



*"the clean and green way to link Kent and Essex"*



***Kenex Thames Transit – providing  
the environmentally sound, efficient  
solution fit for the 21<sup>st</sup> Century..***



***Transforming the environment  
and economies of the Thames  
Gateway.***

January 2018

- Roads in area often gridlocked
- Levels of pollution seriously affecting health
- Local connectivity across the Thames often disrupted
- An area with high population density
- Disconnect of people from employment opportunities
- Area unattractive for homes and investment

- New substantial developments to be accommodated:
  - i) New homes around Ebbsfleet Garden City
  - ii) Potential major resort destination / local employment



## Need for congestion-busting, clean, community linking, Thames Crossing opportunity

EVENING STANDARD 6 DEC 2017  
LONDON

[illegible]

January 2018

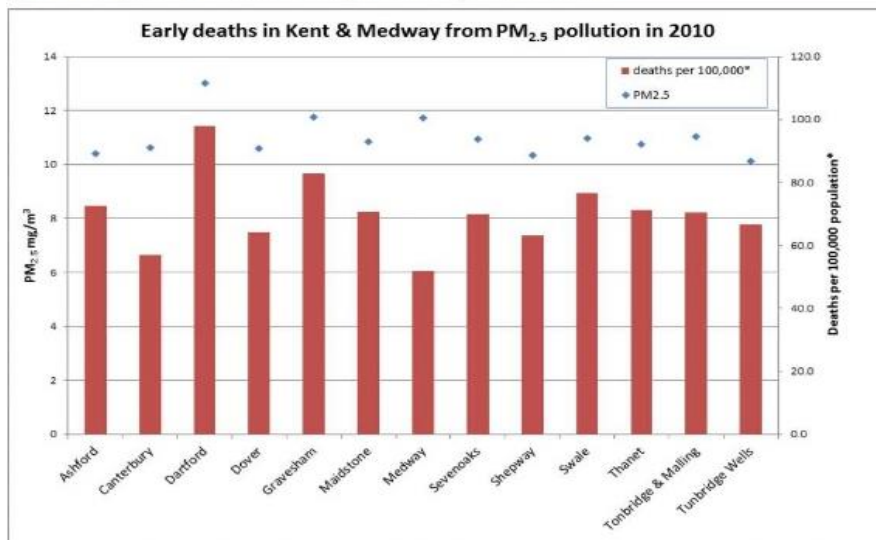


## High level of local pollution

Existing dependency on road crossing seriously impacts the quality of life for local residents

Ricardo Energy & Environment Kent and Medway Air Quality Monitoring Network

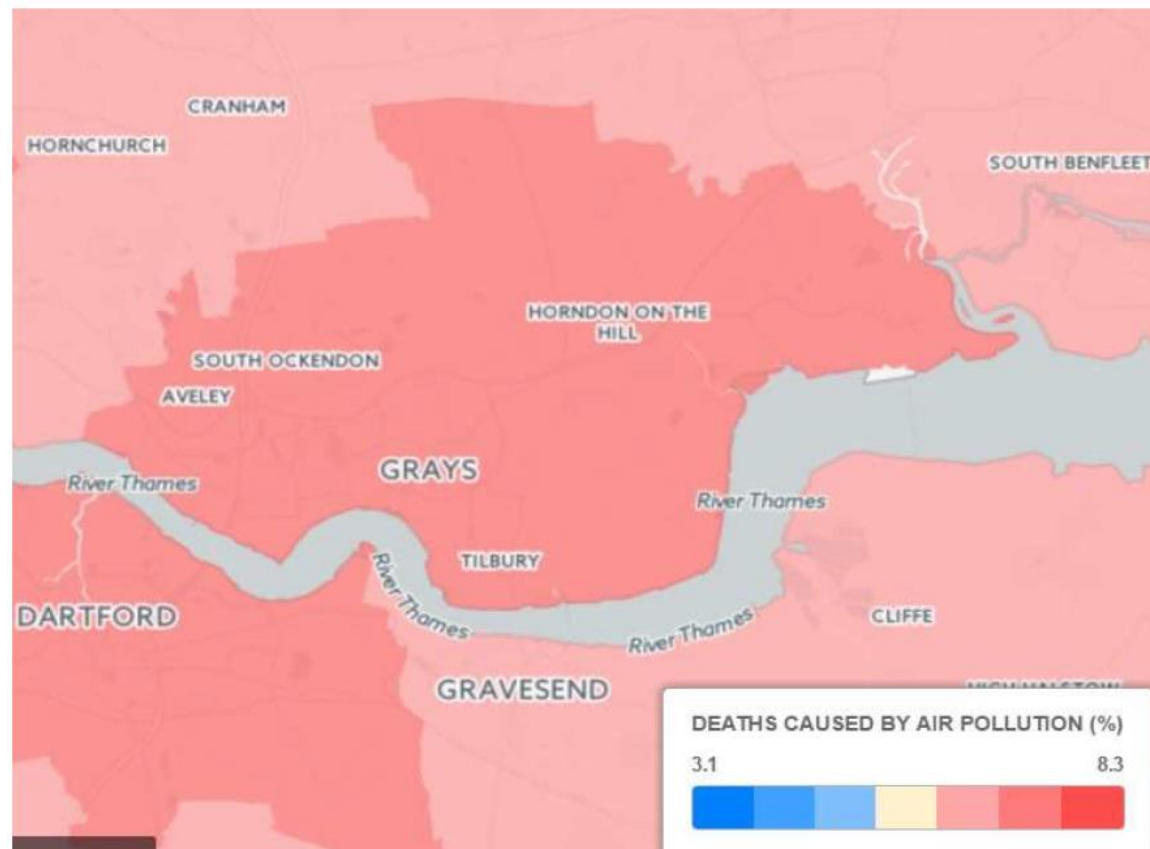
Figure 4 Early deaths in Kent & Medway from PM<sub>2.5</sub> pollution in 2010



## Estimating Local Mortality Burdens associated with Particulate Air Pollution

[www.gov.uk/phe](http://www.gov.uk/phe)

2014



## Potential High Load Factors

- Population within 45 minutes of Ebbsfleet with Kenex transit

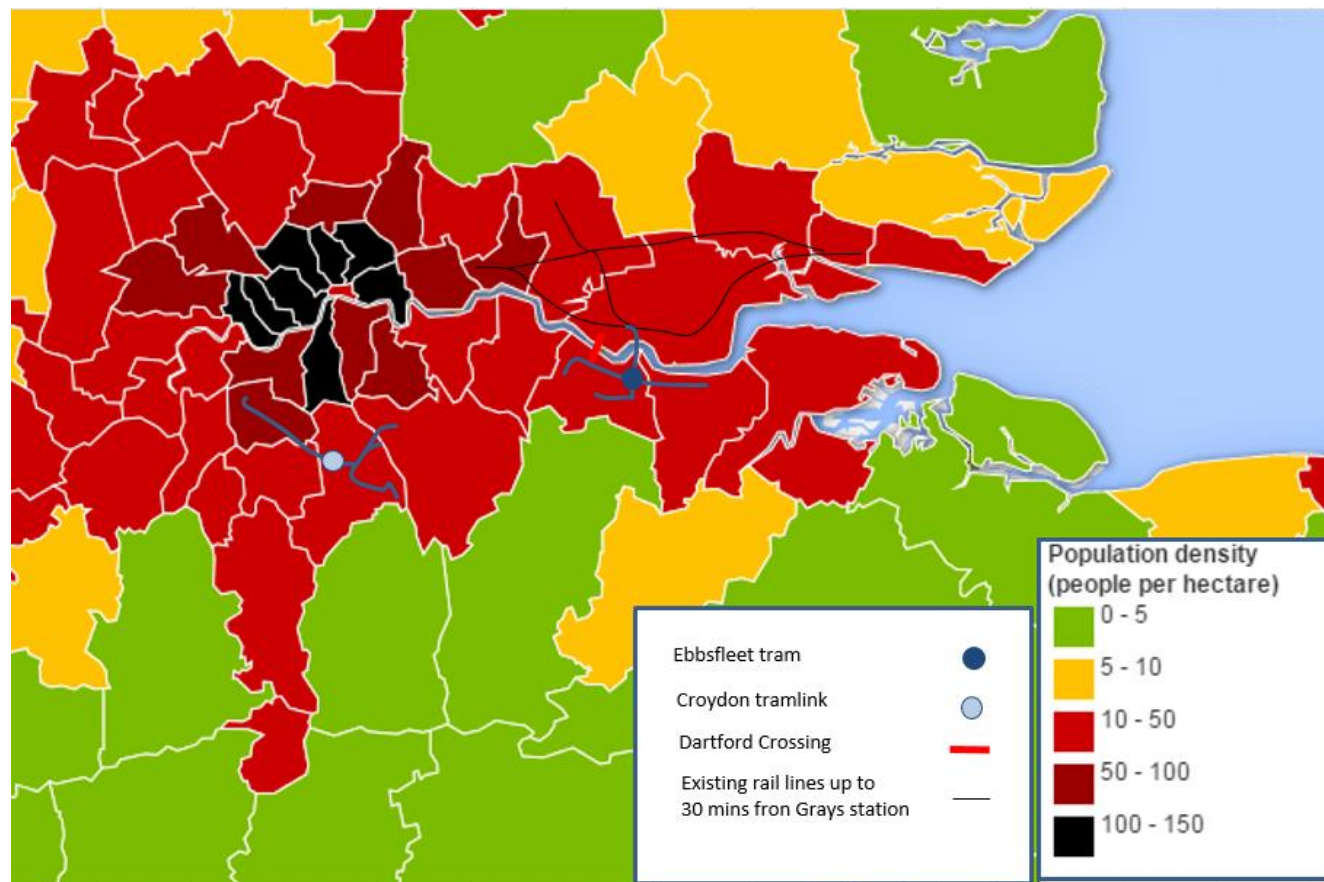
1.0 m Kent Thameside

1.4 m Essex Thameside

- Estimated total annual journeys (**all** transport modes)

1. Bluewater - 58m
2. Ebbsfleet Intl. - 3m
3. London Resort - 36 m
4. Lakeside - 53 m

- Annual Dartford Road Crossing  
In excess of **50 million** journeys



Population density 2010 Courtesy of The Guardian

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## Existing Dartford Crossing has high level of local usage

Car usage forced on **local** residents number around **30%** of an annual crossing level of more than **50 million car** journeys with negligible provision for non car drivers.

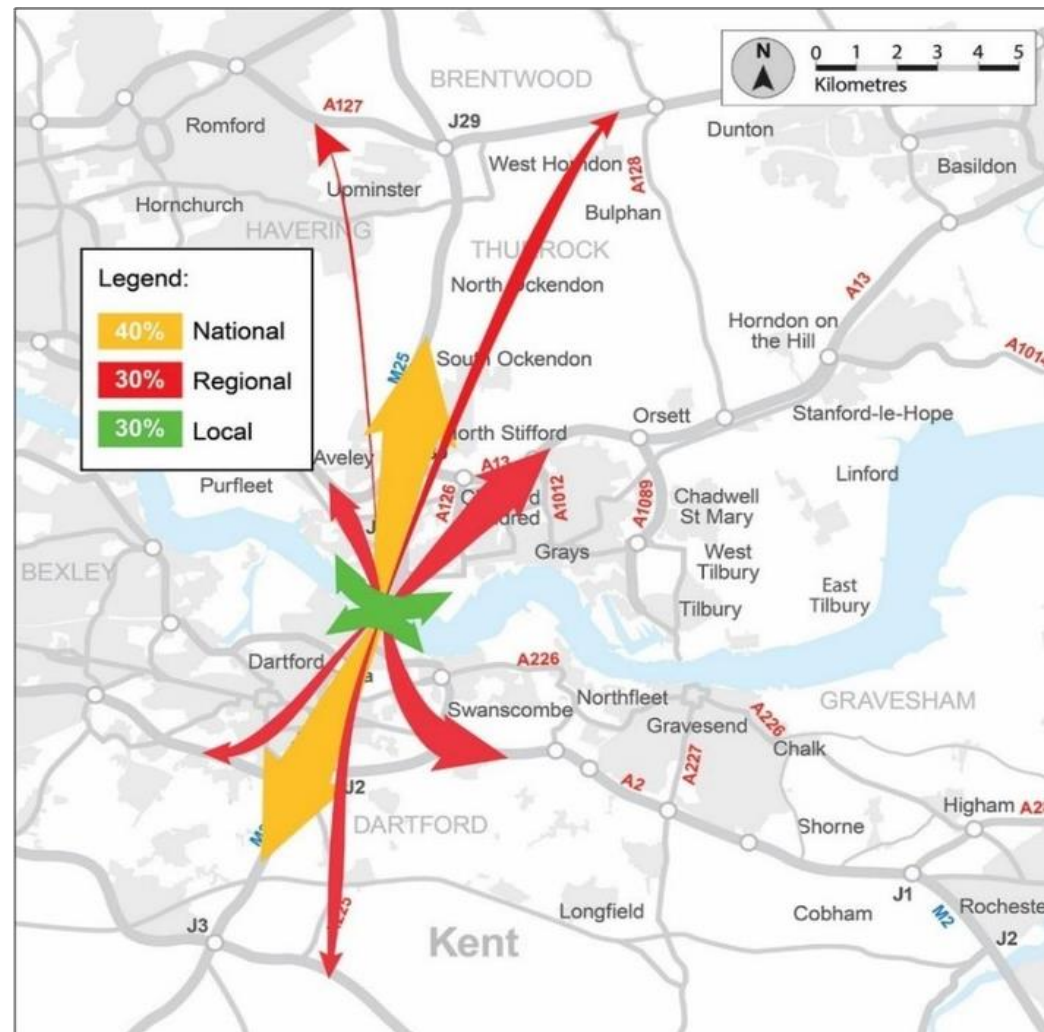


FIGURE 3.5 - EXISTING USE OF DARTFORD CROSSING



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## Options currently being evaluated

Unlocking housing and economic opportunities in Thurrock and North Kent



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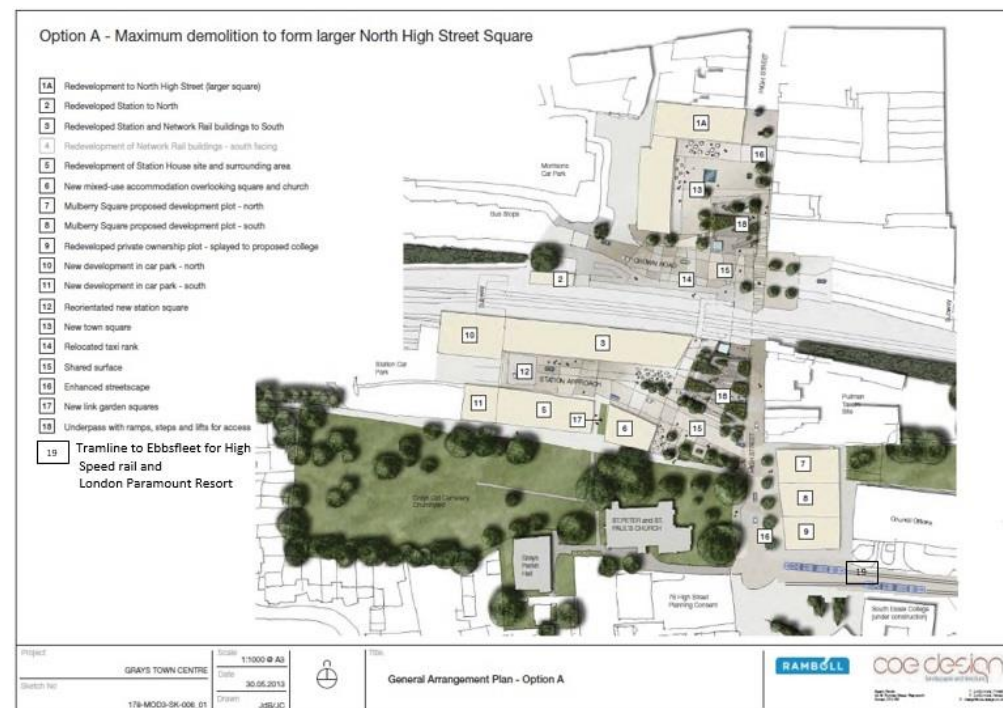


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## Meeting passenger demand

Integration with Bluewater shopping centre Transit Lounge



Integration with Grays Growth Hub and Essex rail connectivity

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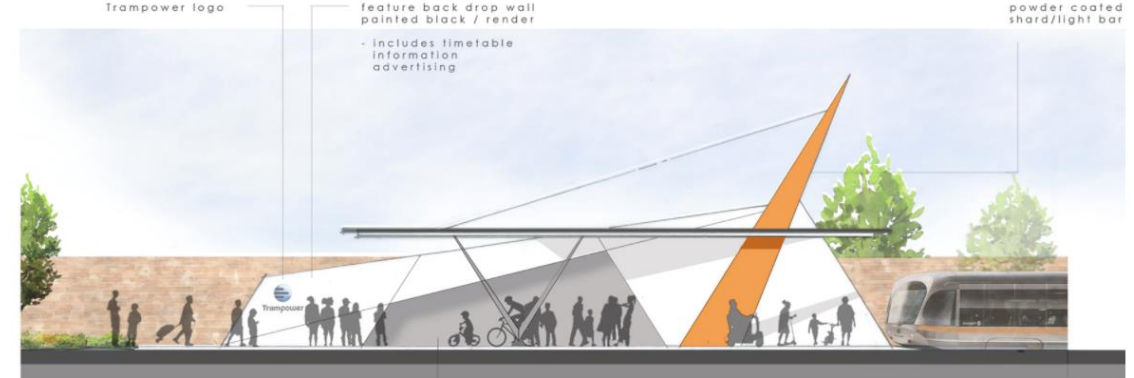
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## Costs

The cost of the proposed Lower Thames (**Road**) Crossing is estimated by the **Highways Agency at £4.4 to £6.2 billion** excluding the subsequent M25 North East quadrant upgrade.

During the consultation process we were advised that there has, as yet, been no provision for non car drivers

Pre feasibility work to date and a study based on previous similar projects indicates a total cost of the **KenEx Thames Transit** project of around **£600 million** including a Kent-Essex twin tunnel solution. Although planned to carry less passengers than the Lower Thames Crossing would provide a considerably better Benefit to Cost ratio.



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## Concluding thoughts

*"road users should pay the costs that he imposes upon others", including road costs (construction, maintenance, lighting), congestion (the delay the motorist causes to others) and social costs (risk, noise, fumes). "*

*The Smeed Report 1962*

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[www.kenextransit.co.uk](http://www.kenextransit.co.uk)

