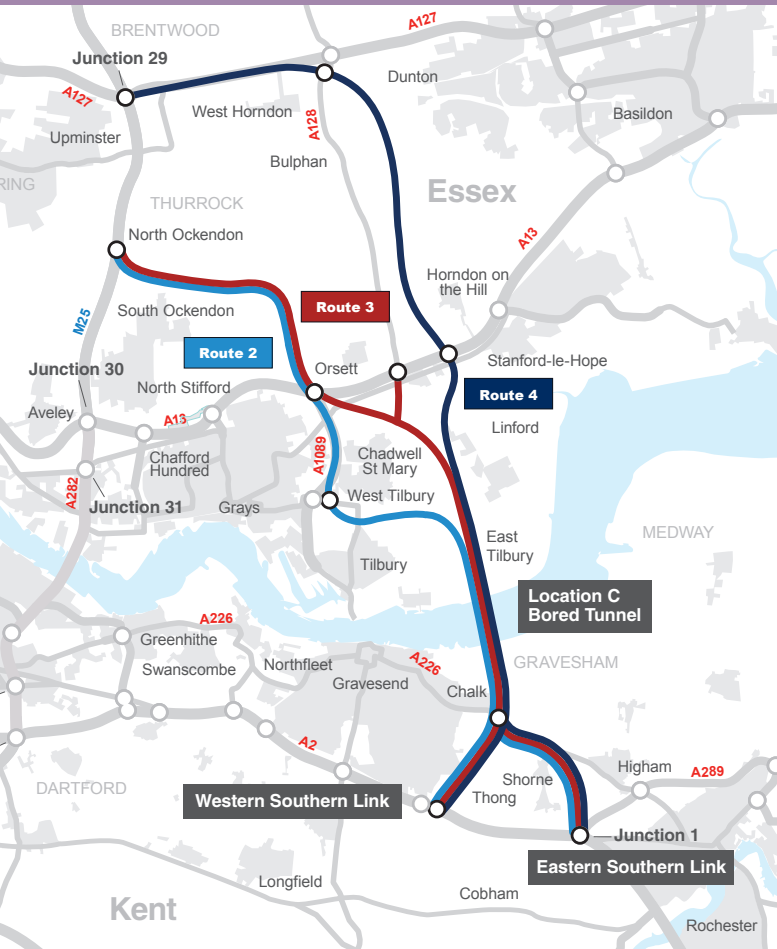


Lower Thames Crossing Fact sheet

Minimising construction impacts



Construction

In the next phase of the scheme, following the Government's decision on a preferred route, we would develop the design of the road and crossing. During this phase, requirements for temporary works and land needed for construction, together with likely phasing of works, would be examined in more detail.

The construction facilities necessary to build the new crossing would include temporary site compounds. These compounds would contain site offices and areas to store plant and materials. Due to the large scale of the works, temporary routes would also be expected to be used along the construction corridor to reduce the amount of lorries using existing roads. The number of compounds would depend on how the construction contracts are arranged. At this early stage we expect compounds would be required for the construction of the crossing and further areas would be dedicated to the construction of the sections of road north and south of the river crossing.

Duration

We estimate it would take between four and five years to build the new crossing. This includes a period of around six months for advance works to prepare for the construction, such as utility diversions and works to protect ecology and the environment. The duration of the works would be similar for Routes 2, 3 or 4, and for either an Eastern Southern Link or Western Southern Link solution.

Highways England is consulting on proposals for a new road crossing of the River Thames connecting Kent and Essex. There are three route options north of the river in Essex and two south of the river in Kent. Your views will help us to inform the Government prior to its decision, expected later this year, on the preferred route and crossing.

Impact on road traffic

For all routes, the main impacts on the existing highway network would be at the new proposed junction locations (indicated as circles on the route options map). Plans would be developed with the intention of generally maintaining all running lanes during the day. It would be necessary to have traffic management on roads such as the A2, A13, A1089, M25 and A127, and this is likely to include temporary speed limits and sections of narrow lanes.

For Routes 2 and 4 there would be a requirement to widen a section of the A1089 (for Route 2) and the A127 (for Route 4). This widening would provide two additional lanes in each direction. It is likely that the widening work would involve traffic management, including temporary speed limits and sections of narrow lanes.

Impact on river traffic

Two tunnels would be constructed using large specially designed machines known as tunnel boring machines.

Excavated material removed from the tunnels would be reused elsewhere in our construction or transported away from our site, ideally by river, in order to minimise environmental impact.

As the tunnels would be constructed using the tunnel boring machines, there would be minimal impact on the river and navigation apart from potentially increased river traffic. Our assessment shows this solution would have the lowest impact on the important protected environmental habitats as the tunnels pass underneath them.

Future consultation

As a Nationally Significant Infrastructure Project, a new Lower Thames Crossing is subject to a statutory Development Consent Order process. This means there will be further opportunities for you to have your say on more detailed aspects of the scheme.

For more information

Visit our website

www.lower-thames-crossing.co.uk

Access consultation materials and provide your views on our proposals.

Join us at one of our events

Members of our team will be on hand to answer your questions.

Phone us

If you need help accessing this or any other Highways England information, please call 0300 123 5000.

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