant will implement that permission and not seek to acquire land or implement the proposed RVP proposed adjacent to the proposed North Portal access track unless otherwise agreed with the Emergency Services (or, failing agreement, the Secretary of State).”</i></li> </ul>		

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			<ul style="list-style-type: none"> <li>• Clear reference to TDSCG in SACR-017 which will provide the forum for consultation with Essex Police.</li> </ul> <p>Lastly, on a related matter, the Applicant welcomes the support that has been provided Essex Police in relation to the use of the Tunnel Control Buildings as an Emergency Hub in the event of an incident. The Applicant has provided the below Design Principle to provide further reassurance in that regard:</p> <p><i>“An Emergency Hub area shall be provided within the Tunnel Service Building for the use of the emergency services. The Emergency Hub will provide control room, meeting room and welfare facilities for use by the emergency services. The layout of the emergency hubs will be developed in consultation with the emergency services.”</i></p>		
Average speed systems	2.1.9  RRN	It is recognised the completion of the Lower Thames Crossing will bring significant benefits to the road networks currently provided in this area. To maintain road safety measures and ensure benefits are maximised it is suggested that where appropriate, the average speed systems in force during construction should remain as a	Safety is the Applicant’s first imperative. Similar to the SERP, the Applicant’s aim is that no one will be harmed when working or travelling on the strategic road network by 2040.	oTMPfC [Document Reference 7.14 (9)]	Matter Agreed



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		<p>legacy to the project and to assist the Safer Essex Roads Partnership (SERP) with the aspiration of Vision Zero road deaths and serious injury by 2040.</p> <p>Essex Police acknowledge the Applicants response and inclusion as consultees on the TMP and member of the TMF. We are satisfied this matter can be agreed on the basis Essex Police is consulted with during all phases of the project.</p>	<p>As noted in Table 2.3 of the Outline Traffic Management Plan for Construction, the Traffic Management Plan will at a minimum address enforced speed reduction through cameras. Essex Police is a consultee on the TMP.</p> <p>Any average speed systems should be reviewed during the construction period and consultation will take place with Essex Police through the Traffic Management Forum as to whether it would be possible and appropriate to retain the average speed enforcement systems.</p>		
Traffic management during construction	2.1.10 RRN	<p>Consideration should be given to how vital road traffic restrictions will be managed and enforced during the construction phase on areas such as reduced speed limits or weight limit and prohibition of work(s) traffic.</p> <p>It is essential that National Highways engage with Essex Police regarding traffic management plans for public safety and to ensure a minimal impact to policing resources.</p> <p>Additionally, advance insight into the movement of Abnormal Inadmissible Loads (AILs) for early mitigation is essential. Essex Police seek to agree a point of contact with National Highways and a clear process for</p>	<p>The Outline Traffic Management Plan for Construction provides an overview of the approach that will be followed when undertaking temporary traffic management for the safe construction of the Project.</p> <p>These matters will be considered as part of the Traffic Management Plan. The plan also informs the Transport Assessment (TA), which gives detailed information around the traffic impacts envisaged as a result of the Project. The construction period has been broken down into 11 traffic phases for assessment within the TA. The outputs of the traffic assessments inform various elements within the Environmental Impact Assessment (EIA).</p>	<p>oTMPfC  [Document Reference 7.14 (9)]  Transport Assessment [REP4-148 to REP4-152]  OMHP  [Document Reference 6.3 ES Appendix 2.2 Annex B (5)]</p>	Matter Agreed

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		<p>the movement of such vehicles to allow for police approval and management.</p> <p>Essex Police acknowledge the information contained within the documents (Outline Traffic Management Plan for Construction (OTMPC) and the Transport assessment) and the requirement of traffic management forums and welcome the opportunity for inclusion in these forums as a key stakeholder to ensure policing perspectives and requirements are considered.</p> <p>Essex Police acknowledge the updates made in the oTMPfC and welcome the addition of the emergency services definition.</p>	<p>As noted in the oTMPfC, the emergency services listed in Table 2.1 (traffic forum members) provides a definition of the services in paragraph 2.3.4 which includes Essex Police. Matters to be covered in the Traffic Management Forum are shown in Table 2.3.</p> <p>With regard to Abnormal Loads, the Applicant has submitted ES Appendix 2.2: Code of Construction Practice Annex B - Outline Materials Handling Plan (oMHP). Paragraphs 3.5.14 and 3.5.15 are of note including <i>"All such movements would be carefully planned in consultation with the relevant highway authorities and the police (and detailed in the TMP)."</i></p>		
Automatic Plate Recognition	2.1.1 1  RRN	<p>Considering the prevention of crime and to enhance community safety, Essex Police believe that National Highways should contribute to the costs of installing Automatic Number Plate Recognition (ANPR) system on newly designed roads.</p> <p>Essex Police acknowledge the Applicants response and inclusion as consultees on the TMP and member of the TMF. We are satisfied this matter can be agreed on the basis Essex Police is consulted with during all phases of the project (to include long term</p>	<p>The Applicant will consult with Essex Police to agree ANPR requirements during the detailed design stage in accordance with the Design Manual for Roads and Bridges TD131, 'Guidance for the Development and Review of ANPR Infrastructure' published by the Home Office and the existing 'Automatic Number Plate Recognition (ANPR) – Installation, Maintenance and Use on the Strategic Road Network' agreement between the Applicant, National Police Chiefs' Council and the Home Office.</p>	N/A	Matter Agreed

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		diversions as part of the construction phases).			
<b>Population and human health</b>					
Heath and Wellbeing	2.1.1 2  RRN	<p>Essex Police want to ensure that Health and Wellbeing (inclusive of the opportunity to live in an environment that has minimal opportunities for crime) has been considered and delivered, especially within the worker accommodation.</p> <p>Our comments and observations in relation to Health and Wellbeing are aligned to the impact of crime and perception of crime on workers mental health. Academic research intimates that crime and perception of crime can place a significant impact on quality of life; therefore, we advocate that crime should be a material consideration when designing worker accommodation and compounds. Our concerns do not relate to health care provision, as this is outside our sphere of influence.</p> <p>Essex Police are satisfied this matter can be agreed on the basis the Applicant's comments reflect this, as this item is addressed in other areas within the SoCG.</p> <p>We acknowledge the references within the Health and Equalities Impact Assessment to</p>	<p>The Contractor will provide an appropriate range of medical and occupational healthcare services (including on-site facilities) to meet the physical and mental health needs of the construction workforce. The range of services will be agreed with the Applicant, following engagement with Integrated Care Boards.</p> <p>At Deadline 8 the Applicant updated REAC reference PH002 to the following:  <i>"The Contractor will provide an appropriate range of medical and occupational healthcare services (including on-site facilities) to meet the physical and mental health needs of the construction workforce. The range of services will be agreed with the Secretary of State, following engagement with and having regard for the views of the Integrated Care Boards (ICBs). The Contractor will share information relating to uptake of services by the construction workforce and relevant incident data with ICBs on a six-monthly basis."</i></p>	<p>ES Appendix 2.2: CoCP  <b>[Document Reference 6.3 ES Appendix 2.2 (9)]</b>  Health and Equalities Impact Assessment (HEqIA)  <a href="#">[REP7-144]</a>  ES Chapter 13: Population and Human Health <a href="#">[APP-151]</a></p>	Matter Agreed

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		crime and want to work collaboratively with NH regarding the impact on workers during the construction to ensure perceptions of safety and assist in evidencing the impact on crime.			
Community Engagement during construction	2.1.1 3  RRN	<p>To address any impact and disruption during the construction phase to surrounding communities and Essex Police employees, community liaison measures and a clear customer contact strategy for the LTC is required to ensure that the citizen can obtain the correct service from HE, including in relation to advice, noise, parking, and diversion issues. There are specific demands which would require a policing response and there should be clear direction from HE whether this be signposting, use of social media/ partner websites. It is understood that there will be an impact on contact management command, to mitigate this extra requirement, the correct signposting as detailed should be effective.</p> <p>Essex Police acknowledge the points regarding Communication and Community Engagement in sections 3.3 in the Outline Traffic Management Plan for Construction (OTMPC) and 5.2.1 in the Code of Construction Practice (CoCP) and will review the Communications and Engagement Strategy once published.</p>	<p>The Applicant has a commitment to develop a clear strategy to ensure communication and engagement is managed correctly.</p> <p>The Engagement and Communications Plan will be submitted by Contractors to National Highways for acceptance and will include the points set out in Section 5.2.1 in the CoCP. The EMP2 will require the plan to be submitted following engagement with the local planning authorities.</p> <p>The Contractor will engage with the local community, particularly focusing on those who may be impacted by the construction, including local residents, businesses, and landowners.</p> <p>The Engagement and Communications Plan would provide a programme of community engagement such as, but not limited to, community drop-in sessions, one-on-one meetings, newsletters, and leaflet drops (explaining forthcoming works).</p>	<p>Code of Construction Practice  [Document Reference 6.3 ES Appendix 2.2 (9)]</p> <p>oTMPfC  [Document Reference 7.14 (9)]</p>	Matter Agreed

Topic	Item No.	Essex Police Comment	The Applicant's Response	Application Document Reference	Status
		<p>Essex Police welcome continued engagement regarding a clear contact strategy to ensure National Highways are the central contact for matters relating to this scheme and to mitigate the impact in receiving misplaced calls to the force contact management command. We would request relevant representation on appropriate forums/ groups and to agree an appropriate avenue to address any concerns regarding increased calls for service to Essex Police relating to the scheme.</p> <p>Essex Police acknowledge the updates made to the OTMPfC and are satisfied this matter can be moved to agreed.</p>	<p>The Applicant will work closely with relevant stakeholders on the membership of the proposed Community Liaison Groups (CLG), which will include representation from the local community. Attendance and membership will be published on the Project website and consideration must be given to including any feedback in newsletters and leaflets.</p> <p>This is outlined in the outline Traffic Management Plan for Construction which was updated at Deadline 3 (see the Applicant's response to item 2.1.10).</p>		

## Appendix A Engagement activity

**Table A.1 Engagement activities between the Applicant and Essex Police since the DCO applicant was submitted on 31 October 2022**

Date	Overview of Engagement Activities
16 November 2022	DCO Briefing
12 January 2023	Meeting with the representative of the emergency services to update on DCO submission, next steps and to request ESSPSG feedback on the current SoCG draft.
20 January 2023	Catch-up meeting with ESSPSG Chair regarding engagement with emergency services stakeholders on an individual basis.
09 February 2023	Meeting with the representative of the emergency services to request status of SoCG feedback, inform the group about registering as an Interested Party and submission of relevant representations.
16 March 2023	Meeting with the representative of the emergency services to request status of SoCG feedback and update on the Applicant's response times modelling work.
14 April 2023	Meeting with the representative of the emergency services to update on the contents of the Rule 6 letter and the Applicant's intention to progress with police SoCGs as requested by the Examining Authority.
19 April 2023	Meeting with Essex Police to discuss their individual issues on the Project.
02 May 2023	Meeting with Essex Police to discuss the Rule 6 Letter and confirm next steps.
11 May 2023	Meeting with the representative of the emergency services to update on the contents of the Rule 6 letter and the Applicant's intention to progress with police SoCGs as requested by the Examining Authority.
22 May 2023	Meeting with Essex Police to refine issues for the SoCG as per the Rule 6 instruction.
24 May 2023	SoCG refinement meeting Part 3
25 May 2023	SoCG refinement meeting part 3
08 June 2023	Meeting with the representative of the emergency services to update on SoCG progress in line with the Rule 6 letter instruction and Procedural Decision Notices.
04 July 2023	Meeting to discuss the Rule 8 letter and agree on changes that need to be made to the SoCG following the Examining Authority's direction.
14 August 2023	Meeting with Designing Out Crime Officers to discuss Security and Partners Working Group
18 August 2023	Site visit to RVP at Stansted Airport
23 August 2023	Workshop with Essex Police and Essex Fire and Rescue to discuss concerns related to the northern RVP

Date	Overview of Engagement Activities
14 September 2023	Walkthrough of ESSP SG's written response to the Applicant's roadmap
02 October 2023	Walkthrough of ESSP SG's written response to the Applicant's roadmap walkthrough (part 2)
17 October 2023	Meeting at Essex Police HQ to discuss options for northern RVP
17 October 2023	Meeting at Essex Police HQ with Kent and Essex Police to discuss Protestor Management
02 November 2023	Meeting to discuss process for closing out final SoCG
20 November 2023	Meeting with Essex Fire and Rescue, Essex Police and East of England Ambulance Service to discuss options for northern RVP
08 December 2023	Meeting with Essex and Kent Police to run through potential designated protester sites

## Appendix B Glossary

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



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