

From: David Wells [REDACTED]
Sent: 22 August 2024 11:30
To: DFT Ministers
Cc: [REDACTED]
Subject: Invitation to Lower Thames Crossing reception – 5 September
Attachments: 240820 Invitation to the Roads Minister to the Lower Thames Crossing Parliamentary reception.pdf; 240802 Logistics UK Lower Thames Crossing briefing.pdf

[REDACTED]

Dear Minister

I am writing to invite you to join Logistics UK and the Lower Thames Crossing at an afternoon reception on 5 September in the Houses of Parliament to highlight the project's potential to unlock growth in the British economy as it reaches a crucial stage in the planning process.

I would be delighted if you are able to join us and to deliver a short speech.

Please find my letter attached, together with a short briefing about the scheme.

Best wishes,
David

[REDACTED]
Chief Executive
Logistics UK

[REDACTED]

LOGISTICS UK

The banner is split into two sections. The left section has a dark blue background with a white speech bubble containing the text 'Transport Manager' and a small 'LOGISTICS UK' logo above it. To the right of the speech bubble are three stylized human figures made of text, colored red, white, and blue. The right section has a light blue background with the text 'Transport Manager 2024 returns this Autumn to 10 nationwide venues!' in dark blue, followed by 'BOOK NOW' in a larger, bold, dark blue font.

Transport Manager 2024
returns this Autumn to 10
nationwide venues!
BOOK NOW

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Department for Transport
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Sent by email to: DfT.Ministers@dft.gov.uk

22 August 2024

Dear Minister,

Invitation to Parliamentary reception – 5 September

I am writing to invite you to join Logistics UK and the Lower Thames Crossing at an afternoon reception in the Houses of Parliament to highlight the project's potential to unlock growth in the British economy as it reaches a crucial stage in the planning process. I understand that the Development Consent Order (DCO) is now with the Secretary of State for Transport for her review and sign off.

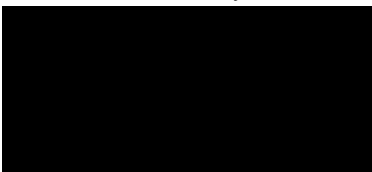
At the event, Logistics UK and the Lower Thames Crossing will be sharing their vision to tackle congestion at the Dartford Crossing and improving one of the key trade links between the Midlands and North and the channel ports by almost doubling road capacity across the Thames east of London. This new tunnel is not only important for the South East but will improve connectivity for the whole of the UK by strengthening this key corridor for UK exports and imports.

The reception will take place in the Terrace Pavilion in the House of Commons from 2-4pm and we will be joined by business leaders from sectors including logistics, retail and the construction supply chain, and local councillors and MPs including Jim Dickson, MP for Dartford, and Julia Lopez, MP for Hornchurch & Upminster.

I would be delighted if you are able to join us and to deliver a short speech.

Please find enclosed a short briefing about the scheme.

Yours sincerely,



Chief Executive

Logistics UK Lower Thames Crossing briefing

August 2024

Freight flows at the Dartford Crossing

- More than 90% of UK freight volume travels by road.
- The Dartford Crossing carries over 50 million vehicles a year, almost 40% of which are goods vehicles. This is double the national average of other parts of the road network.
- 70% of freight traffic from the Port of Dover uses the Dartford Crossing.

Congestion and capacity constraints at the Dartford Crossing

The UK transport network is increasingly constrained adding further cost to the logistics sector and hampering the economy. According to the INRIX 2023 Global Traffic Scorecard, congestion cost the UK economy £7.5 billion in 2023 alone.

According to Logistics UK's Manager's Guide to Distribution Costs, the cost of a minute's delay for an HGV is £1.26.

The Dartford Crossing is one of the most congested parts of the road network. It has become increasingly capacity constrained, making journey planning highly unpredictable and increasing costs on the logistics sector, such as through missed deliveries, unnecessary overtime, increased fuel consumption and inefficient fleet utilisation.

A large amount of UK freight is delayed at the Dartford Crossing every day – a huge cost to the UK economy with new estimates shared with Logistics UK by the Lower Thames Project team, putting this figure at an average of £350,000 per day/£130m each year.

The tunnels at Dartford are built to an old design standard, this means that abnormal loads and dangerous good vehicles have to be escorted through the crossing, requiring the tunnels to be closed on average every 15 minutes during peak times - this adds up to around 27 days per year. The new crossing, built to the latest design standards would allow free flowing movements for all goods vehicles.

The aging tunnel infrastructure also means that closures for maintenance will become more frequent as we approach the end of the decade.

Providing a more resilient network

Dartford averages three hours of closed lanes every day and as the only road crossing east of London, when it fails there is no alternative for HGVs. The Blackwall Tunnel is also capacity constrained and has height restrictions and the detour around the M25, via Heathrow, can add up to 115 miles to journeys, or at least two hours.

On a regular basis, an incident can cause major closures on the Dartford Crossing – upwards of £80,000 per hour and £87m per year in peoples time stuck in traffic. Worst case, if a major incident was to close the tunnels and high winds closed the bridge – at least £3m per day in peoples lost time.

A number of logistics businesses and retailers have located distribution centres on both sides of the Dartford crossing. This is to ensure that they can maintain a resilient distribution network that can cope with the unreliability of the existing crossing.

As well as additional capacity to help alleviate the congestion challenges at the Dartford Crossing, a new Lower Thames Crossing will help to ensure a more resilient logistics network. This new tunnel is not only important for the South East but will improve connectivity for the whole of the UK by strengthening this key corridor for UK exports and imports.