

THE METROTIDAL TILBURY TUNNEL AND METROTIDAL LOWER THAMES ORBITAL

To be read with the Metrotidal Tilbury Tunnel and Metrotidal Lower Thames Orbital presentations at www.metrotidal.com

1. EXECUTIVE SUMMARY

The Metrotidal Tilbury Tunnel (MTT) downstream works in tandem with the Belvedere Crossing (BC) upstream to relieve congestion on the Dartford Crossing while providing new capacity for growth across the Lower Thames Estuary. The Metrotidal Lower Thames Orbital (MLTO) integrates the next generation of London's flood defences on Sea Reach with the development of sustainable energy, transport, data and property across the Lower Thames Estuary. The MTT, BC and MLTO are independent but complementary proposals that provide an alternative to the DfT/Highways England/Lower Thames Crossing (HELTC) for relieving congestion at the Dartford Crossing and the Environment Agency Thames Estuary 2100 Plan (EA/TE2100) for managing tidal flood risk in the Thames Estuary through to the next century.

The HELTC will require free-flow upgrades of the A229/M20/M2 link and the M25/M11 junction for the full capacity to be realised. As a result, the current HELTC budget of £6bn could rise to an overall cost of £9bn. The EA/TE2100 proposals follow an investment programme that starts with modest expenditure of some £300m on current improvements to sea defences while anticipating overall investment later in the 21st century of up to £6bn, including a new barrier on Long Reach and raising the sea walls downstream. Accordingly, the HELTC and EA/TE2100 together anticipate investment of up to £15bn.

In comparison the MTT, BC and MLTO provide integrated green-growth infrastructure including the next generation of London's sea flood defences, with greater, multi-modal capacity, connectivity and resilience for a combined cost of less than £6bn.

With the Government reviewing current and proposed PFI contracts there is an opportunity to reconsider the business cases for the HELTC and the EA/TE2100. The relief of the Dartford Crossing by the MTT provides enough time for the Belvedere Crossing and Metrotidal Lower Thames Orbital to follow in due course. The overall funding for the alternative MTT + BC + MLTO system is less than half that required for the HELTC and EA/TE2100 and provides much greater outputs including the next generation of sea flood defences for London and the entire Thames Estuary basin.

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