



**London Cycling Campaign 'relevant representation', Lower Thames Crossing Team**

<https://infrastructure.planninginspectorate.gov.uk/projects/south-east/lower-thames-crossing/>

**Reference no/submission: 20034191**

24 February 2023

**About LCC**

London Cycling Campaign (LCC) is a charity with more than 20,000 supporters, of whom more than 11,000 are fully paid-up members. We speak up on behalf of everyone who cycles or wants to cycle in Greater London; and we speak up for a greener, healthier, happier and better-connected capital.

**London Cycling Campaign submits the following 'relevant representation' in regard of the Lower Thames Crossing...**

The London Cycling Campaign opposes the Lower Thames Crossing because it will invariably increase motor traffic volumes. We are extremely concerned that, despite decades of data (including from the DfT) showing that building extra motor vehicle capacity does not reduce congestion and inevitably 'induces demand', this approach is still in use.

Even taking into consideration the switch to electric (and hydrogen) motor vehicles, increasing motor vehicle volumes will not reduce emissions sufficiently compared to alternatives. And the scheme risks having further negative impacts for alternatives.

The Welsh government has recently reassessed major 'road building' schemes in light of modelled climate emissions from not just construction but arising changes in motor vehicle use (including applying a test of the potential impacts to the 'well-being of future generations'). The English government should do the same in general and specifically in regard to the Lower Thames Crossing.

It is marked that what assessment there is of climate emissions associated with this project is brief and broadly finds in favour of the scheme – this stands in stark contrast to new

methodology used by the Welsh government, and we ask the English government to assess Highways schemes more carefully, in the manner the Welsh now are doing. In this light, the current assessment of the scheme on emissions is questionable and should be redone before the scheme moves forward.

### **Further points...**

#### **1. Impact on London**

This scheme will have a major impact on London's road network as it lies adjacent to them. Increasing traffic volumes in the Lower Thames region will clearly lead to increased motor traffic volumes across a wider area including east London boroughs north and south of the Thames. There is a clear risk to London itself, its boroughs and their policies on motor traffic reductions, climate emissions and active travel posed by these proposals. The Lower Thames Crossing must be more carefully assessed and moved forward with consent from authorities likely to be severely impacted by it.

#### **2. Alternatives considered**

As with the Silvertown Tunnel in London, there appears to have been too little effort and attention paid to alternative proposals that could alleviate congestion, enable goods and people to move freely *and* deliver reduced emissions, positive health impacts etc. These include rail crossings, consolidation, demand management and other established alternatives.

#### **3. Active travel link**

If the crossing does go ahead, as per above, priority should be given not to private motor vehicles (which should be heavily tolled) but enabling public and/or active transport (via shuttle bus etc.).