

## Trevor Thacker's Reply to Comments by National Highways REP1-427

Trevor Thacker  
20034911

### REP1-427

National Highways stated:

Achieving value for money is one of the Scheme Objectives and a Value for Money (VfM) assessment has been carried out. As detailed in the Need for the Project [APP-494] it represents positive value for money as the substantial benefits of the Project outweigh the costs.

My response:

#### 1. The ever rising cost of the LTC and its ever falling BCR

The cost of the LTC has risen from £4.1bn to £9bn (August 2020).

The BCR has dropped from 3.1 down to 1.22 (as at August 2020).

As we are all aware inflation has been rampant over the last year. This leads to two questions:

1. What is the current cost of the LTC?
2. What is the current BCR?

Given the huge rise in prices over the last year one would imagine that the new BCR would be even lower. Is it even still above 1? If so, by how much?

To make matters worse BCR does not include other works that would be needed as a direct result of LTC such as the Tilbury Link Road.

Simply put, the LTC is extremely poor value for money.

#### 2. The LTC's reduction of congestion at the Dartford Crossing is insufficient

The Dartford Crossing design capacity is 135,000 vehicles per day, yet it regularly sees 180,000 vehicles per day. This means that traffic needs to be reduced by more than 25% to bring it back under design capacity, and enable free flowing traffic.

Thurrock Council have recently concluded after analysing official National Highways traffic modelling data that the LTC would take as little as 4% of traffic away from the Dartford Crossing in the am peak, and 11% in the pm peak. National Highways claim it would take around 19% of traffic away, dropping to 13% by 2045.

Therefore The Dartford Crossing would still be over design capacity, even if the LTC goes ahead, so all the same issues associated with the congestion and pollution would remain.

#### Conclusion

From the above evidence we can conclude that the LTC is poor value for money and wont solve the congestion at the Dartford Crossing.

We must therefore ask ourselves how can we justify building this road given all the problems associated with it such as:

Carbon emissions (6.6 million tonnes).

Pollution: air, noise, light.

Countryside destruction: Greenbelt, agriculture, wildlife, woodlands.

Impact on people's health, lives, homes and families.

## Trevor Thacker's Reply to Comments by National Highways REP1-182

Trevor Thacker  
20034911

### REP1-182

National Highways stated:

Stifford Clays Road compound East would be located north of Stifford Clays Road, east of the A122. It would be approximately **6.7ha in size**, with space for car parking, offices, welfare facilities and storage. Around half of the site would be set aside for **earthworks stockpiling**. Fencing would be put in place to provide noise and visual screening to nearby sensitive receptors.

**It would be in place throughout the construction period.** Construction compound facilities **greater than 6m in height** would be located as westerly as reasonably practicable, to maximise distance from residential properties on Stifford Clays Road and Fen Lane.

The compound is located over **150m from the residential properties** to the east on Fen Lane and approximately **50m from the closest residential properties** to be retained to the south. In recognition of these residential properties the compound has been slightly repositioned from its initial location and changed shape to move away from local residents at Fen Lane, Green Lane and Baker Street.

In addition, the commitment set out above to locate facilities greater than 6m in height as westerly as reasonably practicable would also seek to reduce any impacts upon these sensitive receptors during construction.

My response:

The residents of this part of Orsett will be subjected to living next a construction compound of 6.7 ha (50% of which contains massive earthworks) for the entire period of the construction of the LTC (7 years). It will be 50m to 150m from their homes. It will have a fence.

Will this short distance from their homes and a fence be enough to prevent detrimental effects on the lives of residents in terms of air, noise and light pollution for 7 years?

Of course not.

This construction compound cannot be allowed to go ahead as planned. It **MUST** be moved to another location.