

Adding Value Through Lower Thames Crossing:

Project Controls Expo – 16 November 2017

Iain Minns, Head of Project Controls, Lower Thames Crossing

Introduction

- **Iain Minns** is Head of Project Controls for the Cascade Joint Venture on Lower Thames Crossing. He is a qualified APM, MSP and MoP practitioner with experience in programme and project controls across a number of industry sectors and different types of projects (process, systems, business change and infrastructure), and is UK Head of Programme and Project Controls for Arcadis.
- **Cascade** is a joint venture between Arcadis, CH2M and COWI, and the Technical Partner to Highways England for the Lower Thames Crossing project



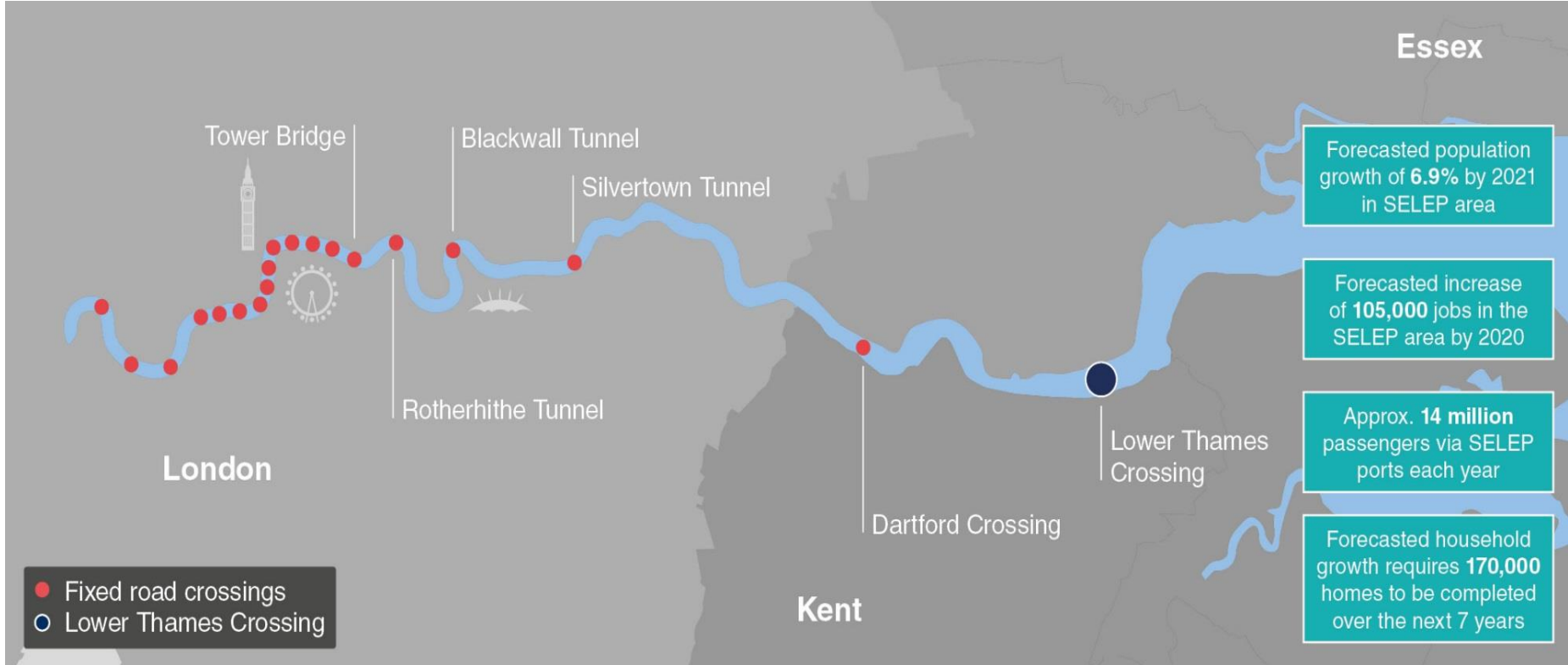
Realising the Road Investment Strategy



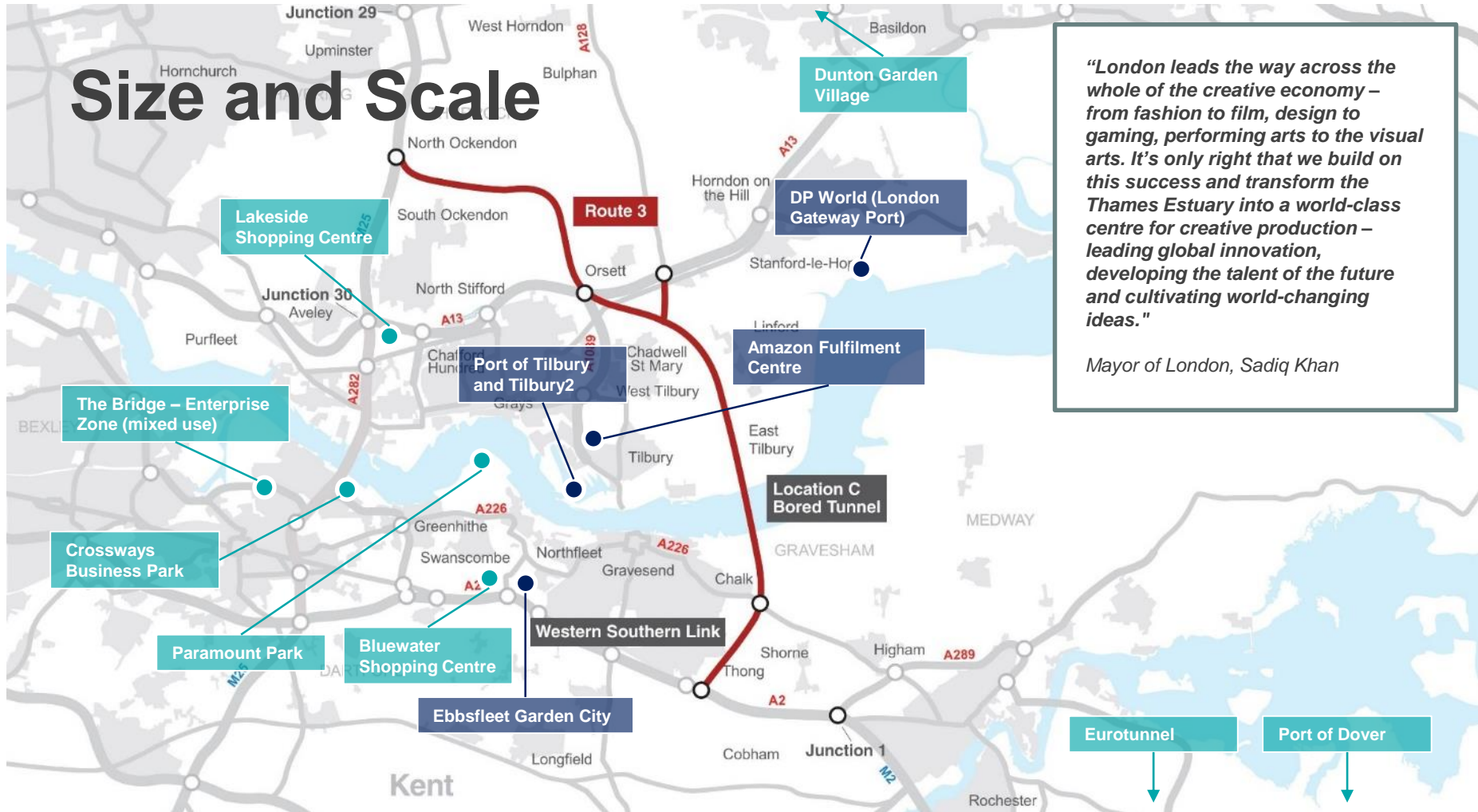
"We are making the big decisions for Britain. The new Lower Thames Crossing, and other improvements in and around Dartford and Thurrock announced today, will further strengthen our economy while also creating thousands of jobs."

Secretary of State for Transport Chris Grayling confirms the preferred route for the Lower Thames Crossing on 12 April 2017

Lower Thames Crossing – a transformation



Size and Scale



"London leads the way across the whole of the creative economy – from fashion to film, design to gaming, performing arts to the visual arts. It's only right that we build on this success and transform the Thames Estuary into a world-class centre for creative production – leading global innovation, developing the talent of the future and cultivating world-changing ideas."

Mayor of London, Sadiq Khan

We will be ambitious

By supporting the longer term benefits, the scheme will...



ECONOMIC

Support sustainable local development and regional economic growth medium to long term

Be affordable for Government and users

Achieve value for money



TRANSPORT

Relieve the congested Dartford Crossing and approach roads and improve performance by providing free flowing north-south capacity

Improve resilience of the Thames crossings and major road network

Improve safety



COMMUNITY & ENVIRONMENT

Minimise adverse impacts on health and the environment

We will support the future



Our delivery plans



A supportive network of suppliers



Authenticity in relationships



Collaboration across teams



Innovation and technology advancements



Sustainability



Excellent design



Our key challenges

- The complexity and scale of the scheme
- Meeting the needs of the communities affected by the scheme and ensuring they have their say
- Improving performance on local roads and the Strategic Road Network
- Maintaining the road network while the changes take place
- Financing the scheme

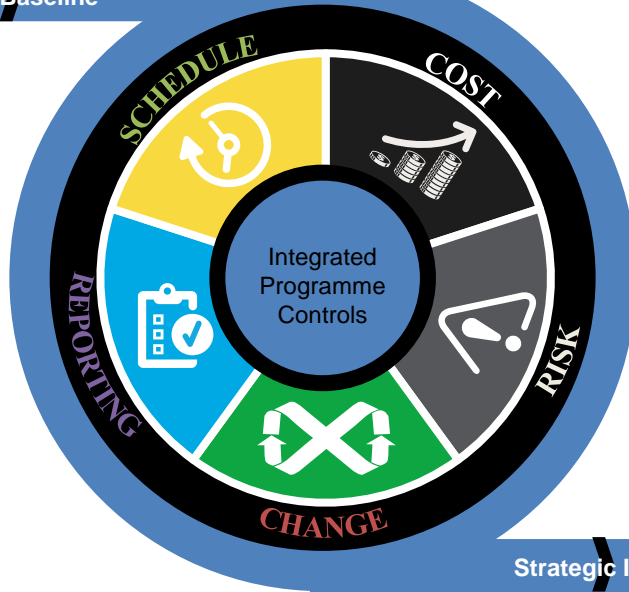


Control of information

Performance Measurement Baseline

INPUTS

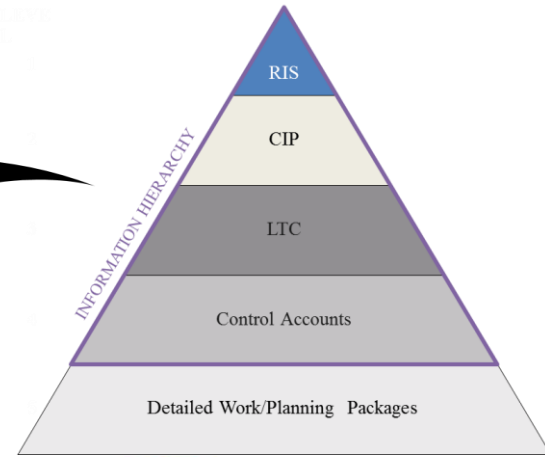
- Agreed Scope
- Baseline Cost Estimate
- Baseline Schedule
- Baseline Risk Register



OUTPUTS

- Single source of the truth
- Informed & timely decision-making
- Accurate performance data
- Performance measurement
- Alignment with Finance

Strategic Insights



- Integrated data
- One version of the truth
- Timely, accurate and quality management information

- WBS and CBS aligned
- Guidance in operating procedures
- Structured regime captured in the PMP

Integrated data aligned with processes, tools and template

Planning

Cost

Risk

Change

GI

CRM

Doc Mgt

Key Steps

PREFERRED ROUTE ANNOUNCEMENT



April 2017

DESIGN DEVELOPMENT



STUDIES:
Environmental
Traffic Modelling
Ground Investigations

STATUTORY CONSULTATION



Mid 2018

DESIGN FINALISATION



APPLICATION PREPARATION:
Environmental Impact Assessment
Land Referencing
Planning Statement

DCO APPLICATION



2019

DCO GRANTED; START ON SITE



OPENING



2027

CONTINUOUS ENGAGEMENT

This is not an isolated solution

- Part of the biggest investment in roads in a generation
- £10 million to improve traffic flow around Dartford Crossing and studying ways to further tackle congestion
- Improvement work at M25 Junction 30 and consultation on improvements at A2 Bean/Ebbsfleet junction
- Working with local highway authorities to identify further improvements



This is what a 17m diameter tunnel boring machine looks like!



Questions?



Get in touch



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