

**RESPONSE TO THE STUDY 3 SOCIO-ECONOMIC IMPACTS**

To be read with the following graphics:-

- MTTRA two long runway July 2014 East Configuration
- MTTRA two long runway July 2014 elliptical footprint
- MTTRA five runway August 2014 Configuration
- St. Cedd Reservation Phase 1 and 2 Maps.

With reference to 3.3.2, while the MTTRA proposals have not cited specific studies on the link between connectivity and the economy, the agglomeration benefits that will arise from improving connectivity around the Thames Estuary, particularly from the proposed Crossrail Plus orbital, are an explicit part of the integrated proposals intended to draw Central London further east into the estuary region.

With reference to 5.2.5, while this mentions that the MTTRA proposals also include a road tunnel, there is no analysis. Instead Study 3 adopts the Option 4 surface access proposals from Study 1 and consequently suffers from the same oversights and misconceptions, so that the Study 3 conclusions regarding the potential agglomeration benefits should be set aside.

Study 3 makes no mention of the very substantial savings and socio-economic benefits that can be achieved by integrating a range of currently independent initiatives into a single well-engineered project:-

- DfT LTX A or C
- TE2100

- Energy Supplies for the southeast
- London's population growth
- New housing
- Non-aviation transport infrastructure to serve the growth in population
- Freight infrastructure
- Manufacturing and logistics
- Data storage
- Utilities
- Airport capacity

Given the strategic significance of these and other transport infrastructure decisions due for the Thames Estuary region, with or without an airport, we recommend that a more rigorous multimodal modelling exercise is required to identify the most beneficial patterns for growth across the region. This exercise should test the capabilities of the orbital and regional networks provided by the multimodal Metrotidal Canvey-Hoo Tunnel rather than focus on conventional radial rail networks or Dover-Midlands HGV road capacity. It would not take more than six months to conclude the tests and identify the most beneficial patterns for growth, with or without an airport.