

D3 METROTIDAL TILBURY TUNNEL OPTION: COST AND PROGRAMME ADDENDUM

The phased provision of the D2 MTT followed by the D2 BC provides eight lanes of river crossing for a third of the cost of the HELTC on a shorter programme to completion. The period of relief for the Dartford Crossing allows alternatives to the Dover/Midlands route to be investigated and developed.

The very much lower cost and shorter programme for the D2 MTT enables a D3 MTT to be considered as an alternative to provide greater capacity and a longer period of relief for the procurement of alternative connections. The minimum, first-stage work for a D3 MTT would provide a 3.7km D3 twin-bore tunnel between the existing Asda A126/A1089 gyratory and the A2260/A2 junction, making use of the existing D2 A1089, the existing A13/A1089 junction and the D3 capacity A2260/A2 junction already proposed for the D2 MTT. The full D3 capacity of the MTT connection would then be realised in due course by a D2/D3 upgrade of the existing A1089 including the existing A13/A1089 junction. This requires no new land take and the upgrade of only three existing bridges for which the overall cost together with the D3 tunnel is still very much less than the proposed HELTC.

MW 20/12/18