

Lower Thames Crossing (LTC)

CLG North 1 – meeting 1 notes

Date: Monday 10 August 2026

Time: 6:30-8:30pm

Venue: The Gateway Academy, Marshfoot Rd,
Tilbury, Grays, RM16 4LU

Attendees		
Community	Title	Initials
Stephen Metcalfe	CLG Chair	SM
John Purkiss	Chair of WELCOM Forum	JP
Local Authority	Title	Initials
Peter Wright	Head of Highways and Transport Delivery at Thurrock Council	PW
Gary Staples	Assistant Director for Transformation at Thurrock Council	GS
Cllr Alan Benson	Deputy Leader and Portfolio Holder for Transport and Highways	AB
Cllr Robert Willoughby	Little Thurrock Blackshots	RB
Lower Thames Crossing	Title	Initials
Charley Whitelock	Communities Lead for LTC	CW
Param Kaur-Kingston	Communities for LTC	PKK
Kevin Mullan	Utilities Manager for Bouygues Murphy joint venture (BMJV)	KM
Dave Smith	Community Manager for BMJV	DS
Phil Price	Logistics Manager for BMJV	PP
Mahder Gebreaklog	Communities Officer for BMJV	MG
Tom Parkin	Senior Project Manager for Balfour Beatty (BB)	TP
Cengiz Guner	Senior Traffic Management Manager for BB	CG
Jasvir Sandhu	Customer and Social Impact Lead for BB	JS
Mairead Jessop	Community Relations Manager for BB	MJ
Apologies		
Tom Kelly, Cabinet member for regeneration and environment and Cllr for Belhus		Dominic Barlow, BMJV Senior Project Manager

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
5. JP asked what the contingency plan is on private finance and if government will underwrite. As an update, the project is considering fallback plans and contingencies should the private finance ambition fail at any stage, and that mechanisms are being developed to protect taxpayers. More information can be provided if and when needed.		
Delivery partner update by Bouygues Muphy JV (BMJV)		
Tunnels and Approaches scope of works		
6. DS presented the scope of works, including one of the world's largest tunnel boring machines (TBM) to be bored from the north to the south for the first tunnel, before being turned for tunnelling to the north, as well as the type of factories, plant and equipment that will be at the northern tunnel entrance site. He also noted that all the material that is dug from tunnelling will be re-used to create a new public park called Tilbury Fields. The tunnels will include 27 cross passages, which are typically the same size as a London underground tunnel, for safety and to support the future maintenance of the tunnel.	(8) BMJV to provide more information on contaminated land management, including possible invite from independent experts to future forum.	N/A
7. JP asked what happens with wastewater. DS and KM explained that it will be treated within the slurry treatment plant with ground material re-used for Tilbury Fields and water recycled for further works.		
8. JP asked about how the existing contaminated land will be managed and monitored and raised concerns of airborne particles and health implications for residents. KM explained that tunnelling will be within the chalk below any contaminated land, but they have appointed an external waste		

specialist to manage any remediation and mitigation required in certain locations of the site, and that all samples will be sent to accredited laboratories. Action. 9. JP asked if works will impact resident water usage. KM explained that we should have a limited impact on water supplies as it will be sourced primarily from the decommissioned Linford Well. CW noted that Essex and Suffolk Water (ESW) are supporting the reinstatement for these works and have plans of reinstating it locally afterwards which they've said is likely to help improve local water pressure.		
Progress 10. DS spoke through BMJV progress to date including setting up the first compound at Station Road with hydrogen powered facilities for low carbon plant, completion of archaeology at Coalhouse Point and ground improvement / low carbon trial works near the northern tunnel entrance site. 11. JP asked what happened with the temporary bridge that would be provided to residents as an additional bridge over the railway. TP explained that BB did the preliminary design, but it's been taken over by a local developer. Action.	(11) TP/LTC to update on the temporary bridge over the railway between Muckingford Road and Station Road.	N/A
Coalhouse Point south (CHP) 12. DS explained that the CHP south works to create a new wetland habitat for migrating birds is due to be complete this autumn, including the work to create the inlet from the River Thames to regulate water levels within lagoons and ditches in September. 13. DS talked through the archaeology work and the finds on the site, including Roman pottery and coins and a lot of salt making equipment as the land was heavily used as a salt making site. 14. DS noted that the LTC has a stand at the Orsett Show on Saturday 5th September, including members of their archaeology team with replicas of items found on CHP south. 15. SM asked if the items will end up in a local museum. KM explained that it is the intention, but nothing is yet set in stone. There was a significant amount of finds and lab tests to be done. Action.	(15) BMJV / BB to update on the long-term display and location of archaeology finds once known.	
Look ahead 16. DS talked through ongoing and upcoming work, including starting construction of the haul road via Tilbury, which is already being used where possible for work in the northern tunnel entrance site.	N/A	N/A
Northern tunnel entrance site 17. DS talked through the layout and key elements of the site to support tunnelling work, but noted that the current visual is based on a previous design. KM mentioned that they've been able to reduce	(17) BMJV to share updated artist impressions and 3D renders of the main	N/A

temporary land take through more detailed design. More accurate visuals of the site layout should be available at the next meeting. Action. 18. JP raised concerns of dust from the upcoming northern tunnel entrance site, and ongoing dust concerns in Tilbury and westerly wind impacts for the local community. KM explained that they are looking at mitigation measures for the site once established, including lessons learnt from other major projects, and that he believes impacts are worse now as we're establishing our sites and will have more effective measures as we progress. This includes once we have established water supplies and don't need to rely on tanks and bowsers (more info on current mitigation measures under point 57). 19. SM asked if there will be a contest to name the tunnel boring machine (TBM). The team confirmed the details are still to be worked out. Action.	compound, including lower angle views to show the height and scale of factories. (19) BMJV / LTC to provide update on naming of TBM once known.	
Construction traffic routes and impacts to Public Rights of Way 20. PP outlined the primary and secondary routes for construction traffic, with the main access via the A13, A1089 and access through the Tilbury 2 terminal (team had since May) into the northern tunnel entrance site. This included that 95% of deliveries were direct via the main access route for the month of June. 21. JP asked if vehicles were still going to travel via Princess Margaret Road (PMR). PP explained that PMR is part of the prohibited route, but they have had to use it recently due to BT emergency works on Station Road. 22. AB asked if we could engage with the Tilbury Community Forum given the majority of traffic will travel via this community. Action. 23. CLG member asked if we've ever thought of bringing anything in by river. PP confirmed it was considered early on, which is typically suitable for things like spoil export, but they are instead re-using material to create Tilbury Fields, reducing a large amount of vehicle movements. 24. AB asked about vehicle numbers. PP confirmed Station Road (via Tilbury, Fort Road, Coopers Shaw Road, Church Road and Station Road) receives around 15 per day now. The peak is around 300 vehicles per day for the northern tunnel entrance site, typically to feed the batching plants etc, but he thinks it's an overestimate and that it's something they are monitoring and can provide more clarity at a future meeting. Action. 25. AB asked if vehicles are likely to be 24hrs. Phil confirmed it's typically from 7am now, but deliveries may arrive as early as 6am/6:30am, but 24hrs is possible for tunnelling. BMJV will confirm at next meeting. Action.	(22) BMJV / BB to engage with Tilbury community forum to update on construction traffic routes etc. (24) PP/ CG to update on vehicle numbers to sites including averages and peaks. (25) PP to confirm if 24hr vehicles will be needed during tunnelling.	N/A

26. JP raised concerns of an incident where a lorry came from the Station Road compound (via the traffic signals) to the CHP haul road while the lights were green for other road users, and asked how urgent reports can be made. PP confirmed this should not have happened and that the lights are manually controlled by traffic marshals at either location. He was aware of the incident when reported that morning. Following the investigation, BMJV have confirmed that they believe it was an isolated incident resulting from miscommunication between two traffic marshals. The manual switch operator did not receive the message, causing an uncontrolled movement. In any case, the traffic marshal spotter should have been in position as a secondary mitigation measure. The team has since been re-briefed on the standard operating procedure. 27. CW noted that the project's correspondence channels are info@lowerthamescrossing.co.uk and 0300 123 5000 which are advertised via all correspondence from the project. Note, the phonenumber is 24/7 so urgent action can be made if an incident needs immediate attention.		
Logistics 28. PP detailed the construction traffic routes, vehicle management systems, and measures to minimise disruption to local communities, including the use of digital tracking, geofencing, and clear signage. 29. SM asked how they ensure vehicles stay on approved routes, including risks of drivers following satnavs. PP noted the measures in place to reduce this happening and that suspension from the project will happen for repeat offenders.	N/A	N/A
Upcoming traffic management - Station Road 30. PP explained that a one-week full closure is due in September on Station Road. This is for creating a new utility connection to support work and the creation of a new vehicle access for the northern tunnel entrance site (adjacent to the Station Road compound). The diversion route has been recommended by Thurrock to utilise the strategic road network to reduce impact on local roads and villages. 31. JP asked how the community will be informed. PP confirmed via two weeks advance notice signage and letters usually to nearby properties and businesses.	N/A	N/A
Delivery partner update by Balfour Beatty		
Roads North scope of works 32. TP spoke through their scope of works, including a lot of new infrastructure to connect to the A13 and A1089, and the Tilbury Viaduct. First, the focus is on enabling work, including surveys, habitat	N/A	N/A

creation, utility diversion and the relocation of a traveller community near Long Lane in Little Thurrock Blackshots.		
33. AB asked if any wildlife will leave Thurrock. TP and KM talked about relocating species within the borough where possible, but there are strict guidelines for ensuring suitable locations and each species has its own requirements. Many amphibians from BB work locations have already been relocated to East Tilbury.		
34. JP asked if we work with the Essex Wildlife Trust. KM confirmed yes.		
Work areas progress	N/A	N/A
35. TP talked about the main compounds being set up at Brentwood Road and Low Street Lane, as well as a smaller welfare area at Long Lane.		
Long Lane / Little Thurrock	N/A	N/A
36. TP talked through work in this area, including surveys and habitat creation and some of the sensitive stakeholders in this area. This includes relocating an existing traveller community and works close to two schools, Orsett Heath Academy and Treetops School who are a special educational needs and disability school (SEND). Also noting that we've been engaging with Treetops and held a session with some of their students earlier in the year to talk through the work and meet the team.		
37. SM asked about the drainage work on the map and TP confirmed it was utility surveys now.		
Brentwood Road / Chadwell St Mary	(39) TP to update on status of utility work through Chadwell St Mary.	
38. TP talked through work in this area, including 500 ground investigation boreholes on surrounding fields and archaeology surveys.		
39. TP also noted that they are likely to reduce the office space here which may remove the required work through Chadwell St Mary for a utility supply. If these works are required, it would likely involve sections of lane closed with temporary traffic lights along Brentwood Road and Chadwell Hil. Action.		
Linford	N/A	N/A
40. TP talked through work in this area, including ground investigations and archaeology surveys.		
41. SM asked for more information on the vehicle access points and haul roads. CG explained that they will have in and out locations, including a plant crossing with temporary traffic lights over Muckingford Road.		
42. TP talked through the upcoming work to create a new water connection from Linford Well which will support tunnelling of the new road. This is likely to include a weekend road closure of		

Muckingford Road. There's also likely to be a railway line closure over one weekend in September for Network Rail (NWR) to do monitoring of the line ahead of installing the new water connection deep under the line. This is the only current disruption to the line, but is planned from Sunday until early hours on the Monday. This will be advertised by NWR locally / via their usual channels.		
Vehicle access routes 43. CG talked through the primary secondary routes for construction traffic and locations of upcoming haul roads to reduce construction traffic on local roads. The current route for their Low Street Lane site is currently similar to BMJV's via Tilbury up to Blue Anchor Lane, but later their haul road will feed construction traffic via Brentwood Road. This particular route will then become a secondary route and only typically used as and when needed.	N/A	N/A
Traffic Management – July to Nov 26 44. CG provided a high-level update on upcoming traffic management (TM), including 31 TM activities booked between July and November. Key upcoming TM work includes; - Night-time closures starting on A1089 south link for laying out TM to support future A13 vehicle access construction. This is taking place within a site-share booking with Thurrock Council to reduce impacts on road users. - One weekend full closure on Muckingford Road for the water connection work. - Baker Street will have 2-3 weeks worth of daytime closures for utility surveys, but access will be maintained for residential properties and advanced notice will be provided through letters and traffic management signage. 45. The A1089 will also have upcoming traffic management when building the A13 vehicle access, likely in late 2026. AB asked if there will be a speed reduction for traffic on A1089 when the vehicle access is operational. CG confirmed yes and they are currently considering 60mph. Both AB and PW said they thought 60mph is high when HGVs could be leaving and rejoining the A1089, and that they think 50mph would be better suited for the live traffic from a safety perspective and that it won't impact capacity on the A1089. Action. 46. 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, such as the work this week on the A1089. CG explained 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	(45) CG to provide update on A1089 speed reduction and when it will be in operation and duration. (47) MJ to liaise with Thurrock communications team for advertising upcoming TM within the borough. (50) CG and PP to look into adding LTC specific signage on local roads to reduce construction traffic travelling in the wrong direction.	

local area. Upcoming TM is also published on the LTC Interactive Map ‘current surveys and work’ here. 47. CLG member asked that we coordinate with the Thurrock Council communications team to share traffic management updates, especially for major closures like Muckingford Road, through the council’s newsletter and other platforms. MJ confirmed they’ve been in touch in the past and will take as action. Action. 48. 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. 49. CG talked through the bellmouth (vehicle access) construction TM example on Muckingford Road, including 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. 50. JP asked if vehicles will turn left toward Linford when they leave site. CG confirmed that they shouldn’t. AB asked if additional signage can be put in place to reduce vehicles making wrong turns. Action.		
Upcoming Public Rights of Way (PRoW) impacts 51. CG talked through some of the current and likely upcoming impacts and diversions to existing Public Rights of Way (PRoW), including; - A small closure of footpath (FP) 96 in Orsett with a diversion around bridleway (BR) 206. - Works later on BR 206 in Orsett, with access maintained, but that eventually this route will be impacted by gas main diversion work in this area. - Impacts to the Coal Road BR in Linford, with marshaled access as currently used for construction traffic until bellmouth / vehicle access complete on Muckingford Road. - Closure of a section of the BR 58 in Linford with diversion via Low Street Lane from later this year. 52. CLG member asked if we can do litter picks of the local PRoWs. Action.	(52) BMJV and BB to update on PRoW litter picks at future meeting.	
Logistics and construction vehicle tracking 53. CG 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.	N/A	N/A

Driver routes and no-go areas are also briefed to drivers in advance through inductions and briefing packs. 54. CG explained that around 70% of construction vehicles are tracked and they are working on getting that to 100%, but it takes time getting supply chain partners, especially smaller or local businesses who may need extra support, resource and education. 55. SM asked what the consequences are for vehicles breaking rules. CG confirmed it is three strikes and you're off the project. PW asked if that's project wide and CG confirmed that they are working with BMjv to ensure information is shared.		
Collaboration with other projects in the area 56. CG talked through collaboration with other projects to ensure coordinated working and minimise impacts to community, including Tilbury 3 and Norwich to Tilbury. 57. JP asked about impacts to Hoford Road and from the Norwich to Tilbury project. CG explained that he was aware of utility work and agreed that further engagement is needed with the project to understand their works and identify any potential overlaps, and explore opportunities for coordination and collaboration. There was recognition that proactive engagement should begin sooner rather than later, although formal submissions have not yet been made. It was also noted that the Lower Thames Crossing utility team has already worked closely with the third-party utility scheme and included strong requirements within the DCO process to minimise conflicts. The expectation is that activities will be aligned and managed in a way that avoids significant issues. Action.	(57) CG to provide an update on engagement with Norwich to Tilbury project when relevant.	N/A
Engagement and communications		
58. MJ and DS spoke through ongoing or anticipated community concerns, sensitivities and mitigation, as well as ongoing challenges with dust, outlining current and planned mitigation strategies such as water bowsers, dust netting where possible, and air quality monitoring. 59. JP mentioned that he was aware of someone raising dust complaints near Coalhouse Point work. DS reassured that he's been in touch with the resident in question and the site team have been able to make improvements. They are looking at additional mitigation measures, including dust netting near these residential properties and staggering the work closer to them for slightly later in the hope of it not being so hot and dry. 60. JP also mentioned receiving concerns from residents of Beechcroft Avenue. MJ confirmed they have been responding to concerns and have visited some residents in person.	(63) MJ / DS to provide an update on notification letters at next meeting.	N/A

61. KM also noted that in some locations they will be planting grass or wildflower seeds in long-term ground storage, such as bunds, which will minimise future dust. 62. MJ and MG talked through communication and engagement protocols and upcoming community events, including upcoming invites for the community to meet staff at BMJV's visitors centre on Station Road. 63. JP suggested that proactive letters to properties would be a good way to ease concerns locally. Action. 64. PW raised that once rain does come, it's likely that concerns will move to dirt run-off on to local roads so ensuring good use of the road sweepers is important. 65. 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 East/West Tilbury and Linford, Chadwell St Mary, and Orsett and Little Thurrock.		
Community feedback		
66. CLG members provided contacts for Chadwell Community Forum and Little Thurrock Blackshots as LTC was unable to confirm their attendance ahead of this meeting.	N/A	N/A
Date of next meeting		
67. Next meeting agreed for Monday 23 November at BMJV's Station Road visitors centre.	N/A	N/A