

Written representation by the Upminster & Cranham Residents Association (UCRA)

The UCRA are a representative organisation for the residents of the Upminster and Cranham electoral wards, with an extensive membership of households. These wards together represent the spatial areas of the London Borough of Havering that are most affected by the construction and long-term impacts of the northern section of the Lower Thames Crossing route.

Local Traffic Impact

Residential roads commonly suffer displaced motorway traffic, in particular when incidents on the motorway cause drivers to seek alternative routes. Development works will also have an impact on the local roads: We seek funded mitigations including:

1. Weight restrictions (preferably camera enforced) in Front Lane from the junction with the A127.
2. A new Pedestrian Crossing in Front Lane (near to Isis Drive), and upgrade to the crossing in St. Mary's Lane (adjacent to the Jobbers Rest public house) to a controlled crossing, supporting safer access to the James Oglethorpe Primary school and residential properties.

Roads, Rights of Way and New Routes

Roads, footpaths and a bridleway will be impacted during the construction period with a detrimental impact on residents and businesses. The Ockendon Road closure period is far too long. New or replacement routes are planned. We seek:

1. A significant reduction in road closure timescales.
2. Clarity over routes affected, timelines, interim and permanent alternative public and private transport routes proposed.
3. Specific travel planning with targeted communications for local nurseries, schools and academies.
4. Ongoing dialogue and communications with representative resident groups throughout the design process, utilising local knowledge to ensure optimal routing, layout and connectivity, and minimal or positive visual impact.

Air Quality and Health Impacts

The Mayor of London is extending the Ultra Low Emission Zone (ULEZ) but increased NO₂, PM₁₀ and PM_{2.5} from the LTC negates any ULEZ benefits. Air quality assessment data is challenged. We seek:

1. Greater clarity over the quality and veracity of the data used.
2. A full and updated assessment of likely impacts on resident health in the vicinity of the new road.
3. Identification of specific mitigations.

Green Belt Loss, Wildlife and Habitats

Green Belt land currently supports a range of protected and notable species and wildlife. We are in principle against the loss of Green Belt to road building. We seek:

1. Information on affected species and relocation plans and, where practical, community engagement and involvement.
2. Assurance regarding maintenance to ensure that all new planting attains maturity. Planting should generally have local provenance.
3. An assessment of wildlife corridors and how these will be maintained or re-created.

Construction Compounds and Traffic

The proposed North Ockendon compound siting located within a conservation area is inappropriate. Councillors will be a first point of contact for some residents during construction activity, including overnight. We seek:

1. Reconsideration of the compound location.
2. Assurances regarding measures to control noise and light pollution for residents, with transparent noise monitoring, recording and publicised reporting.
3. Timely updates prior to the commencement of activities likely to cause disturbance.
4. 24hr lines of communication maintained, with transparent recording and reporting.

Climate Change Risk Assessment

Havering has experienced significant and damaging impacts during extreme weather including flooding and fire. We seek:

1. A full assessment of extreme weather risks, identifying relevant mitigations to protect properties in areas near the new road.

Loss of Ancient and Other Woodland

There is a loss of ancient woodland from Havering with a 'compensatory' new woodland to be planted outside of Havering's boundaries, but this does not represent compensation for the loss to Havering's residents. We seek:

1. Further identification of land within Havering, preferably the east of Havering, for acquisition and planting for outdoor recreation potentially in conjunction with the Thames Chase Forest project.
2. A fund established for tree planting and environmental improvements on streets and public spaces in Havering.

New Road Open

There will be additional noise from increased traffic. We seek a commitment that:

1. National Highways will undertake post completion noise monitoring and, in consultation with residents, will determine the needs for and implement additional noise reduction infrastructure.