

Lower Thames Crossing (LTC)

CLG North 2 – meeting 1 notes

Date: Wednesday 29 July 2026

Time: 6:30-8:30pm

Venue: Harris Academy Ockendon, Erriff Drive, South Ockendon, RM15 5AY

Attendees		
Community	Title	Initials
Stephen Metcalfe	CLG Chair	SM
Wendy Curtis	Treasurer for Belhus and Ockendon Community Forum	WC
Cllr Gillian Ford	Cranham Resident Association	GF
Cllr Oscar Ford	Upminster Resident Association	OF
Local Authority	Title	Initials
Peter Wright	Head of Highways and Transport Delivery at Thurrock Council	PW
Tom Kelly	Cabinet member for regeneration and environment and Cllr for Belhus	TK
Gary Staples	Assistant Director for Transformation at Thurrock Council	GS
Raeesah Abdul-Ahad	Planner and LTC representative for Thurrock Council	RAA
Daniel Douglas	Transport Planning Team Leader for London Borough (LB) of Havering	DD
Cllr Alex Sibley	Cabinet Member for Highways for LB of Havering	AS
Lower Thames Crossing	Title	Initials
Charley Whitelock	Communities Lead for LTC	CW
Eva Simunovic	Communities for LTC	ES
Brendan Seymour	Construction Director for Balfour Beatty (BB)	BS
Cengiz Guner	Senior Traffic Management Manager for BB	CG
Kelly Galbraith	Logistics Manager for BB	KG
Jasvir Sandhu	Customer and Social Impact Lead for BB	JS
Mairead Jessop	Community Relations Manager for BB	MJ
Apologies	Title	
Jerry Haley, Head of Communities for LB Havering		

Meeting notes and actions	Action owner	Status
Welcome and introduction		
1. SM provided welcome and round-table introductions from all attendees.	N/A	N/A
Agree CLG Terms of Reference (ToR)		
2. SM asked if attendees had all reviewed the ToR.	N/A	N/A
3. The ToR were agreed.		
Lower Thames Crossing project update		
4. CW provided a high-level overview on works happening across the full LTC route, progress on private investment to fund the project, and new road opening timescales between early to mid-2030s.	N/A	N/A
Delivery partner update by Balfour Beatty (BB)		
Introduction		
5. BS introduced their scope of work including 10 miles of new road and around 43 structures, but that BB are optimising the design further where possible, including utilising offsite manufacturing which can offer benefits including productivity, safety, disruption and carbon.	N/A	N/A
Hole Farm		
6. BS talked through the new 100-hectare community woodland due to open to the public this autumn. Including that it was built using local suppliers and SMEs, and how it was a testbed for using local carbon plant and machinery without diesel.	N/A	N/A
So far this year		
7. BS talked through what they've been doing so far this year, including setting up the Stifford Clays Road site compound and a variety of surveys, including ecology, archaeology, utility and ground investigations. He noted the archaeology work is picking up with around 60 archaeologists working across the northern section of the route, and that Stifford Clays Road has a high importance due to there being a scheduled monument.	N/A	N/A
Work areas progress		
8. BS talked through the two current main locations that they are setting up site compounds – Stifford Clays Road and the M25 site located south of Ockendon Road. They're also planning to set up a	N/A	N/A

smaller utility logistics hub near Medebridge Road to support early utility diversion work, ahead of main construction of the new road.		
Orsett progress and 6 month look ahead 9. BS talked through the key progress to date and that there is a lot of archaeology and utility diversion work to come. One of the key focuses is creating the A13 vehicle access and staff parking area, which will get construction traffic off local roads by early 2027. 10. The next 6 months see a continuation of setting up the compound, vegetation clearance, surveys and habitat creation work.	N/A	N/A
North Ockendon progress and 6 month look ahead 11. Similar to point 9 and 10, work in this area is focused on surveys, followed by setting up the compound and creating the slip road for construction traffic from the M25, due to be in use in spring 27. 12. BS noted there is some night work coming in this area for clearing vegetation adjacent to the M25 (south of Ockendon Road). This is for the safety of the workforce working close to a main road. 13. CG explained some of the complexities with archaeology work and continuing to coordinate work without delay when items of interest are found. 14. BS and CG also spoke about the complexities for constructing the bellmouths (vehicle access points), including trying to minimise the required traffic management on local roads as much as possible.	N/A	N/A
Thames Chase Community Forest (TCCF) 15. BS spoke through upcoming early work within the TCCF ahead of diverting an existing water main adjacent to the M25. This includes working closely with Forestry England and the Thames Chase Trust to manage impacts and deliver drop-ins sessions for the public.	N/A	N/A
Traffic management (TM) 16. CG provided a high-level update on upcoming traffic management, including 31 booked between July and November. These are in various location, some instances the same area and including on the Ockendon Road, M25, A13 and A1089, either temporary traffic lights or full road closures. 17. M25 includes a permanent closure of the hard shoulder to support the construction of and operation of the M25 slip road. 18. The A13/A1089 will also have upcoming traffic management when building the A13 vehicle access, likely in late 2026. More information will be provided at next meeting. Action.	(18) CG to provide more information on upcoming TM, including on strategic road network. (22) CG to provide more information on	N/A

19. CG explained that they are doing site-share arrangements where possible by utilising other TM bookings and vice versa sharing theirs for other works to minimise disruption on communities. 20. GS asked if TM takes place at night. CG confirmed yes, where possible they are doing TM related work at night to minimise impacts on road users and that they have a monthly TM forum with Thurrock for TM planning and bookings, as well as a weekly email update on upcoming TM in the local area. Upcoming TM is also published on the LTC Interactive Map 'current surveys and work' here. 21. CG talked through the use of variable message signs (VMS) where needed, especially for longer impact TM, as well as updating navigation apps, and always providing advanced warning signage on the roads ahead of where work will be taking place, usually with two weeks' notice. He also noted the use of swept path analysis which is a digital model / design software which enables them to ensure safe passage for large vehicles and the public when planning TM. PW explained that LTC have to provide TM plans to facilitate works as well as approved designated routes and street work permits and advance warning boards. 22. SM asked if there will be speed restrictions on the A13. CG confirmed there will be for specific work relating to installing and removing temporary barriers to facilitate the A13 vehicle access. More information to be provided at future forum. Action. 23. CG also talked through some of the current and likely upcoming impacts and diversion to existing Public Rights of way (PRoW) in North Ockendon.	upcoming speed restrictions on A13.	
Logistics 24. talked through the management systems, including vehicle tracking, to manage vehicle movements to and from their work sites, including telematics which is GPS tracking in vehicles, including speed, and geofencing which creates a digital no go zone for drivers on their devices. Driver routes and no-go areas are also briefed to drivers in advance through inductions and briefing packs. She also explained that all BB fleet vehicles are alternative fuel or zero emission vehicles. 25. GS asked if it's in all vehicles / PW asked what percentage of vehicles and that he thinks it should have been established before work started. KG explained that this is trial and error, that it is on about 70% of vehicles now, including all BB vehicles, but that it's a working progress on other associated construction traffic vehicles, including supply chain partners, especially smaller or local businesses who may need extra support and education. She said it will be in place for all vehicles ahead of main construction. Action.	(25) KG and CG to provide a further update on current tracking of other construction vehicles.	

26. GF asked if it is part of their contracts. CG said yes and explained that there are some that fall outside of scope, such as external distribution services, such as Amazon. 27. KG explained that they recently enforced a reduced speed limit which has shown a positive reduction in speed. This includes drivers having to drive at a maximum of 28mph on Stifford Clays Road and has shown an almost 63% reduction in speeding. They've also had a foreman doing spot checks via handheld monitoring of their vehicles in the local community. 28. KG talked through the HGV restricted routes. SM asked what happens if a driver doesn't follow the approved routes. KG explained that the geofencing will provide an instant alert and disciplinary actions will be enforced to repeat offenders. 29. DD asked about workforce travel and if shuttling is possible and the need for joint working with other projects (including Data Centre and Warley Substation) to reduce disruption further. KG confirmed they have travel plans for different stages of construction and will have park and ride schemes which shuttle staff and workforce to and from locations, such as train stations, to reduce additional vehicles on local roads. CG also confirmed that conversations are being had with other projects, including the proposed Data Centre and Brentwood Business Park on how we can work together in these areas. 30. PW asked if conversations are being had with The Norwich to Tilbury Project. ES confirmed members of the LTC team are in discussions with them but she understands that it is currently in the planning stages. 31. CG explained that they are happy to join up better and work with other projects and to let him know if there are more they are missing currently.		
Community issues and mitigation 32. MJ provided an overview of current issues and mitigation measures, including on construction traffic and TM, impacts to PRow, disruption and the environment. This included booking TM to daytime or overnight where possible, increasing water bowser use during warmer weather and increasing use of road sweepers on local roads. 33. MJ explained that they are Considerate Constructor Scheme (CCS) accredited which means they have external audits to ensure they are doing work in line with industry best practice. 34. MJ talked through recent and upcoming comms and engagement plans, including notification letters, door knocking, new localised mailing lists and project wide community drop in events	(37) MJ to provide an update when relevant on St Mary Lane Working Group.	

planned in the autumn. Also noting that the projects correspondence channels are info@lowerthamescrossing.co.uk 0300 123 5000. 35. AS asked if the letters have been hand delivered. MJ confirmed smaller distributions were by hand but larger ones were by a company called Ibox communications, which uses the Royal Mail. 36. DD welcomed the advance notice that has been provided so far on resident letters and that it has been helpful for sharing with ward Cllrs. 37. DD also noted the need for re-establishing the St Marys Lane Schools Working Groups. MJ confirmed this is something that are keen to establish ahead of work in this area. Action. 38. DD noted the need for different communication channels for certain hard to reach groups instead of written letters. MJ/CW talked about face-to-face meetings and an example of using a closed Facebook group for a specific community using videos and imagery for updates and feedback. DD agreed this would be well received. 39. CW presented the findings of the annual satisfaction survey and community engagement survey, highlighting stakeholder preferences for project communications, including preferred channels and areas of interest. Localised mailing lists will be advertised by the project soon to provide more frequent and targeted updates to our local communities, including one for the North/South Ockendon, Upminster, Cranham and Brentwood area, and Orsett and Little Thurrock Blackshots.		
Community feedback		
40. AS asked about what sort of species are part of the ecological assessments and translocation. BS/JS explained that they are creating new habit spaces now which will be left to mature before relevant species are relocated. The assessments are done ahead of any work by expert ecologists and are subject to strict licensing. The slides noted that the assessment includes these species; badger, reptile, bird, moths, butterflies, bats, dormice and great crested newts. 41. GF asked more about the archaeology work, if schools can be involved and if an update can be provided on finds at the next meeting. BS/CW explained that the archaeologists are surveying the work areas, this is usually a trial trenching method first, with more detailed digs in locations where items of interest are found. Items are then sent away to a lab to be properly tested, which usually takes around one year. More detailed digs are likely next year in some areas and there will be opportunity for communities to be involved. Action. 42. OF didn't think the diversion for the footpath 230 (north of Ockendon Road) was suitable along Ockendon Road and Pike Lane. Mainly as Ockendon Road is currently 40mph. CG explained that	(41) BB to provide an update on archaeological finds. (45) BB/LTC to provide and update on when progress photos will be shared with the public and where. (46) CG to provide an update on the use of	

it's likely that they will need to reduce the speed of traffic on Ockendon Road, but the details are still to be agreed on the proposed diversion. 43. WC said that she was aware of a recent incident where TM was causing privacy concerns for residents on North Road as buses were stopping outside of the properties. JS explained that they were fully aware of the concerns and had met with the residents and were able to adjust the TM to reduce the issues. 44. GS asked if the presentation will be shared. SM confirmed the presentation and minutes will be shared with attendees following the meeting. They will also be published on the LTC website here. 45. GF asked if progress photography, such as using drone, will be done as she believes there's an interest from the public. Action. 46. GF asked about the weight restrictions on the Warley St to Clay Tye Road route. CG confirmed they are talking to Network Rail about mitigating impacts and the potential use of a single lane – Action. 47. GF asked when M25 slip road will be in use – GC confirmed the target is by spring 2027. 48. GF asked when the solar farm is being decommissioned and ensuring coordination for reducing traffic disruption. BS explained that we have close working with them but am not currently aware of their programme but can ask. Action. 49. OF asked about security concerns. BS explained that there are security concerns, especially while they are establishing proper fencing, but that they have 24 hour security teams. PW noted that all security concerns are reporting via the relevant police crime channels. BS confirmed that this is happening and that their security team have a good relationship with the local police. 50. WC said she was aware of housing development plans near Dennises Lane and concerns of it being used as the diversion route for Ockendon Road during the closure. CG said he wasn't aware of the development but would look into it. Action. PW explained that the application still has to go under extensive assessments and discussions. 51. DD asked about the impact on local crematorium and cemetery, especially during the Ockendon Road closure. CG explained that they believe they have found a much-improved solution reducing the initially proposed 10-month closure of Ockendon Road. They are still working out the details but should be able to provide more information at the next CLG. ES also confirmed that we're planning to meet with the crematorium and cemetery soon. Action.	Warley St to Clay Tye Road. (48) BS to provide an update on working with the Cranham Solar Farm. (50) CG to provide an update on the use of Dennises Lane and coordination of the proposed housing development. (51/52) CG to provide and update on the closure of Ockendon Road.	
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52. GF asked Ockendon Road is due to be closed. CG confirmed we should have more information at the next CLG. Action.		
53. OF asked about social value. CW/JS talked about how although the CLG ToR notes that discussions should focus on construction impacts, not social value, there is a lot happening via their social value and skills, education and employment teams, included targeted events and activities close to where works are happening. CW notes that once the new mailing lists are set up, we'll be able to share more on what sort of initiatives are happening and how people may be able to get involved.		
54. GF asked how many Havering residents took part in the recent engagement survey to help shape more informed local engagement. Just under 200 people took part from Havering postcodes.		
Date of next meeting		
55. Next meeting agreed for Monday 9 November.	N/A	N/A