

## Lower Thames Crossing DCO – Closing Comments

Trevor Thacker  
20034911

### Closing comments on the Lower Thames Crossing DCO

1. Firstly, I would like to express my thanks to the ExA and the LTC PINS Case Team for the way they have conducted the DCO and made it accessible to laypeople such as myself. I have found them to be friendly, helpful and inclusive.

2. I would like to state my complete agreement and support of all issues raised by Thurrock Council and TCAG (Thames Crossing Action Group). I would also like to extend my thanks and praise to Laura Blake and the TCAG team – they have done an amazing job.

3. In closing, I would like to briefly summarize my main objections to the Lower Thames Crossing.

I am strongly opposed to the proposed Lower Thames Crossing.

In short, the LTC is not fit for purpose as it does not decrease congestion AT the Dartford Crossing! Is it really a good idea to spend £9-10bn of taxpayers money on a 'solution' which fails to solve the original problem?

Here is a summary of my main objections, which are explained in more detail below:

#### **LTC is not fit for purpose:**

- It does not provide a solution to the problems of the Dartford Crossing i.e. it does not decrease congestion AT the Dartford Crossing.
- The LTC does not meet the scheme's objectives.
- At a cost of £9-10 bn the LTC does not represent value for money. Furthermore it will need further spending to complete side projects not included in the scheme and to actually fix the problems at the Dartford Crossing which the LTC does not solve!
- There is a lack of adequate connections - especially when there are incidents.

#### **A13/A1089 junction:**

- Air quality standards will not be met in the residential areas around this junction.

#### **Stifford Clays Road Compound East:**

- The Stifford Clays Road Compound East needs to be relocated. Moving this Construction Compound to an alternative location would greatly reduce the impact of the construction of the LTC on the village of Orsett and lives of its residents.

#### **Construction:**

- The construction impacts will be significant on many levels (pollution, carbon emissions noise etc) and will have a deleterious and devastating effect on many people's lives, homes and communities.

#### **Countryside Impact - Greenbelt, Agriculture, Wildlife:**

- Thousands of acres of farmland will be lost or severely impacted, jeopardising the UK's food security.
- The LTC will destroy and severely impact: woodland (including ancient woodland and veteran trees), hedgerows and the greenbelt.
- There will be a devastating impact on wildlife and habitat, including protected species.

#### **Pollution & Carbon Emissions:**

- The LTC will lead to an huge increase in carbon emissions.

- The LTC will cause an unacceptable increase in air and noise pollution. It fails on WHO-10 levels for PM2.5.

**Nitrogen impact and compensation:**

- Impacts to ancient woodlands and farmland.

**Toll Charges:**

- The toll charges should be distributed to the local communities to compensate for and help them mitigate against the negative impact the LTC will have on their lives.

**Walkers, cyclists and horse riders:**

- There is no provision for cross river travel by bike, foot, horse etc. Its is not viable for travel by public transport due to lack of adequate connections.

**The Consultations**

- The consultations were inadequate and not fit for purpose.

**LTC Team & National Highways not fit for purpose**

- The whole LTC project has been mismanaged to a sometimes farcical degree by National Highways right from the start. National Highways itself should be shut down and replaced with a new organisation that better serves the people of England.