

THAMES CROSSING ACTION GROUP

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Thames Crossing Action Group represents thousands of people along and from the surrounding areas that the entire proposed Lower Thames Crossing will impact if it goes ahead.

In the same way as we commented at the end of the Supplementary Consultation, we start this one with the same comments, which clearly Highways England/Lower Thames Crossing don't care to listen to. Under no circumstances do we consider your holding any consultation during the COVID-19 crisis to be acceptable or ethical. We do not feel that the Design Refinement Consultation had been held in an adequate manner, nor do we consider the consultation materials to be clear and informative. We are seeing the same inadequacies as those we have raised previously to HE/LTC, as well as additional inadequacies.

We stress again that it is under complete and utter duress that we, Thames Crossing Action Group, and all our thousands of members respond to this consultation at a time when the whole world is immersed in the COVID-19 pandemic crisis. Some of us are grieving with the loss of loved ones, some of us are fighting for our lives, some of us are very sick, some of us are fighting to try and save those lives, some of us are going out of our minds with worry about loved ones, some of us are doing our utmost to ensure that everyone else has the food and supplies to survive, some have lost jobs or their jobs are seriously at risk, some have increased financial worries. We are all seriously stressed and concerned to the extent that many are simply unable to give the consultation adequate consideration that they normally would be actively taking part in.

The fact that you are excluding so many for the reasons above and also as a result of this consultation being a predominantly 'digital first' consultation.

This response to the Supplementary Consultation should be considered in addition to our response to the Supplementary Consultation, the Statutory Consultation of 2018, and all previous consultations, and should be read in conjunction with those documents – copies of which can be viewed at www.thamescrossingactiongroup.com/wp-content/uploads/2020/04/TCAG-Supplementary-Consultation-Response-Spring-2020.pdf and www.thamescrossingactiongroup.com/thames-crossing-action-group-response-to-ltc-consultation/.

As a group we remain strongly and completely opposed to the proposed Lower Thames Crossing.

It would create a hugely destructive toxic triangle that is not fit for purpose.

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Aims of the LTC

You list the aims of the LTC as follows:

- To support sustainable local development and regional economic growth in the medium to long term
- To be affordable to government and users
- To achieve value for money
- To minimise adverse impacts on health and the environment
- To relieve the congested Dartford Crossing and approach roads, and improve their performance by providing free flowing north-south capacity
- To improve resilience of the Thames crossings and the major road network
- To improve safety

We do not consider this in any way to reflect the original aim of a new crossing, which was purely to solve the problems due to the Dartford Crossing.

We do not consider or believe that the proposed LTC in anyway fulfils this original aim, in fact your own data proves that the Dartford Crossing will still be over capacity.

We do not support, consider, or believe that the LTC supports local development and regional economic growth in the medium to long term. In fact we do not consider it to have any benefits whatsoever to the local areas. We also know for a fact, that is proven by local authority report and evidence that that LTC would have a negative effect on the local economy and development. It has also greatly impacted and slowed down any progress with Local Plans.

We do not deem a cost of £8.2bn+ of taxpayers money to be affordable to government or users. This in in relation to the fact users are the taxpayers footing the £8.2bn+ bill and will also be charged if they need to use the crossing too. Neither do we believe that the project will come in on this predicted budget, as all project of this size always run over budget. We will comment on this further in our response.

As outlined above we do not deem this project to be in anyway value for money.

We certainly do not consider that the adverse impacts on health and the environment are being minimised. In fact we would go so far as to say we don't feel they are even being given proper consideration let alone minimised. More on that later in our response too.

As outlined previously we do not believe that LTC would relieve the Dartford Crossing adequately or the approach roads or any of the surrounding road network. We will cover this further in the response.

We also do not feel that the LTC will improve safety. In fact we have serious concerns over the safety aspect of any 'smart' road, lack of hard shoulder and 'smart' tech. Again we will comment on this further in the response.

All in all we do not support or believe that LTC will fulfil any of the aims listed above, but would in fact create a hugely destructive toxic triangle that will still leave the Dartford Crossing over capacity and is not fit for purpose.

Design Refinements

South of the river

M2/A2 area proposals

Shorne Woods Country Park

Any impact at all to Shorne Woods Country Park is unacceptable and of great concern. Now more than ever we need to be taking care of our environment and the wildlife and their habitat, not destroying it.

We are aware that an education area would be impacted due to the close proximity that it would end being so close to the road, yet HE are evidently not providing any mitigation or provision for this.

Now more than ever people are appreciating and learning the importance of spending time outdoors, enjoying the countryside. The benefits it has to physical health and mental health and well-being. Again it is never the time or in any way acceptable to be destroying our countryside and beautiful country parks like Shorne Woods Country Park.

Ancient woodlands

The same can be said for any impact to ancient woodlands, veteran trees, or indeed any woodland or trees. At this time more than ever we need to appreciate and protect all trees. Ancient woodland is irreplaceable; once it is gone it will be gone forever and cannot simply be replanted. Again we stress the importance of people having access to these woodlands, and for the positive impact they have not only on the air we breathe, our environment, the wildlife and their habitats, but also our own health and well-being.

Loss of Southern Valley Golf Course

We cover this further in our consultation under the subject of sports clubs. However, we will also state here that we do not support the loss of any sports or leisure activities due to the proposed Lower Thames Crossing. We also have concerns over the stockpiling of chalk at this location for up to 3 years after the LTC opens, if it goes ahead.

Stockpiling of chalk of golf course

To stress we do not support this, and have serious concerns over this stockpiling of chalk at this location. No information has been provided as to predicted quantities that will be stored, the predicted associated traffic vehicle movements. How close it will be to residential properties. How it will be stored and what the likelihood of chalk and associated dust blowing about will be and the

impact that will have on air quality, the environment, and generally to residents and the local community.

Electricity substations

Since we oppose the LTC as a whole project we oppose the inclusion of any electricity substations as they are purely a direct result of LTC and the need to power for construction and ongoing operation of the route. No LTC no need for these electricity substations.

'Green' bridges

We do not consider any of the proposed 'green' bridges anywhere along the route to be true green bridges or wildlife bridges as most people would imagine them to be. People think of green and wildlife bridges to be sweeping swathes of greenery and trees crossing the road with an adequate connective natural route for all wildlife. From what we can tell from the limited detail provided these 'green' bridges are simply bridges that are a bit wider and have a green bank on each side, rather than a true wildlife crossing. We also doubt very much they will represent anything near even a hint of a green bridge for many years later.

New parking area

We question this proposal and also have concerns over who will maintain it ongoing and be responsible for it. Will it be locked at night? If so who will be responsible for this? We have concerns over potential anti-social behaviour that may arise. We do not feel that adequate info has been provided on this aspect of the proposals.

Tunnel ventilation concerns

We have asked questions on how the tunnels will be ventilated, and where the details and info are in the consultation materials, only to get a response the evening before consultation ends saying "The ventilation system will be determined during detailed design." We would expect since this is after all a Design Consultation for there to at least be basic information on this kind of thing, and for us to be in some way consulted upon this aspect of the proposed LTC. We have concerns about how the tunnels will be ventilated, what the visual impact might be. And where they will be placed, and the negative impacts with will have on those in the area, and to our health, air quality and the environment in general.

Water discharge and drainage outfall

We have to admit we can only assume what this might mean. We discovered it more by luck rather than because of there being any, let alone adequate info in the consultation guide. It is only labelled on some General Arrangement maps, and not the ones that are sent with the basic consultation pack, so there will be many who will not be aware of this aspect of the proposed LTC.

We will assume that we will not get a response to our questions on this before tomorrow evening when consultation ends. We will also assume that this has something to do with the water that is pumped out from the tunnels. We would question exactly what this means and how it will be done. Will the water be filtered and cleansed before being released, we can only again assume into the River Thames? Will there be some kind of facility at this location to take care of this? If so what will its visual appearance be? Will it generate noise in the pumping and processing of the water? We have concerns over all these factors, and in particular the possible contamination and pollution into the river. The River Thames in this area is home to creatures such as seal, fish, porpoise, visiting

whales, and also seahorses who are very particular about living in clean water, so we would not want to see any of these creatures and the river itself impacted in any way from this water discharge and drainage outfall.

We also stress again that we do not feel this proposal has been adequately outlined or explained to the majority of people in this consultation, rather hidden away to be discovered if you are lucky and looking at the right version of the maps available.

1 lane slip road from A2 coast bound onto LTC

We stress again our serious concerns over the built in bottlenecks to the LTC, including the one that would be created by only having a single lane slip road from the A2 coast bound onto the proposed LTC.

When we questioned this with you we were sent the following response:

“The design year traffic flows show that there is a requirement for only one lane”

We can only assume this means the traffic flows using your traffic modelling data seems to say that there is only a need for one lane here? We would question the adequacy of this data. In particular the fact that you are still evidently choosing to stick to your standards and guidance, rather than using logic and common sense with regard to the fact that since there would be only two crossings traffic will most definitely need to be able to migrate between the two crossings when there is an incident at either. Your proposals do not plan or allow for the accommodation of this essential aspect of migration between the two crossings. This will inevitably end up, if the LTC goes ahead as proposed, creating a horrendous bottle neck of chaos, congestion, and pollution. When there is an incident at the Dartford tunnels heading northbound and traffic all needs and wants to migrate coast bound along the A2 to join the LTC it will all have to filter and try to squeeze through one single lane of slip road onto the LTC from the A2. This is absolutely ludicrous and totally unethical, unprofessional and unacceptable to knowingly allow this to happen and not make allowances in the design to accommodate such an essential aspect.

LTC alignment raised

We also have concerns over the proposal to raise the level of the LTC alignment south of Thong Lane over the LTC by between 2 and 3 metres in order to improve driver visibility. We believe this will increase the visual impact of the road on the local area, and also light and other pollutants.

Impacts to existing road network

As has been commented so many times by so many people previously. You are more than aware the impacts LTC would have on the existing road network to the south of the river (Bluebell Hill etc) We consider it to be bad planning and a false economy that the work that will be needed to mitigate these impacts is not being included within the scope of the LTC and it's budget. We believe you are doing this purposely to try and make the benefit cost ratio of the LTC project look better than it actually is in reality if all the direct impacts were to be included as part of the LTC, which they should be since the mitigation needed would be because of the direct impact and result of the LTC if it goes ahead.

North of the river

Tilbury area proposals

The Landform

We will begin by saying that we do not consider the terminology of the word landform to be one that the majority of people will be familiar with, so we do not feel this is clear and informative.

Having searched online we have learnt what a landform is, when really it should have been explained in plain English by HE in your consultation materials.

The photos in the consultation guide do not clearly show exactly what we should expect of this landform.

No details have been given as to how raised this land form would be. Or how much spoil would be used for it, and thus how much of an increase we can expect to the previous predicted traffic vehicle movements during construction. We can only assume this should make a difference as HE have not provided this info, which is something we consider is relevant and should be shared with us.

The footpath on the landform is hardly even visible without a magnifying glass over the photo. And/or by also attempting to view this section within the General Arrangement Maps. Again due to the colour coding used to represent the footpath in the paper copies of the map this is very difficult to see, and unless you are specifically hunting it down would easily be missed.

We are not sure we can see any outstanding benefits of this since we already have an existing footpath along the river's edge which gives lovely views across and along the river.

We have questioned the health and safety aspect of this proposal in regard to people potentially being able to access the tunnel portals from above. We have been told there would be a secure fence on the earth bund around the portal, so no public access will be allowed near the portal buildings, access road and the tunnel. This is very much still a preliminary design and may change during the detailed design stage once the operational strategy has been determined.

We are not convinced this will stop some accessing this area, and with all the exposed surrounding fields and the access road running all the way around and over the top of the tunnel portals would be appear to be relatively simple for those who wish to access the area.

We feel this could attract anti-social behaviour, and be a prime location for throwing things at traffic as is so often reported on bridges etc above roads. This being a more remote location as it is not overlooked in the very near proximity what would be in place to stop such anti-social behaviour?

Also with terrorism sadly at high levels these days, what provision would be put in place to prevent this becoming an easy target with public access again so near and accessible with no apparent security?

Not to mention our concerns over this becoming another potential suicide spot, similar to the QE2 bridge? Unfortunately, although an extremely sad and sensitive topic, these things need to be

considered and addressed. We are sadly all too familiar with the seemingly increasing amounts of times that the QE2 bridge has these kind of incidents and the impact it has on everyone and traffic throughout the area. We question whether introducing public access by means of this landform footpath could create a new notable location for another suicide spot.

If some kind of secure fence is to be placed in the vicinity what would its visual impact be on the surrounding area as it will be seen from some distance?

Tunnel access road

We are not sure we have been given adequate info as to the security and detail of this access road. Will access to it be by locked barrier? The General Arrangement maps show emergency access road to the northern portal. If this is for emergency vehicle access, will they approach the access road from the actual LTC or will there be special access from local roads to this location specifically for emergency vehicles? If not special access how will emergency vehicles get to this point as if there is an incident at the tunnels then the road will be at a standstill and there is no hard shoulder for the emergency vehicles to reach the tunnels quickly and safely.

Tunnel ventilation

As we have mentioned in regard to this aspect south of the river, our concerns are matched for the north of the river. We have asked questions on how the tunnels will be ventilated, and where the details and info are in the consultation materials, only to get a response the evening before consultation ends saying "The ventilation system will be determined during detailed design." We would expect since this is after all a Design Consultation for there to at least be basic information on this kind of thing, and for us to be in some way consulted upon this aspect of the proposed LTC. We have concerns about how the tunnels will be ventilated, what the visual impact might be. And where they will be placed, and the negative impacts with will have on those in the area, and to our health, air quality and the environment in general.

Shared route path Muckingford Rd

We and many others have questions and concerns over shared route paths, which we will go into more detail further along in our response.

Use of Linford Borehole

We have concerns over what impact this would have to the local water supply. The impact it will have putting in pipes from the borehole to the main construction site/Tunnel Boring Machine. Exactly how water would be needed and at what capacity is this borehole currently? There are lots of comments about you needing to ensure adequate supply and pressure etc for the Tunnel Boring Machine and construction site, but what about the local water supply for residents and businesses, and local water levels in general, and for wildlife and the environment. The water has to come from somewhere and as we all know levels are currently low without the extra demand LTC would create.

Use of water mains from Fort Rd / Gun Hill

Again we have concerns over what impact this would have to the local water supply. The impact it will have putting in pipes from the borehole to the main construction site/Tunnel Boring Machine. Exactly how water would be needed and at what capacity is this water main at currently and the associated reservoir that feeds it? There are lots of comments about you needing to ensure adequate supply and pressure etc for the Tunnel Boring Machine and construction site, but what about the local water supply for residents and businesses, and local water levels in general, and for wildlife and the environment. The water has to come from somewhere and as we all know levels are currently low without the extra demand LTC would create.

Upgrade of water mains from Dock Rd/Hume Ave

Again we have concerns over what impact this would have to the local water supply. The impact it will have putting in pipes from the borehole to the main construction site/Tunnel Boring Machine. Exactly how water would be needed and at what capacity is this water main at currently and the associated reservoir that feeds it? There are lots of comments about you needing to ensure adequate supply and pressure etc for the Tunnel Boring Machine and construction site, but what about the local water supply for residents and businesses, and local water levels in general, and for wildlife and the environment. The water has to come from somewhere and as we all know levels are currently low without the extra demand LTC would create.

Plus in this location it would also create added disruption to the roads near the port, and directly in a highly populated residential area.

Impact to water reservoirs in the area

We have serious concerns over the impact the extreme usage of water that LTC will take will have a detrimental impact on the local water reservoirs/supplies. We have asked for a predicted figure on how much water will be used for construction of LTC, particularly the Tunnel Boring Machine and to date, and with just under 24 hours to go we have had no response.

We are all very aware that our local water companies are having serious issues currently with concerns over water levels due to the extra usage of water from people being home due to COVI-19. The thought of HE running a Tunnel Boring Machine 24/7 for around 5 years, and who knows what other water requirements for construction over 6-7 years is very concerning in regard to the water reservoir levels, impacts that will have on water availability to us the public, and also to the environment in general.

Where will water used for TMB be drained to?

There is no real detail provided as to the process of the water being used for the Tunnel Boring Machine and where that water will end up, and whether it will cause any flooding or contamination to the local environment which is again something concerns us greatly.

Will water pipes being laid from Linford Borehole etc impact trains on railway line during construction?

We have asked this question and been told it is unlikely to cause any disruption, but we still have concerns over this, and with this being a main railway line and the issues already suffered by

communities in the area because of the railway line any risk of further disruption to the railway line is again a serious concern.

Lack of info on the design of the viaduct over the railway

Considering this is a Design Refinement Consultation and there has been much questioning and concern over the actual design of the viaduct over the railway, there is a complete lack of any further detail on the actual design of the viaduct. To us this again represents the distinct lack of understanding from HE on the concerns that the public have, and your willingness to properly consult with us on the things that matter to our communities.

Impact to local roads and area during construction

As well as local roads, the impact to roads like the A1089 appears to be significant, especially noting that the lower section is now within the development boundary. Despite the fact you refuse to consider the proposed London Resort theme park development even though they are considering LTC, and aim to submit their DCO application in a similar time frame to you. It is also considered to be a Project of National Significance, meaning the Government are obviously considering it to be recognised as pretty important by their standards. They are proposing a parking facility for 2500 car spaces and 55 coach spaces in this same location to the lower end of the A1089 and predict an opening date of 2024 which would be amidst the long construction period of the LTC if it goes ahead.

I would also question why as your project is at the same level of progress as the London Resort you always talk about LTC as though you already have permission, yet you refuse to consider London Resort at all?!

This proposal of the parking facility at this location would not only be relevant to the opening during your construction period and increased traffic levels to the area. It would also mean that any traffic attempting to access the parking facility from the LTC would be forced to use the Stanford Detour, because of the lack of adequate connection to the A1089 southbound from the LTC.

If traffic instead avoids the LTC and instead uses the M25 and A13 to access the A1089 it will again increase traffic in the already over capacity vicinity of the Dartford Crossing, something you are meant to be aiming on improving, not making worse.

A13/A1089 area proposals

Gas Pipeline Compound

We do not support this proposal. We do not feel we have been given adequate info as to exactly what a gas pipeline compound is and why it is needed in this location. HE have been unable or unwilling to disclose to us if this replaces an existing equivalent and if so where and what that is. We do not even know exactly what it is, what it does, what it would look like, if it will be noisy, if they are high risk etc. We have asked HE for further clarification on this at to date you have been unwilling or unable to provide adequate information and detail to us. We even asked for a photo of a similar compound to give us some indication of what to expect, but again this has not been provided.

On the basis that HE are unwilling and/or unwilling to provide us with what we consider to be very basic information on this we cannot and do not support this proposal.

Aside from this aspect we also cannot and do not support it based on the fact it is only needed purely as a direct result of LTC, which we strongly oppose.

Construction compounds near Orsett

We have serious concerns about the negative impacts the construction compounds will have on the standard of life, health, and well-being of residents in the vicinity of these compounds.

The residents and staff at Whitecroft Care Home will be surrounded by construction of the LTC and a construction compound.

Residents to the west side of Orsett will have the compound to the west of Whitfield's Farm House on Stifford Clays Road, we believe is also referenced as compound 10 in Orsett.

We and residents in the direct vicinity have been told that this was proposed to be an enabling compound which would mean it would be for office and staff welfare facilities (toilets, showers, canteen etc).

We and they are now being told that only a small area would be hard standing for offices etc. Most of the area would be for the storage of excavated materials. There would be a batching plant with silo for mixing plant for aggregate instead of cement mixer lorries. 1x max 15m high silo.

Excavator machinery will also be stored there (big diggers). And on the other that only a small area would be hard standing for offices etc. Most of the area would be for the storage of excavated materials. There would be a batching plant with silo for mixing plant for aggregate instead of cement mixer lorries. 1x max 15m high silo. Excavator machinery will also be stored there (big diggers).

We cannot and do not support this at all and strongly oppose this use, and also question the fact that we and the residents have been lied to and misled to believe that this was not going to be anything other than an enabling compound.

The detail we are now being provided with is totally unacceptable and of great concerns to everyone due to the negative impacts it would have on people's lives, health and well-being.

Construction compounds near Travellers site

We have serious concerns about the negative impacts the construction compound will have on the standard of life, health and well-being of residents on the travellers site.

They will be sandwiched between the road and the construction site for who knows how long. We did ask for an estimated time frame and all we have been told is that it is not planned to be for the duration of the full construction period. Again this is another example of no real information being provided and HE's lack of commitment to even an estimate the length of time. So it could be a year or two, or it could be 5-6 years, since it is estimated to take 6-7 years for the full construction period.

We cannot and do not support this proposal and have serious concerns over the negative impacts this will have on these residents.

Removal of false cutting between Brentwood Rd and Hoford Rd

As will be outlined in other sections of our response. We do not support this proposal. We have been asking for more protection and things like cut and cover, more tunnelling, and now you start to remove sections of false cutting. This just again shows the lack of HE's consideration to what we the public are saying and asking for. Why does the watercourse have to be realigned into the area where the false cutting was proposed? Why can this water course not run through a pipe for the section through the false cutting?

We cannot even tell on Map Book 3 which should show us heights etc where this false cutting is meant to be being removed. As detailed with images to show our findings none of the references to false cuttings in this section have been removed between Map Book 3 in the Supplementary Consultation and in the same map book this consultation.

We have also asked about the removal of the false cutting and been told:

"There is an 15approx. 2m bund on the side of the road between Chadwell St Mary and LTC which would help reduce noise and which would be landscaped. The false cut/earth bund is approximately 4m higher than the LTC road"

Again there is no mention of a 2m bund either in the guide, or that we can see in Map Book 3. This now leaves us still wondering and questioning what all of this actually means, as the more we look into it and try to question it the more confusing it seems to get due to the lack of clear and informative information and materials from HE.

On the basis that we consider the removal of any false cutting to be a negative impact on residents and communities we cannot and do not support this proposal. However, we also stress the fact that we do not feel we have been provided with any form of adequate info or detail about this, and are now not even sure what the removal of the false cutting may or may not mean due to the contradictory and confusing information HE have provided in both the consultation materials and the email response. We consider this to be yet another factor to add to the very long and ever growing list of inadequacies of consultation.

Woodland off Baker St

We find it very questionable and strange that HE have all of a sudden decided to add this woodland area supposedly for no other reason than the benefit of the community. You seem to ignore the fact that the proposed woodland areas would be right amidst the spaghetti junctions of many roads/slip roads and that it would be far from a pleasant and quiet woodland that you try to make out.

We also note that it was included in one of the email response I got as part of the reply as to what changes in this consultation are as a direct response to the Supplementary Consultation responses. We would be interested to know how many people during Supplementary Consultation specifically asked for this, because we find it hard to believe it was high on people's lists of comments and requests, if mentioned at all. We are sure there will have been stronger more supported requests and comments that you have chosen to ignore.

What also adds to the questionable aspect of this proposal is the fact you have removed the proposed footpath that should have gone under the A13 due to its close proximity to the LTC. Yet

you are now proposing this woodland area for people to 'enjoy' right in the middle of all the road junctions. How you can make these statements of one being a supposed benefit and the other something which has to be removed because it would be too close to the road is completely nonsensical and very questionable to say the least.

Whilst we support woodland and any tree planting as a whole we do not appreciate the way HE present these various aspects and are quite obviously picking and choosing what you do and how you do things to suit your own wants and needs but try to make out that you are listening to the people and doing what is right and best for us.

Removal of footpath under A13

As touched upon in the previous section, we are at a loss as to the reasoning given for removing this proposed footpath. It is another connection between communities that are being broken apart and segregated due to this huge and horrendous road. The reasoning that it is because of how close it would be to the road is nonsensical when your comments sit in the guide next to it telling us that the new proposed woodland off Baker Street is a benefit, yet that sits amidst a huge spaghetti junction of roads, and not to mention the fact that another section of footpath very close by you tell us you will be moving closer to the LTC.

You can't have it all ways HE, if certain aspects you are trying to currently 'sell' to us are extremely close to the LTC as they obviously are, you cannot then say you are no longer proposing another aspect based purely on the fact it would be too close to the LTC.

Footpath 97 seems to have disappeared

In this same area to the west of Orsett you also seem to have lost the existing footpath 97 that runs between the A1089 and Long Lane. It is not apparent in the info you have provided what is proposed or where or why exactly footpath 97 seems to be disappearing. This is something that we have not received adequate explanation of either in the consultation materials, or in response to our submitted question.

Changes to the A13 merge lanes

Whilst there is mention of this in the consultation guide the actual info and explanation of what this actually means is practically non-existent. We emailed to ask for further info and have been provided with the following:

"A13 merge changes were included in the design due to new traffic modelling which included more up to date freight data. At both locations the road slips are joining increasing LTC from 2 to 3 lanes but the way in which traffic joins has changed to a longer different merge arrangement. The change is the inclusion of a 'ghost island' which means there is an opportunity for traffic to merge with LTC traffic followed by white hatching after which the additional 3rd lane is created with the remainder of traffic from the slip road joining LTC."

To this we would respond to state that if there has been new traffic modelling why has this data not been shared as part of this consultation. It is relevant evidence and data as to why this decision has been made and proposed, so we should be provided with full detail of this, or at very least better

detail as to why there is this change. Is it due to new information, or errors in your previous assumptions of traffic modelling data?

We were only provided this information late last night just over 24 hours before consultation is due to end, and it just generates more questions which we will clearly not get answers to in time to consider them and include further comment in this response.

We have tried viewing these apparent lane additions in the General Arrangement map which we believe should show lane detail, yet so far we are unable to see what has been attempted to describe in the response we received. It would have made sense and been helpful if clear and informative info had been provided which included images of the said merges showing exactly what is meant.

Since we do not understand this change from the inadequate info provided in the consultation materials and the response provided by HE we cannot and do not understand this proposal well enough to be able to comment in a meaningful way. But based on the fact this proposal is a result of the LTC as a whole we will chose to oppose it based on the fact that we strongly oppose the LTC as a whole, and think this whole spread out junctions section around the A13 and A1089 is way too complicated and complex and we cannot understand how adding extra lanes and a 'ghost island' whatever that may be can improve what we already see as a nightmare of a sprawling and out of control spread out junction.

Emergency vehicle access for LTC from Brentwood Rd and A1089 from Heath Rd

This is another example of how HE are pretending to inform us of a proposal/change yet in truth are not actually explaining anything at all to the people. To simply say it has now been refined, but not provide detail of how it has been refined in consultation materials is yet another inadequacy and is not clear or informative at all.

We have questioned this also via email and been told:

"The alteration to the emergency accesses from Brentwood Road are that at Supplementary Consultation access was only possible from Brentwood Road to LTC, now a provision has been made for emergency vehicles only to also leave LTC at these locations."

Yet again this does not really explain it, and any change is not visibly noticeable or explained when viewing the emergency access roads on the General Arrangement maps.

How can emergency vehicles both access and exit the LTC using the same route? How will they turn around on the LTC to get back to the emergency access routes?

Also how will they even get from the emergency access road to the tunnel portals if the incident is to the south of the emergency access road, as traffic would be blocking the road due to the likely closure of all or part of the tunnel section of the LTC?

We also have concerns over the increase in emergency vehicle use of the Brentwood Rd a road that is already very busy and a high accident risk spot without the addition of emergency vehicles needing to use it to get to the emergency access to and from LTC. We worry about the implications

this could have on their response time, and the traffic on the road and impact on local residents having emergency vehicles needing to be flying up and down that stretch of road.

Extension to utility works along the High Rd, Orsett

We are extremely concerned on the way the LTC associated works are creeping throughout the village of Orsett, and are now proposed to come right up into the village along the High Rd. The reasoning of utility works in no way benefits residents or the community, it is purely to benefit HE and the LTC. Since we strongly oppose the LTC as a whole we cannot and do not support the associated utility works, especially when they impact residents and communities like this. This will cause disruption to the road in the village which will also be suffering from being attacked from every angle possible during construction with the impact of the road, construction sites, and being cut off by road closures during construction.

Multi utility works off Mill Lane, Orsett

In a similar way to the points raised above regarding utilities works along the High Rd in Orsett, we also cannot and do not support the utility works off Mill Lane in Orsett for the same reasons. We also have concerns on the impacts this will have to wildlife with the disruption caused by these works, and also to yet more stabling and grazing for horses and ponies. As well as impacting the village as a whole it would also impact residents specifically in Mill Lane and the hospital estate including those in School Lane.

New substations

We cannot and do not support the proposal for any of the proposed permanent electricity substations along this section of the LTC. These are again purely a direct result of the need of HE and the LTC and appear to serve no benefit to the people and communities. On the basis that we strongly oppose the LTC as a whole as it is hugely destructive and not fit for purpose we do not support these proposed substations.

Stanford Detour

Clearly no consideration has been given to the large amount of feedback that has been provided in many consultation responses regarding the impact of the Stanford Detour.

He are continuing to ignore this fact, and we are yet again disappointed by this.

This is due to bad planning and design, and will create a huge impact on the A13 and the Stanford junction and area.

With the additional concerns over the increase in traffic that the A1089 south will get due to the proposed parking facility for London Resort and the Tilbury 2 expansion we consider this to be very bad practice from HE to ignore our genuine and very reasonable and understandable concerns, a fact they avoid and deny time and time again.

Impacts to other existing road network

As well as the impacts outlined above that would cause issues for the A13 and Stanford junction, we also have concerns about the increase in traffic to the A128, and many other local roads that will become rat runs any time there is an incident at either crossing because of the lack of adequate connections on the Strategic Road Network to take the migrating traffic.

We know only too well how it works when there are incidents currently at the Dartford Crossing, the fact you would be introducing a second crossing to provide another means of crossing the river means that traffic would have even more reason to attempt rat running through the entire area between and surround both crossings and any possible connection roads and route which will cover a considerable area.

We have outlined these in detail previously and would refer you to our previous consultation responses. We stress here our continued concerns in this regard and considerable disappointment, frustration and concerns that HE are not taking our local knowledge and experience into account in relation to what will result in absolute chaos and congestion and pollution on what we expect to be a regular basis.

No noise barrier for Whitecroft Care Home

Considering the fact Whitecroft Care Home would be practically surround by LTC and LTC slip roads we are astounded that there is no proposal for a noise barrier for the residents and staff.

When we questioned HE about this in an email we were told:

“Noise changes at WhiteCrofts Care Home are not of a high enough magnitude due to the existing levels of road traffic noise. Noise impacts here have been mitigated to a minimum through the use of a thin surfacing system on the new road (s) and by placing the project in a cutting to the east of this receptor. The existing A1013 is also going to move further away from this property.”

Not of a high enough magnitude due to the existing levels or road traffic noise, are you kidding?! The property would be practically surrounded by road noise if LTC goes ahead, the slip road from the A13 onto the LTC southbound actually bends around the property at close proximity. How anyone can consider this to be an ethical or considerate practice to not include some form of noise barrier to the care home is beyond us. We strongly request and recommend that HE review the placement of noise barriers in this area, as well as other areas, as we simply do not consider this to be acceptable.

Orsett Showground replacement land is land already used as carpark on Orsett Show day

We would question the fact that HE are proposing to replace the loss of land to the Orsett Showground by replacing it with land that is already used on Orsett Show day for car parking. We have concerns that this could impact the future of the Orsett Show since there is actually no real gain in land for the show to be held on, because the replacement land is already used for car parking on show day as it is. We also have concerns about the impact LTC would have during the construction phase to the Orsett Showground, because of the impact of works on and adjacent to the site.

Lower Thames Crossing/M25 area proposals

North Road 'Green' Bridge

We are puzzled as to why the false cutting in this area is 4m one side and 5m the other side? Especially since the lower side is the side closest to residential properties. We do not support this due to the impacts it will have on residents lives, health and well-being.

Again we do not consider any of the proposed 'green' bridges anywhere along the route to be true green bridges or wildlife bridges as most people would imagine them to be. People think of green and wildlife bridges to be sweeping swathes of greenery and trees crossing the road with an adequate connective natural route for all wildlife. From what we can tell from the limited detail provided these 'green' bridges are simply bridges that are a bit wider and have a green bank on each side, rather than a true wildlife crossing. We also doubt very much they will represent anything near even a hint of a green bridge for many years later.

We also have serious concerns on the impact these works will have on the area with North Rd being a very busy through road connecting communities.

Proposed solar farms, South Ockendon

We are very aware that the proposed solar farms in South Ockendon are in a very precarious state of limbo currently due to the LTC, and that there is a risk of this potential source of green energy could be lost because of the LTC.

You consistently go on about a predicted increase in the usage of electric vehicles, which will also cover separately in another section of our response. But in relation to this aspect where do you propose all the extra electricity for these predicted electric vehicles will come from, and how it will be beneficial to the environment and our air quality if at all possible, if you are stopping the creation of and also demolishing solar farms in the area?

We already have another power station for the East Tilbury area, we need cleaner greener energy not more dirty power stations.

We also note that at this same location according to some maps it appears you are proposing a culvert or drainage pond of some sort to the southern end of the share route path, which would also increase the impact to the proposed solar farm.

We could end up with a landfill that gives off methane gases, a solar farm creating electricity, with a body of water amongst all this, and a major road running right through the middle. We are totally baffled that this in any way can be considered a good proposal and do not support it at all.

Construction site 13 concerns

We note that you are proposing to move compound 13 closer to a residential area. We are very aware of how sound, light, and air pollution carry across the fens. We therefore do not support this proposal and have serious concerns on the impacts this would have on residents in the area, especially as we know that works are proposed around the clock at certain times in this area including night time works.

Footpath connecting south and north Ockendon

We and others have previously expressed how beneficial a footpath would be to connect south and north Ockendon, which so far you have not taken into account.

Maintenance access track off North Rd

Again this is in close proximity to residential properties so we cannot and do not in any support this proposal

Retaining wall and diversion of watercourse next to landfill

We have serious concerns over this due to the worry that flood water could cause the area to become unstable and put the retaining wall at risk, and change the whole ecosystem in the surrounding area. Plus we will never agree with any reduction in planting in this or any area due to the environmental impacts and the impact to absorbing water in an area that already suffers with flooding.

Flooding across the fens and agricultural land

We have serious concerns over the flooding across the fens, including the agricultural land in the area. This based on the fact that we know from experience that the farmers in the area had to spend their own money on digging a watercourse specifically to deal with the water from the M25 since it opened. This firstly gives us no confidence in HE's assessment on identifying the need for flood mitigation, and secondly leaves us concerned for the impacts this will again bring on these farmers and their land.

Utilities in North Rd

Another instance where we cannot and do not support this proposal based on the fact that these utilities are only needed as a direct impact of the LTC route which we strongly oppose for so many reasons.

We also have serious concerns on the fact that these utilities, especially being close to Townfield etc cottages will mean these residents will be pretty much surrounded by the development boundary and works, which we find completely unacceptable, and do not support at all.

Sewerage diversion between Ockendon Rd and St Marys Lane

There is no doubt in our minds that this will impact local residents and all that use this very popular route. For the very fact that we strongly oppose the LTC as whole we also strongly oppose this proposal as it is only needed as a direct result of the LTC. No LTC no need for this work, hence we cannot and will not support it, on top of recognising the impacts it will have on residents and road users during the utility works.

Electricity substation on Clay Tye Rd

By fact that again that this is only needed as direct result of the LTC, which we strongly oppose we cannot and do not support this proposal. No road no substation needed here.

Reduction of planting in Thames Chase

Any reduction of planting anywhere is a serious concern to us, and that includes Thames Chase. This is hugely destructive project and it will create a toxic triangle, we need every single tree we can get to help clean our air and there is no acceptable reason for reducing any planting. We need more trees and planting, not less. Part of the reason for this community forest was because of the impacts of the M25 when it was built to now be losing some of that because of yet another horrendous road project is unacceptable.

Reduction of planting in The Wilderness

Any reduction of planting anywhere is a serious concern to us, and that includes The Wilderness. This is hugely destructive project and it will create a toxic triangle, we need every single tree we can get to help clean our air and there is no acceptable reason for reducing any planting. We need more trees and planting, not less. The Wilderness has been a part of Ockendon for at least 400 years. It is home to many varieties of trees, plants, and wildlife, including mature elms, and at least 8 bat species, some of which are rare. Reducing the planting and impacting the habitats is again totally unacceptable.

The split LTC/M25/A127 junction

As we have commented previously we have concerns over the way this junction is stretched so far, and we consider it to be one complicated and complex junction rather than two junctions as HE do.

We continue to strongly oppose the proposal of this split junction and the new parallel road for all the reasons we have outlined in our previous consultation responses.

M25 junction 29 area proposals

Cranham Solar Farm

As we have stated elsewhere in this response we are strongly opposed to the demolition of the solar farm. We have concerns over the fact it is proposed to be demolished has been hidden, buried in map books, and not correctly identified in the consultation guide map as the key says it is proposed rather than operational.

We do not understand how this can be labelled and considered as environmental mitigation, and when we questioned this we have been told:

“The demolition of the solar farm was required for the diversion of utilities along the western side of the M25 and along St Mary’s Lane. The land on the site that would remain unaffected by the utility diversions would not be of a sufficient size to operate a solar farm. The land has been identified as a suitable location for environmental mitigation (specifically open mosaic habitat for Great Crested Newt translocation) and open space provision that is contiguous with Thames Chase Community Forest to the south. “

This so called explanation doesn’t give mention at all to the new parallel road impacting the solar farm site, so we consider it to be completely misleading and not at all clear and informative.

We do not consider the reasoning given as adequate to warrant the fact a solar farm which creates green energy can be demolished and that HE can consider this acceptable or a form of environmental mitigation. What environmental mitigation is proposed for the loss of the solar farm and the loss of green energy supply? None that we are aware of, and we find that of great concern and we cannot and do not support this aspect of the proposed LTC.

The fact that not enough info has been provided about this we feel means that many will not be aware of this either, and whilst you refer to it not having changed since the Supplementary Consultation we do not consider the level of detail of this being proposed during the Supplementary Consultation to have been adequate, or clear and informative.

No access to safely cross south of the A127/M25 roundabout junction 29

We are greatly concerned that the option to cross the A127/M25 roundabout would become impossible if LTC goes ahead. There are people who use this route on a regular basis and you are stopping their option of doing this with the widening and introduction of your LTC proposals.

You have said all along that you will ensure that existing footpaths will not be removed, yet clearly you are removing this route to those who are using it on a regular basis.

We have seen no evidence that shows you have taken this into account and provided an adequate alternative. How does a bridge to the east of the roundabout along the A127 help people who are on the south side of the A127 to the west of the roundabout crossing to the east side of the roundabout, as they would now by crossing to the south of the roundabout? They can't even reach the proposed bridge to get to the north side of the A127. How do you propose people on the south side of the A127 get to the north side of the roundabout to cross the roundabout to use the new bridge. How much extra time and effort would that add to their journey compared to now?

The point of supporting sustainable options such as walking and cycling means you are supposed to provide routes that are as direct and simple as possible for users and that puts them at the least amount of risk. Clearly by lengthening their journey and forcing them to cross such busy sections of road on numerous occasions on such a potentially long detour that we are not even sure we fully understand from the information that has been provided is completely unacceptable.

We would also refer you to the fact that you should be working to the new standards of LTN 1/20, which clearly HE are not taking into account and or comply with in regard to this project.

Lack of local residents scheme for residents in this area

We are very aware that residents in the Havering area, and specifically residents who will be most greatly impacted by LTC if it goes ahead are now being told they will not benefit from a local resident discount scheme.

This goes back on discussions and promises between HE and the Local Authority, and we know for a fact that the London Borough of Havering are not at all happy by this.

We agree that since this section of the route is in Havering and would impact residents and communities in the area they should be entitled to the option of a local resident discount scheme.

We will cover user charging elsewhere in our response also, but we wanted to comment on this in the section of our response that is particular to the said area.

New parallel road

Whilst we acknowledge that the new parallel road is not changed since Supplementary Consultation we re-commit to our strong opposition of this proposal. This is due to the impact to land etc to the west of the M25, and because we consider the whole split junction stretching from the LTC/M25 to J29 on the M25/A127 as a complicated, complex junction that will cause confusion and issues.

We have of course covered this in previous consultation responses and ask that these concerns are again considered.

Impacts to existing road network M25/A127 especially during construction

We have serious concerns on the impacts that LTC would have to the existing road network in the area, especially but not limited to the construction phase.

We also feel this area will be greatly impacted when there are incidents at the Dartford Crossing and traffic needs to migrate to the LTC, if it goes ahead. Traffic will be bottle necked due to the 2 lanes south bound on LTC between the M25 and the A13 and backed up traffic congestion will impact the complete local and existing road network.

We have no doubt that drivers will try to seek alternative routes using local rat runs and roads like the A127 and onto the A128 thinking they can join the LTC at the Orsett Cock, which obviously they won't be able to, but it will be too late once congestion and rat running has commenced.

There are many roads throughout this area which could potentially be used for rat running in such circumstances, and we therefore cannot and do not support any LTC proposal for this and so many other reasons.

M25 junction 28 area proposals

We note that this change that apparently took place during the Supplementary Consultation, but was well hidden away in the depths of Map Books and completely omitted from Map Book 2 in the Supplementary Consultation.

If this extension to the development boundary was indeed introduced during the last consultation then why was there not a section in the last consultation asking for comments and opinions on the fact it now went up to junction 28, because we certainly weren't aware of it!

We cover this aspect in other sections of this response too.

Results of Supplementary Consultation

We are surprised that no summary report of the Supplementary Consultation has been shared publicly yet, and we don't believe it will be shared publicly at all. Surely we deserve some kind of summary report to explain what you have learnt and what responses and concerns etc were raised and voiced? It is our understanding that this would be usual practice.

We would question whether HE have given the Supplementary Consultation responses the time, attention, and consideration they deserve since it has been such a short space of time between the two consultation. We remind HE that you have an obligation to be giving all responses adequate consideration.

We have asked what has been changed as a direct result of Supplementary Consultation. We have been told just a day before consultation is due to end that:

"Some of the changes we have made as a result of consultation responses include:

South of the river in Kent

- We have developed our landscaping proposals to include further detail on our proposed ancient woodland mitigation and compensation planting.*
- We have refined the utility diversions around the A2 area and reduced the impacts on environmentally sensitive locations such as Shorne and Ashenbank Woods Site of Special Scientific Interest (SSSI), Jeskyns Community Woodland and Claylane Wood.*
- We have developed our landscaping proposals around the electricity substation at the southern tunnel entrance to help integrate the infrastructure into the existing landscape.*

A13/A1089 junction:

- We are now proposing a new area of land for the relocation of the traveller site. This would be adjacent to its current location, with access off Gammonfields Way.*
- We have identified two separate woodland areas near Baker Street that we would look to make accessible to the public.*

M25 junction 29:

We are proposing a new footbridge over the A127 to link existing footpaths"

We stress that we asked specifically for a full list and the response starts with "some of the changes..." We do not consider this to be an adequate response after we have specifically asked for a full list, to state it is just some of the changes does not answer our question. Why are HE not prepared to answer our question in full?

From this partial list we take particular exception to mention of the HE proposing a new area of land for the relocation of the travellers site. This is just one of the two options they were given during the Supplementary Consultation and we are aware that there could be no other option or alternative provided to the residents in the travellers site because of pressure from residents in the vicinity of the other proposed site at the time of the Supplementary Consultation.

We do not consider this to be fair that the residents in the travellers site have not actually been given an option, but rather been told where their new site will be, which will be stuck next to the road, and during construction sandwiched between the road being constructed and the construction compound.

We do not consider that any new area has been proposed in this consultation, and find the wording of this statement to be very misleading.

As stated elsewhere we do not for one minute believe that the woodland areas off Baker Street in Orsett are in anyway associated with responses to the Supplementary Consultation, and find this inclusion to this list to be again very misleading.

Again as stated elsewhere in this response we also do not consider the new proposed footbridge over the A127 in anyway provides the necessary and requested link for those wishing to cross the A127/M25 roundabout on the south side. We therefore do not consider this to be an adequate result and response to the Supplementary Consultation.

Two consultations so close together

Why did HE not hold one combined consultation instead of two so closely together? You knew you needed another one before Supplementary Consultation had even finished, as you announced it before it had closed.

This does not sit well with us at all, and we would go so far as to say that this is HE knowingly creating consultation fatigue.

We do not feel that the first consultation this year should have continued during the COVID-19 pandemic and neither do we consider this consultation should have been started let alone run.

Neither of these two consultations have been adequate by any stretch of the imagination, especially due to the presence of the COVID-19 crisis.

Revised development boundary

Proposed land take

Whilst HE are stating that they have reduced the land take during this consultation, we would point out that the amount of land proposed is still a lot higher than it was at Statutory Consultation stage. It is still also much higher than we find acceptable, as any amount of land HE propose to take for a project that is not fit for purpose is unacceptable.

Any land reduction is also mainly because of utilities advice not because they are trying to lessen the impact of the road in anyway. And try telling residents in areas that were not previously impacted, like those in Tilbury who now find themselves impacted by the development boundary that you have reduced the total land take. None of us consider absolutely any land take for this proposal to be acceptable, because the whole project is hugely destructive, in the wrong location, and not fit for purpose.

Development boundary now up to J28 on M25

We also note in this section our concerns again that the extension to the development boundary up the M25 all the way to junction 28 has not been adequately shared with the public. It was omitted in Map Book 2 online in the Supplementary Consultation, and no mention or explanation as to why this has happened in the guide. Yet another example of the lack of clear and informative material in your consultations.

When we questioned this it was pointed out to us that there has been no change to how it was in Supplementary Consultation, but our point is that it wasn't made clear and it wasn't to our knowledge mentioned in the consultation guide during the Supplementary Consultation, and the fact we are only now realising it proves this point perfectly, and we doubt we are alone and that there will also be others who will still not be aware, because of the lack of communicating this information.

It has also been explained that it is "to include works on gantries and signs on the existing M25 that require alteration for LTC. " Due to the fact that you cannot access the LTC from the northbound carriageway, and certainly it has no impact on signage past junction 29 that we are aware of we find it hard to understand why the northbound carriageway of the M25 would be needed for this purpose. It is also strange the way it is colour coded for permanent acquisition when it is an HE road, so technically you are acquiring it from yourself for signage maintenance works?

We also comment that it will be very difficult for many to fully comprehend and assess the change in land usage taken due to the inadequacies of interactive maps and paper copy maps.

Utilities

We again express our concerns over the Gas pipeline compound and the lack of info provided on exactly what it would be, what it would look like visually and any noise pollution it would create as outlined elsewhere in this response.

Likewise we do not feel that we have been provided with adequate info on the Electricity Switching Station

Nor the proposed new electricity pylons that we understand are being proposed along the route, although no detail of exactly where has been provided as far as we can see.

On the grounds of our concerns of the general disruption and impacts of utilities works as a whole along and surrounding the entire route, along with the lack of clear and informative detail on the proposed utilities works, and the fact they are purely a direct result of the LTC which we strongly oppose for many reasons, we cannot and do not support the proposed utilities relating to the LTC.

Land & Property letters

Missing residents letters

There are now around 20 residents who we have been told have not received their letters from the Land & Property team informing them of the consultation. This has been blamed on Royal Mail. We point out that this is not the first time HE have put the blame on Royal Mail for failure to deliver to residents. We would also ask why when basic consultation packs have been sent using a signature courier service, yet these important letters to residents whose homes would be impacted have been sent using standard Royal Mail delivery, not even recorded, let alone signed for courier.

Even when this has been raised to HE by a growing number of residents, HE have apparently made no attempt to investigate further as most companies with an ounce of decency and business sense would. They could have re-sent letters including an explanation that they are aware of an issue of letters not arriving with people so that the follow up letter was sent by recorded delivery to ensure everyone that was entitled to a letter from Land & Property definitely received one. They could have phoned around these residents to double check if they had received the letters and resent those that had not received them. But again apparently not something HE have done.

The first residents to raise this to HE's attention did so and received their re-sent letters two weeks into consultation, ie half way through. After asking if they would be granted an extension to respond, they were offered a 1 week extension. Other residents who only learnt of the consultation closer to the end of the consultation have still only been offered a 1 week extension, meaning some will literally have around just 1 week to respond.

These residents who have learnt of the consultation later on have also been deprived of the opportunity to take part in webinars and have extremely limited time for telephone surgery and to email questions, which from experience we doubt they will get answers to within the given time frame.

Many of these residents have had too much first-hand experience of HE's inadequacies sadly and have serious doubts about whether responses sent after the official deadline would definitely be accepted and included, because that is the level of trust they have, or more to the point don't have in HE.

Because they are limited to submitting their response past the deadline using the postal route because the online response would be closed, they can't use a recorded Royal Mail service to return it, as you can't send something to a freepost address without a full postcode using the recorded delivery service.

We are very aware that HE will use the excuse that it was Royal Mails fault, but they chose to use this basic Royal Mail service rather than a signed for service from Royal Mail, or the signature courier service they used for the consultation packs. We also know they will likely use the excuse that there is no set time that residents have to be given for the consultation period, but considering the circumstances we just find this uncaring and unethical, with absolutely no level of compassion for these residents whose homes are under threat from LTC, and the stress and distress this causes them.

Errors in some residents letters

We have been told yet again that some residents have received letters from Land & Property that contain errors. We have raised these kind of issues time and time again with HE and the Land & Property Team yet they seem unable or unwilling to put in necessary safeguards to ensure this stops happening time and time again. Another serious concern and yet again something we consider to be totally unacceptable.

Newly impacted residents letters

There were residents who received letters for the very first time 2 weeks before consultation started telling them that their properties would be impacted by LTC. However, the letter didn't state how the properties would be impacted as that info would not be released until the consultation started, and another letter was promised on July 13th.

This meant that these residents had no idea at all of the extent that their property would be impacted, which of course caused them extreme stress and distress. Even when the further letters were received there wasn't any real clear information in them. Some tried contacting the Land & Property team without a great deal of success in getting the info they needed. This was to the extent that some had to wait around 3 weeks from getting the first letter to actually being able to start getting some level of proper information as to how they would be impacted. We find this totally unethically and uncaring, and in no way acceptable by any standard. How would any member of the HE team feel if they received a letter out of the blue telling them their home was going to be impacted by a major road project, but that they'd have to wait weeks to find out exactly how and to what extent. My guess is that nobody would want to be put in that position, but yet again HE show no consideration for the distress they are causing, especially at this time of uncertainty and extra stress due to COVID-19 when people are facing not only the health risks to them and their loved

ones from the virus, but also isolation from family, friends and support networks, and added stress over financial loss or pressure from job loss or the potential of job loss.

Travellers Site letters

Residents on the travellers site were greatly impacted with the lack of postal delivery to their site and restrictions due to COVID-19 meaning they had extremely limited access to information and receiving their letters regarding the consultation and the impacts to their site. We do not find this at all acceptable.

General lack of care

We definitely consider that the overall lack of care from HE and in particular the Land & Property team has and is creating additional and unnecessary stress to residents. We find this totally unacceptable.

There is a distinct lack of clear and informative material and information included in and with the letters being sent to residents. Plans that make no real sense, and issues relating to this confusing matter have been raised directly with the Land & Property team previously as well as mentioned in our previous responses. The fact that nothing is changing in this regard to make it easier or residents who find themselves in this awful position leaves much to be desired.

The repetition of what we consider to be ongoing faults in regard to letters to impacted residents causes us great concern, and we do not feel that HE are taking their duty of care to residents seriously.

There has been no real additional support options for these residents considering the consultation events are always a huge part of the consultation process for these residents whose homes are impacted where they can have face to face contact and time with the Land & Property team, which is not available during this consultation because HE have chosen to push on despite COVID-19 and deprive residents of consultation events, which we and many others feel are an essential part of an adequate consultation process.

Special category land

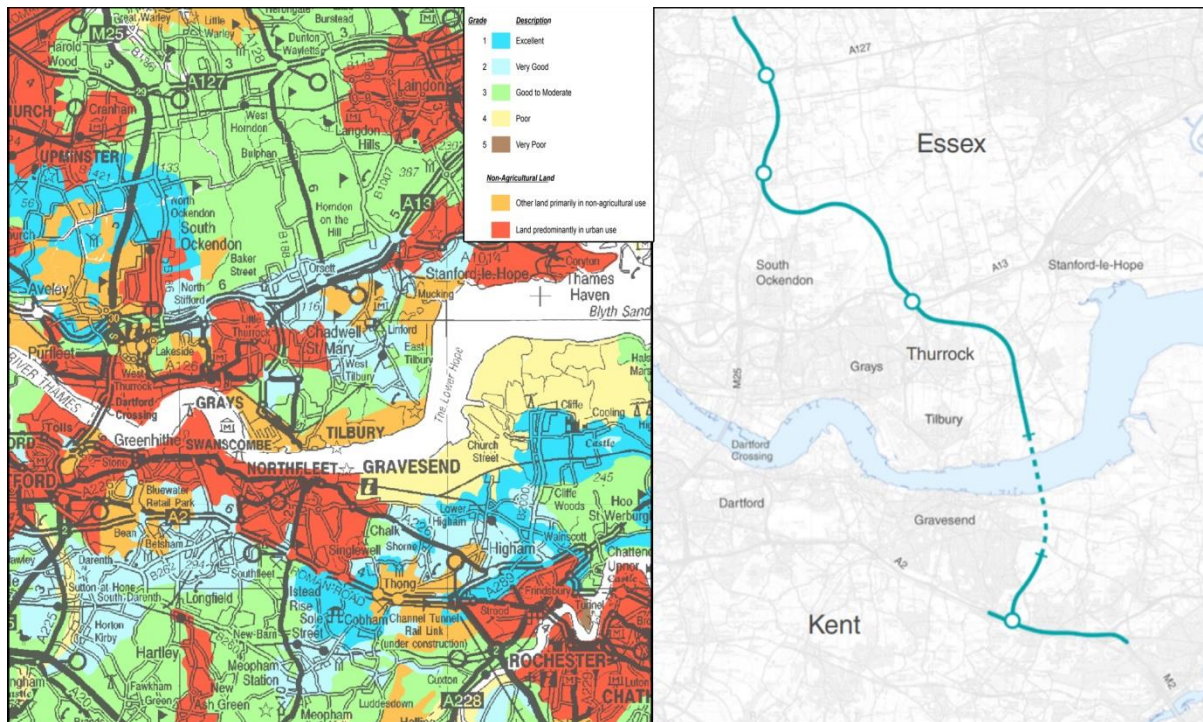
Grade 1 agricultural land

We are more than aware of the impacts LTC will have on our farming community, and that includes some on Grade 1 agricultural land, the highest quality soils to farm on.

There has been no specific detail given on agricultural and specifically Grade 1 agricultural land under the Special Category land section. We feel this is completely negligent of HE to not identify this as special category land that the LTC will impact.

We have submitted a question to HE asking about how much agricultural land would be impacted by LTC, and particularly Grade 1 agricultural land, and to date we have not been provided an answer.

We have done our own research and can see quite clearly from the map below taken from the Government's own Natural England's website that there will be Grade 1 agricultural land impacted.



Due to Brexit and COVID-19 now more than ever it is apparent that as a country we need to be supporting our farmers, not taking their land to destroy it. Forget any claimed economic growth and benefits, as a country we need to ensure we have good quality food to eat, and that will never be done if we continue to destroy and contaminate our farm land with projects like LTC cutting through so much agricultural land.

Some of our local farms will be at serious risk if LTC goes ahead. Some farms will have periods of being cut off from their land, during construction, so will be unable to continue farming, and farms that have been in families for generations could be lost. We find this distressing and of great concern.

We also have concerns over a major road like LTC running through our agricultural land, because of the contamination of run off from the roads, and throughout the construction phase. Whatever is going into the soil, will not only lessen the quality of the soil for future crops, but also end up in our food supply, which is totally unacceptable.

Farmers in the area near the M25 have also suffered with flooding problems due to the M25 and spent serious amounts of their own money to dig drainage channels to relieve the flooding to their land, which will now be at risk again with the extra run off from the LTC if it goes ahead. Again not acceptable.

Listed buildings

There is no reference made under the title of special category land to any of the listed and historic buildings that would be impacted by LTC. This again proves to us that HE really don't care about the impact of this project and our communities and people's homes. Even those special buildings that

wouldn't be destroyed but would be impacted by the vibration from construction and traffic have not been seriously considered and the duty of care and attention expected from us and the people who own them. We know this is a great concern for many residents, particularly those who have listed and historic homes and buildings and the potential of the damage that LTC would cause.

Sport Clubs and leisure

Southern Valley Golf Club

We are very disappointed that the golf club would be lost completely. Such beautiful grounds, and they had so many plans for the future including a wedding venue centre which is already under construction. Many choose to play golf as a means of exercise and relaxation, for their health and well-being. Plus there is the environmental impact of losing so much countryside, and the damage that would be done during construction, and with the chalk being stockpiled at this location for up to 3 years after LTC opens, if it goes ahead. After this kind of impact it will take years for the land to recover, and will truly impact the local community.

Gravesend Golf Centre

We are concerned that there will be an impact to the golf centre, and leave it in the vicinity of LTC which will impact the air quality and noise levels for players, as well as the disruption to all during construction phase.

Orsett Showground

Again we would question the fact that HE are proposing to replace the loss of land to the Orsett Showground by replacing it with land that is already used on Orsett Show day for car parking. We have concerns that this could impact the future of the Orsett Show since there is actually no real gain in land for the show to be held on, because the replacement land is already used for car parking on show day as it is. We also have concerns about the impact LTC would have during the construction phase to the Orsett Showground, because of the impact of works on and adjacent to the site.

Orsett Royals Football Club

Anyone who is in the area when the football club are practicing and playing their matches knows what a strong community this is. Football is great outdoor time and exercise for the players and their supporters. Any disruption at all to this club and their ground is unacceptable.

Orsett Golf Club

Again we have concerns over the golf clubs proximity to the proposed LTC route and the negative impact this would have on air quality and noise levels for the club and it's members/players.

Thurrock Rugby Football Club

Whilst you say there will be no impact to the use of the club, we believe that the club being so close to the vicinity to the LTC will impact them, and affect air quality and noise in the area.

Top Meadow Golf Club

Again whilst you state no impact would be had on the club, we consider having a major road on the vicinity of a golf club would mean a negative impact on air quality and noise levels for the club and players.

Grays Athletic Football Club

This local football club have been trying to set themselves up in a new home for some time now and the proposed LTC is causing them delays and issues because the land they hoped to be moving to is now in the vicinity of the LTC. We know HE will not give a damn or take this into account because it is not technically approved with permission, but as a community we are very aware of the impacts this is having and do not find it at all acceptable, and consider it to be yet another impact LTC is having upon another aspect of our community.

Walking and Cycling

We are seriously concerned on the basis that the proposed LTC does not comply with LTN 1/20. Since this is a new standard and requirement for HE to comply with we feel that further analysis needs to be done to ensure that all these aspects are compliant with LTN 1/20 which as far we aware LTC is not currently being considered against or taken into account in this way.

We believe HE have committed to using CD 195 but not LTN 1/20, and we do not feel this adequate or correct.

We have concerns over the widths, surfaces, types of road crossings, and safety aspects.

Footpath 97

This footpath appears to have been wiped off the map. It is clearly shown as a current footpath running between the A1089 and Long Lane, yet we can find no reference to it in any HE info on footpaths in that area. We have asked for further clarification on this from HE and to date, with literally just under 24 hours to go in the consultation we have not had a response from HE on this.

A127/M25(junction 29) roundabout

Again we have covered this in other sections of our response, but feel the need to also include it under the context of LTC impacts to leisure.

We do not feel that an adequate alternative is being proposed to replace the factor that LTC would stop people being able to cross the south side of the A127/M25 junction roundabout. This is concerning and totally unacceptable.

No means to use LTC as a crossing

We also again raise the issue that the LTC is only geared up for motorised vehicles and offers not real sustainable transport options. No facility for cyclists to be able to use the LTC to cross the river in a similar way to the Dartford Crossing. HE are point blank refusing to consider coming up with any proposal to fix this problem. Now more than ever people need and want to be able to travel sustainably when possible and this stops the option for many reasons by creating a physical barrier

in some areas, and by not supporting a Non Motorised Users (NMU) option for crossing the river with the proposed new crossing.

HE should be ashamed of themselves for not incorporating NMU users in this proposal. We cannot and do not support a crossing which in no ways supports NMU users whatsoever.

Shared path routes

We and many others have concerns over the safety aspect of shared path routes. Pushing various modes together in this way can and will very likely cause safety issues. People walking (some potentially with dogs, cyclist on bikes, and horse riders all trying to share the same path is not a wise choice in so many situations, locations, and circumstances.

The surfaces needed for the main three different types of users of these shared path routes also needs to be different depending on who is using it. This is something that HE do not seem to have identified as there is no sign of any recognition of this aspect. Walkers and cyclist will benefit from a hard surface on which to walk, cycle, but that is not going to be good ongoing for a horses legs, and will put limitations on the riders to only be able to limit to walking and some trotting, they would not be able to do much else because of the impact to the horses legs.

In the same way each mode of user would require different widths of route to accommodate their usage. Also adequate space would be needed to accommodate all three variants to be able to safely pass each other when needed. A horse rider passing a cyclist or dog walker, or indeed any walker is going to need plenty of space to avoid spooking the horse, or potentially put the other users or themselves at risk/harm from the risk of a spooked horse that could happen suddenly and unexpectedly.

This is not the total sum of our concerns over share path routes, but does highlight some of the reasons, due to the very limited amount of time we have been provided with to respond to this consultation, and the limitations of the information we have been provided on the path routes this is all we are capable of at this time through no fault of our own.

We have not been provided with a map that clearly shows all the existing routes and planned routes for the whole route, just poorly labelled close up sections. When we requested such a map and info from HE you have told us

"We have chosen to display maps with paths for walkers, cyclists and horse riders without specific labels in order to maintain consistency throughout the consultations we have held to date and also to simplify the map appearance. At supplementary consultation we provided further information regarding the intended use of some of the paths and these haven't changed at the design refinement consultation.

During the design refinement consultation we have chosen not to provide a map that shows the paths for walkers, cyclists and horse riders as a whole as we were looking to focus attention on

particular path segments or areas that have seen a refinement made to them since the supplementary consultation"

We do not consider this to be an adequate response, and just because this is the way you have always done this doesn't mean it is adequate or acceptable.

Many people who use footpaths, cycle routes, bridleways will know them purely from their location and how to get to them where they go, but won't necessarily know the relevant ID reference numbers. This means that without adequate maps that clearly show the whole route and the sections of the routes in a way that the general public can clearly identify which route is in question in each case this is not to be considered clear or informative material, and we feel that due to this we have not been provided adequate info for the purpose on this aspect of consultation.

Equestrian community

HE continue to go on about how they are trying to ensure that all bridleways will be in place after the LTC is open, if it goes ahead. However, they never seem to understand or show any understanding of the fact that the LTC wipes out so many aspects of the equestrian community along the route. Stables, yards, grazing will all be greatly impacted. How will these horse owners be able to use the bridleways when they have nowhere to stable and graze their horses?

Other parts of the equestrian community will also be impacted by things like construction, with places like Foxhound Riding School in Baker Street, Orsett being so close to the construction of LTC and slip roads. How will they be able to safely continue with their lessons with the disruption and noise levels from the major construction so close? Do HE even realise how spooked horses and ponies are from things moving suddenly, loud sounds etc?

Foxhounds also have a saddlery on site that serves many of the equestrian community in the local area. If these other stables, yards and grazing are wiped out this will also have an impact of the saddlery impact of the business, because if people can no longer keep their horses and ponies in the area they will no longer need supplies from the saddlery.

Environmental impacts

Environmental Impacts Update

We in no way consider it to be adequate that HE are not sending the Environmental Impacts Updates in the consultation packs. It is not even made public knowledge that copies can be sent upon request. There is no means to request one be added to the consultation pack when ordering the packs using the online form.

Since people are ordering paper copies of the consultation pack because they need them, and the fact there is a complete section in the consultation response form asking about the environmental impacts which are only detailed in the Environmental Impacts Update it would stand to reason that at very least it should be made clear that there is an option to request a paper copy could be sent.

The fact the EIU mainly refers to the Preliminary Environmental Impacts Report (PEIR) which again is not available to those needing paper copy also leaves a lot to be desired.

We consider the constant comparisons to PEIR unacceptable, especially as some areas weren't even in development boundary in 2018 and are now. How can HE state there has been whatever level of variation compared to what it was in the PEIR when locations were not in the boundary at that time so wouldn't have been analysed or included in the PEIR?

We also question and have concerns over what HE consider negligible impact not being the same as the opinion and meaning of negligible of us and those who would be impacted by the impacts.

We also believe that we should have been provided a proper and thorough update to the PEIR and not just a document like the EIU which keeps simply referring back to PEIR. Much has changed since 2018 when the PEIR was published, both to the development boundary and also to Environmental standards etc, such as the introduction of Carbon Net Zero. We have not been provided any response as to how HE intend to tackle things like Carbon Net Zero in relation to LTC, and we are frustrated and frankly fed up with constantly being told things will be in the Environmental Statement which will be shared a DCO stage. This is not good enough, and we have serious concerns over this.

Noise Barriers

We have serious concerns over the issue of noise barriers along the entire proposed route and request that the public are consulted on noise barriers at the appropriate time re materials, locations, lengths, heights, efficiency

We also have concerns that we have not been provided with adequate info and detail about the proposed road surfaces, low noise surface etc. We feel info and the opportunity to be made aware

of such aspect are vital to good ongoing communications and consultation between HE and the public.

We do not feel that adequate info and data in relation to noise pollution has been shared. We are also concerned that despite the fact HE clearly have this info prepared to an extent they are using it themselves to assess the locations etc of the proposed noise barriers, the refuse to share such info with anybody, instead advising we can't see it until DCO stage. This consistent delaying and avoidance tactic is wearing thin, and we believe HE are just aiming to dump as large an amount as possible of new information and documents as they can on everyone at DCO stage to bury us with workload and make it as difficult as possible for us at that time, instead of providing info in a timely manner where it can be read, understood, questioned, consulted upon etc as would be ethical and right to do.

Under the subheading of noise barrier we again stress that the lack of noise barrier near Whitecroft Care Home, and other locations is of great concerns to us, as are the proposed dimensions of the all the proposed noise barriers.

Again we have covered it in other sections of this response to voice our concerns over things like the fact there is misleading and unclear and not informative materials relating to things like many not realising how many noise barriers there are because the maps and info provided did not make it clear and/or is non-committal to say the least.

There is a lack of clarification on why heights have been decided. 1m high isn't high enough, you can probably still see an HGVs tyres over the top of a 1m barrier so what hope do we have of its efficiency to act as a noise barrier.

Many are aware of the true impacts of noise pollution from new roads, in particular residents in the South Ockendon area who had to fight for years after the M25 opened for adequate noise barriers, this is similar in other areas that would be impacted too. This adds to the lack of trust in HE's process of decision making as to what will be efficient in regard to noise barriers.

We purposely asked HE for details of an equivalent road and noise levels that were normal with and without the noise barrier, giving you an opportunity to display the benefit levels of your noise barriers. To date you have not been willing or able to provide us with any info on how much improvement noise barriers would offer. ie what the decibels would be predicted to be with and without noise barrier.

Data on noise levels has not been provided, we have instead been told the data it has been taken from will only be available in the Environmental Statement at DCO stage, but yet again won't share it with us now

Tunnel interiors

We are aware that some DartCharge users have received an invite to take part in an online survey which covers new tunnel interior designs.

We were surprised to see this and have to ask ourselves why no form of design within the tunnels is represented in this design consultation. If DartCharge users can be targeted for their opinions on this topic then surely we also deserve to be consulted on for this aspect of the proposed LTC.

Lighting

There is a distinct lack of info available on the proposed lighting on the LTC and slip roads. Light pollution is another aspect that we have concerns over, due to the impacts to not only residents but also wildlife such as nocturnal creatures like bats that can be negatively impacted by road lighting.

We have asked for further details on lighting and have so far with less than 12 hours to go in consultation not been provided any info or reply to this question.

On these grounds we voice our concerns yet again over the lack of adequate information, the inadequacy of this consultation, and our concerns over the negative impacts any LTC lighting will have to both residents, communities, and wildlife.

Vibration

We and many residents have concerns over the negative impacts from vibration especially to old and listed buildings near to the route or works.

Further details and reassurances about properties/buildings that may be at risk from damage due to vibrations from the LTC have been greatly lacking.

We voice our concerns on this impact of LTC, and it is yet another one of the many reasons we strongly oppose the LTC as a whole.

Pollution

The proposed LTC would create a hugely destructive toxic triangle, that would still leave the Dartford Crossing over capacity, and is not fit for purpose.

The M2/A2 running along the bottom of the toxic triangle, with the M25 and LTC running up the sides. Creating more congestion and pollution along, within, and surrounding the toxic triangle.

For this reason, amongst many, we strongly oppose the LTC as a while, and voice our serious and great concerns over the negative impact to air quality due to the LTC if it goes ahead.

Carbon Net Zero

The LTC scheme will increase emissions by 6 million extra tonnes of Carbon. This is at a time when we need to be seriously addressing carbon emissions, and ensuring we reach Carbon Net Zero. It is quite clear to us that LTC fails on this standard, and again we voice our strong opposition to the whole LTC route for this reason amongst many others.

PM 2.5 – fails against WHO standards PM2.5

We know that if HE had to test the proposed LTC against World Health Organisation standards for PM2.5 the whole route would fail.

We are aware that the Mayor of London has committed London to comply with WHO standards on PM2.5 by 2030. We remind HE that the northern section of the LTC falls within the London Borough of Havering, and therefore you need to ensure that LTC complies with WHO standards on PM2.5 in line with the Mayor of London's commitment. We would also voice that the whole LTC route should be judged by the same standards and therefore express our concerns that HE are not taking into account WHO standards for PM2.5.

Electric Vehicles

One of Highways England's go to comments when asked about pollution is to start saying how many Electric Vehicles there will be on the road by the time LTC opens (if it goes ahead!). This is our response to the so called Electric Vehicle argument (*in no particular order*).

- If everyone actually made the switch to an EV what on earth would happen to all the old vehicles? There is no away, when it comes to throwing things away. It certainly doesn't do anything to help the environment to have huge piles of scrapped cars rusting away.
- How long will it take for people and companies to make the move to EVs?
- Where are we in regard to development of Electric HGVs? Plus imagine the cost for HGV fleets to be replaced, not cheap and not going to happen overnight.
- There is not enough clean green energy to support everyone switching over to EVs. More power stations are not good for us or the environment.
- There are not enough charging points available
- Where would people be able to plug in at home? Most people have issues finding somewhere to park full stop, let alone somewhere they can then plug their car in to charge.
- Many people have trouble keeping a mobile phone charged for the day, let alone a car!
- There are not enough qualified mechanics to deal with EVs. Most of the ones that are qualified are working for main dealers and likely charge an arm and leg.
- What about the carbon footprint of producing a new car versus keep using your current car? There is some evidence that suggests that CO2 emissions from electric car production are 59% higher than the level in production of traditional internal combustion engine vehicles.
- Roadside recovery has to take extra safety precautions when attending an EV as being electric there is a risk of the vehicles being live, ie electrocution. As well as the most

obvious health and safety issues with this, it also means longer time at risk on the roadside during recovery.

- When they have a problem EVs can literally just stop, no warning or time to coast to a safe spot. Not fun or safe at the best of times, now imagine being on a ‘smart’ motorway (or trunk road!) with no hard shoulder or adequate safe places to have your EV stop suddenly.
- There is a lot of toxicity in the EV batteries in production, and when it comes to disposing of them after their limited life. There are not adequate recycling facilities for the batteries.
- The lithium, and other rare earth minerals used for the batteries is finite, meaning there is a limited amount of it available.
- EVs still pollute, there’s brake dust, and tyre particulates etc, they are not as clean as some would like you to believe.
- With exemptions and allowances for EVs for things like road tax, congestion charge, ULEZ (Ultra Low Emissions Zone) etc it is likely that any increase in EVs will result in more congestion.
- Plus just in general if people actually believe they are greener there is a risk that they will think it ok to use them more, which will just lead to more congestion on our roads, which will result in certain people and companies saying we need to build more roads, which is never environmentally friendly.

This is by no means a complete list, we’re sure there are other reasons that EVs are not the be all and end all solution that HE are trying to portray. These are just some of the main reasons we can think of off the top of our head.

Ventilation facilities for tunnels

As stressed previously in this response, we have asked questions on how the tunnels will be ventilated, and where the details and info are in the consultation materials, only to get a response the evening before consultation ends saying “The ventilation system will be determined during detailed design.” We would expect since this is after all a Design Consultation for there to at least be basic information on this kind of thing, and for us to be in some way consulted upon this aspect of the proposed LTC. We have concerns about how the tunnels will be ventilated, what the visual impact might be. And where they will be placed, and the negative impacts with will have on those in the area, and to our health, air quality and the environment in general.

Water pumped out of tunnels into River Thames

We will also mention again in this section on Environment, that we have to admit we can only assume what proposed water discharge and drainage outlet might mean. We discovered it more by luck rather than because of there being any, let alone adequate info in the consultation guide. It is only labelled on some General Arrangement maps, and not the ones that are sent with the basic consultation pack, so there will be many who will not be aware of this aspect of the proposed LTC.

We will assume that we will not get a response to our questions on this before tomorrow evening when consultation ends. We will also assume that this has something to do with the water that is pumped out from the tunnels. We would question exactly what this means and how it will be done.

Will the water be filtered and cleansed before being released, we can only again assume into the River Thames? Will there be some kind of facility at this location to take care of this? If so what will it's visual appearance be? Will it generate noise in the pumping and processing of the water? We have concerns over all these factors, and in particular the possible contamination and pollution into the river. The River Thames in this area is home to creatures such as seal, fish, porpoise, visiting whales, and also seahorses who are very particular about living in clean water, so we would not want to see any of these creatures and the river itself impacted in any way from this water discharge and drainage outfall.

We also stress again that we do not feel this proposal has been adequately outlined or explained to the majority of people in this consultation, rather hidden away to be discovered if you are lucky and looking at the right version of the maps available.

Ancient woodland/veteran trees

Any impact of any kind is not good, you can never replace ancient woodland. We strongly opposed any level of impact to any ancient woodland, veteran trees, or woodland and trees in general.

At this time more than ever we need to be taking care of all the trees and woodland we have, and be planting more, not destroying them for new roads or so called development.

We recognise the true value of being able to spend time in the outdoors in woodlands or near trees, and the positive impact this can have on our health and well-being, which is why it is vital to protect all trees.

We also recognise the importance and value of woodland and tree to wildlife and the environment as a whole. Again we need to save and protect all the trees we can, not destroying them for new road developments.

Shorne Woods Country Park

As well as the direct impact to the country park that we have outlined elsewhere in this response. We stress the negative environmental impacts LTC would have. Also that it would impact the park's work to help educate in their Education Centre which we understand would be impacted due to its close proximity to what would be the LTC if it goes ahead. We have serious concerns on all the negative impacts LTC would have on Shorne Woods Country Park.

Planting care and maintenance

It's no good HE just proposing the planting and environmental mitigation in various ways. We need assurances as to who will water the plants/trees, and who will be responsible ongoing.

We need assurance that any planting will be safeguarded and protected indefinitely, and not just a temporary measure to tick the boxes to get your project pass the finish line.

We are aware of other Government projects where new trees have been left to die, and we need assurances that this will not happen to any planting in relation to LTC, if it goes ahead.

Water usage

On an Environmental level we want to know how much water will be used for the Tunnel Boring Machine and for general use during construction and operation of the LTC, if it goes ahead.

We have serious concerns over the impacts it will have on local water supplies and reservoirs.

We are aware that water companies are struggling with demand now without the additional pressure from all the water that LTC would need. For this reason we voice our concerns and add this to the very long list of ever growing reasons why we strongly oppose the LTC as a whole.

Impacts to solar farms

As we have stated in other sections of our response we have concerns over the demolition of the Cranham Solar Farm and the loss of Green energy from that, and the fact it is not apparently being mitigated.

How can it be considered environmental mitigation land when demolishing the solar farm actually increases the need for further environmental mitigation?

Also the impacts to the proposed solar farms in South Ockendon, which have been and continue to be in limbo due to LTC. Yet more potential green energy not being generated due to LTC.

Impacts to farming

We have already mentioned our concerns over the negative impact to all agricultural land, and including Grade 1 agricultural land, and stress it again under the title of environmental concerns. The environmental impacts LTC would have on agricultural land would be irreversible, especially when it comes to such high quality land as the Grade 1 land.

The fact farms would be unable to operate properly, especially during construction will also have an impact on the environment as if farmers cannot afford to stay in business then who knows what will happen to the farms and land. The risk of further development and negative impact to the

environment all as a direct result of LTC. We cannot and do not support these impacts on our farming community.

Greenbelt

We do not feel that any Greenbelt land should be damaged and destroyed for the purpose of the proposed LTC. We strongly object to and oppose the use of any greenbelt land being used for LTC. Now more than ever we need to be saving and protecting our green spaces.

‘Green’ bridges

We have covered the main concerns we have over the ‘green’ bridges along the proposed LTC route, but feel the need to include mention of them again in the environmental section of our response.

We do not consider any of the proposed ‘green’ bridges anywhere along the route to be true green bridges or wildlife bridges as most people would imagine them to be. People think of green and wildlife bridges to be sweeping swathes of greenery and trees crossing the road with an adequate connective natural route for all wildlife. From what we can tell from the limited detail provided these ‘green’ bridges are simply bridges that are a bit wider and have a green bank on each side, rather than a true wildlife crossing. We also doubt very much they will represent anything near even a hint of a green bridge for many years later.

Impacts to wildlife and habitats

Concerns over investigative survey impacts

We are trying to seek info from HE as to when and where wildlife surveys have are taking place. Part of the reason for this is that we and many others do not trust this to be carried out properly.

We have seen the horror stories of how HS2 have not carried out ethical and correct checks on wildlife and details of all the wildlife crimes that have been committed. We are aware of other HE projects where HE and/or their contracted surveyors have not carried out fair and adequate wildlife surveys. We would like more info and transparency on this so we can decide if adequate wildlife surveys have been carried out.

We have previously requested further info on who is doing the surveys, and to ensure that the best people/organisations are being used. Again it gives us no confidence in the way HE do seem to want transparency on this and other aspects.

We have serious concerns over the loss of connectivity for wildlife if LTC goes ahead. It is not purely the lack of connectivity for our communities but also for the wildlife. Now more than ever people are connecting with nature and wildlife, and remembering and strengthening their bond and the importance of nature to our own lives and well-being.

When we are voicing our concerns over impacts to wildlife it is important to stress that this also includes the river, and migrating birds as well as creatures under the water.

Environmental impacts during construction

We are seriously concerned about all aspects of pollution (Air, noise, vibration, light) during construction, to both people and communities, and also wildlife/habitat, and the general local environment.

Impacts to health and well-being

Some of the areas impacted by LTC have some of the worse figures on COPD etc. HE seem to hold no concern over the fact that LTC would create more pollution and worsen the air quality in areas that are already illegally high and the impact that has on air pollution related illnesses like this.

There is also the impact on our mental health and well-being that LTC seem intent on ignoring.

We do not even mean purely if LTC goes ahead either, but now and during the whole consultation process the impact HE and their actions are having on people is not being taken seriously, and is causing great harm.

Culverts/Drainage Ponds

Being an area that has plenty of old pits that are now water bodies we are very welcome of the danger aspects of such waters. We would therefore question what provision you would propose to put in place at any water bodies such as culverts and drainage ponds. Some appear to be located on or very close to shared route paths. Will you be placing warning signs and life buoys as are at many of the water filled pits in the area? If so who will maintain and check these?

We voice our concerns over the safety aspect of any such water bodies along the entire route.

Concerns over planting and parkland etc

Who will maintain and be responsible for the planting and parkland that is proposed along the proposed route?

Who will water the planting for example? We would not want to see a repeat of the trees that have been planted and left to die on other Government projects because it is easier and cheaper to replace them instead of water and care for them.

We also have concerns that it is not as simple as planting and then walking away, it takes more than just watering too for proper care of young trees.

We also express our concerns over the fact that what is planted will take years and years to establish itself to a level where it will truly start to benefit everything and everyone fully. We would ask that some mature plants are planted to ensure at least some level of coverage.

Also that native plants and not invasive trees are planted that will thrive in the locations specifically.

We would also want some guarantee that these trees and the parklands would be safeguarded and protected ongoing long into the future. It is all too apparent that these planting happen and then are so easily forgotten or destroyed in a relatively short space of time, as is obvious with places such as Thames Chase and other areas. The trees along the new A13 have hardly had a chance to mature and already you are proposing to destroy them for yet another road. We deserve and expect more and better.

Litter

We have concerns over littering and HE's lack of ability to keep littering cleaned on existing roads.

Whilst we identify that the littering in a way will not be a direct result of HE themselves, we do consider that if the road was not running through the areas it is then there would be no traffic to be travelling through and dropping the litter. We also expect HE to take their responsibility to keep the roadside and surrounding area clean and clear of litter. We do not have good experience of HE doing so on their roads in our area as it is, so we demand better on both the LTC and existing HE roads please.

Lack of adequate info

In general we do not feel that we have been provided enough adequate info about the environmental impact of the LTC. We are frustrated that we are asking for info we feel we need to make a meaningful response and are being refused that info by HE and told it will not be shared until the EA is released at DCO stage.

Other Comments

Road standards

We cannot understand why HE are not classifying LTC as a motorway considering it will be limited purely to vehicles that can use motorways. Why not just call it a motorway? What benefit is there to HE, road users, or us to call it an all-purpose trunk road?

We would question if this has something to do with trying to avoid the 'smart' motorway label and negative implications of that wording.

Road safety

Emergency Areas

We have been asking for some time now for information from HE on the locations and distances between the Emergency Areas. During the last consultation despite requests we were not provided with this info. The day before this consultation ends we have been provided with the following info:

"Please see a table below for the Emergency Area (EA) spacing on the LTC mainline. Emergency areas along LTC are spaced at a maximum of 1.6km, in line with current standards, this equates to 22 in total on the mainline. Slip roads with an EA are, A13 westbound to LTC southbound, LTC northbound to A13 eastbound, LTC southbound to A13 eastbound, and the A13 westbound to LTC northbound. The exact locations are subject to change during detailed design."

Northbound LTC EA locations		Notes Chainage 0 is within junction, mainline commences at 1+011 Tunnel is managed with technology Through A13 Junction hard shoulder is provided
Center of EA chainage	Distance (m)	
1+565	554	
7+025	5460	
8+417	1392	
9+411	994	
10+220	809	
11+133	913	
12+700	1567	
15+420	2720	
16+748	1328	
17+849	1101	
19+132	1283	
20+480	1348	
Southbound LTC EA locations		Notes Chainage 0 is within junction, mainline commences at 1+011 Tunnel is managed with technology Through A13 Junction hard shoulder is provided
Center of EA chainage	Distance (m)	
1+800	789	
7+435	5635	
8+934	1499	
10+424	1490	
11+460	1036	
15+390	3930	
16+740	1350	
17+851	1111	
19+170	1319	
20+600	1430	

How this can in any way, shape, or form be considered clear and informative is beyond us. All we are asking HE for is a simple list of locations and the distances between each EA in plain English.

There is obviously a huge amount of concern over 'smart' roads, and LTC is included in this concern. We want to know the facts. We want reassurances that if this road goes ahead it will be as safe as possible. We have no confidence in other 'smart' roads in the country. We like many others are aware of all the horrendous incidents on 'smart' motorways/roads. We have members of our group who have sadly had their lives turned upside down and ripped apart from the loss of a loved one due to 'Smart' motorways. It does not help our concerns to learn that the new LTC Project Director comes from HE's Smart Motorways and is considered to have left it in good shape, when as we are all aware there has been huge investigations and numerous press and media coverage of how dangerous these 'smart' roads are.

We do not believe that there are adequate numbers of EAs on the LTC and associated slip roads to ensure the highest level of safety possible, and this is a huge concern for us.

We all strongly oppose the proposal of LTC being a 'smart' road.

We don't care whether you call it a 'smart' motorway, or a 'smart' all purpose trunk rd, we cannot and do not support it, and consider it to be a hugely dangerous aspect of the proposed LTC, and there is absolutely nothing smart about it.

Emergency Vehicle Access

In addition to the points we have raised over the refinements to the emergency vehicle access we also still have concerns over the impact the LTC would put on the workload of our local emergency service workers and the concerns on how it may impact response to local emergencies. We are concerned that our emergency services are pushed to limit as it is, and with the M25, Lakeside, ports etc the LTC would add another pressure on them.

We also have concerns over the lack of connectivity for Emergency vehicles during construction. Will they be able to access areas with the proposed road closures, this is something that we are not reassured that HE will have given due attention to. We do not feel HE know the local area well enough to know of the existing issues in some areas, such as East Tilbury who already suffer connectivity issues due to the railway line.

User charges

Local Residents Discount Scheme

Havering and Dartford residents

Residents in both these areas should be included in the LTC local residents scheme if for no other reason than firstly Havering would be impacted by LTC if it goes ahead. Secondly, to allow the choice of which crossing to be used to be guided on best route rather than due to limited access because of lack of local resident scheme option.

What happens when residents in Dartford who have a local resident discount scheme for some reason need to use LTC because the Dartford Crossing has an incident? Will they have to pay to use LTC full price?

Gravesham residents needing to use Dartford Crossing

Similar can be said of Gravesham residents with the local resident discount scheme for LTC if it goes ahead, when there is an incident at the LTC will they have to pay full crossing charge to use Dartford Crossing instead?

The decision of which crossing to use

You tried selling it to us in previous consultation that the cost of the crossing should not impact the drivers decision making as to which crossing to use. If you are not going to offer local residents discount scheme in a way that removes this aspect you are not being true to your word.

Info on user charges accounts inadequate

Despite the fact that people clearly want more info on the user charging aspect of the LTC, HE seem very reluctant to provide what people are asking for, and do not seem willing to provide us the opportunity to be consulted on user charging. We not find this acceptable.

In addition we feel that some kind of financial benefits from charging should be made available to local impacted communities on and ongoing indefinite arrangement.

Taxpayers would already be paying for LTC, and indeed are already huge monies are being spent on LTC even at this stage. The fact that we would then be charged to use it too is questionable. It brings us back to the old debate on the Dartford Crossing where the Government stated that once the cost of the crossing was paid for it would be free for all to cross.

This is a reminder to HE and the Government that you cannot simply keep using tax payers money and taxing us again on it by charging us to use what we have paid for in the first place!

The Stanford Detour

We bring this into our response continually because we do not feel that HE are hearing or want to hear our concerns and the concerns of so many others. Our feedback on this aspect of the LTC should be referred to in our previous responses outlined at the beginning of our response.

We remain strongly opposed to the fact that people would need to use the Stanford Detour if LTC goes ahead, and our concerns on the negative impacts to the residents and businesses in the Stanford area remain also.

The extra added impact to the Stanford Detour is obviously now the inclusion of the London Resort theme park parking facility in Tilbury that would involve much traffic needing to access the A1089 southbound, which could impact the Stanford Detour even more.

Traffic modelling

There appears to be mention of change due to new traffic data, yet this new modelling data has not been shared with us during this consultation.

We will also push the point that we feel London Resort traffic should be taken into account in the LTC traffic modelling data. We know London Resort are discussing the LTC with HE in relation to their project, so why are not HE not doing the same in reverse and taking London Resort into account with their LTC plans? We have concerns about this.

There is also the impact to travel and transport that COVID-19 has and is having. Many companies have now realised the benefits of staff working from home, some are closing down offices because of this, meaning there will likely be an ongoing change to the volumes of traffic on our roads.

Also the relevance of the fact the COVID-19 crisis now means many are choosing to now walk and cycle more than they did before, so again this is likely to impact vehicle usage.

Existing road network

As mentioned previously and in other sections of this response we have serious concerns of how the proposed LTC would impact the existing road network. Our objection to this can be found in our previous consultation responses and should it should be considered that we remain concerned and strongly opposed to this aspect of the proposed LTC.

Migration between two crossings

And again we still have very serious concerns that HE refuse to take into account how traffic will migrate between the two crossings when there is an incident at either crossing.

We simply cannot comprehend how this is not an essential aspect of the design planning.

We believe many will blindly trust that HE would take this aspect into account and plan accordingly and are not aware of the negligence from HE in this aspect of LTC. We know you say you do not have to take it into account but we as members of the public, whose tax payers monies would be used to fund this do consider it to be negligence and irresponsible.

Bottlenecks

We have voiced our opinions and feedback on numerous occasions now on the built in bottlenecks to the LTC and similar impacts to the existing road in some locations. Please refer to our previous consultation responses on this, and take this as our confirmation that our opinion has in no way changed on this. We still have concerns and still do not support this.

Cost of the LTC

Significant change needs consultation

We and many others consider the fact that the cost of LTC has now officially gone up a significant amount to £6.-£8.2bn should mean that this significant change is publicly announced and the fact be included in and consulted on.

We have been given the impression that any significant changes to the project should be consulted on, so a significant increase in cost has to come into the category.

We call for HE to hold a further round of adequate consultation to consult the public on the proposed spending of such a huge amount of tax payers money on the proposed LTC.

The LTC cost per mile now stands at nearly £573.5m per mile. This is more per miles than HS2 per mile of track. Considering the press and media attention and constant discussion etc surround

the huge cost of HS2 we feel that the LTC has to be considered as a huge waste of tax payers money.

We in no way consider LTC to be value for money

We feel the benefit cost ratio must be extremely poor.

With the UK evidently now in the largest recession on record we should not be spending public money on projects such as the LTC, this would be irresponsible spending.

We cannot and do not support the spending of tax payers money on the proposed LTC. We have serious concerns and strongly oppose this.

False Economy

We do not consider that HE have been clear or informative of the true costs of the LTC, and that we have genuine concerns over the false economy of what is being proposed.

We know that the Tilbury Link Rd whilst being removed from the LTC project is being progressed as a separate standalone project. This means that it will have it's own budget/cost and now not be considered part of the LTC and need to have funds allocated and cost associated to the LTC project.

The Tilbury Link Rd being pushed through like this is a clear indication that business and government believe it to be needed in light of the LTC. It has to be considered a direct result of LTC, as it cannot be a link road if there is not the LTC to link it to.

That is not to say that we support or want the Tilbury Link Rd being added back into the LTC project. We simply want attention drawn to the fact that this is an LTC associated cost and should be considered as such.

The removed Rest and Service Area is another example of the same, where it has been removed from the LTC scheme yet is still being discussed as a separate standalone project, when in actual fact if it is moving forward it should be considered a part of the cost of the LTC scheme. Again that is not to say we support or want the Rest and Service Area added back into the LTC project, simply drawing attention to the fact that this is an LTC associated cost and should be considered as such.

All the additional works to existing road network that would be needed as a direct result of LTC should be considered in the same way, and not treated as separate standalone projects.

To consider any of these aspects as anything other than part of the LTC would truly be a false economy, and greatly impacts the benefit cost ratio and value for money considerations.

Cost to NHS for health impacts of LTC

We have concerns to the negative impacts the LTC will have on lives, health and well-being and the increased pressure and cost this will put upon the NHS. We do not feel that HE are giving enough due care and attention to this fact. This is something we have serious concerns about.

Construction

We are in no doubt that the negative impacts of any construction if LTC goes ahead will be horrendous.

We have been alerted to the fact that evidently HE consider Summer to be from March to November which concerns us greatly. We would like some further consideration given to the true impacts this will have on our lives, health and well-being.

The long hours and huge impact of construction for such a long period of time will be intolerable.

We know there would be disruption to local roads and communities, including some communities being isolated due to construction and road closures which again have further impacts on people's lives, health, well-being and business etc.

We cannot and do not support the proposed construction plans, and remain strongly opposed to them.

Dartford Crossing

Some data that proves the Lower Thames Crossing is not fit for purpose

The Dartford Crossing has a design capacity of 135,000 vehicles per day. (1)

It is currently running at between 155,000 to 180,000 vehicles per day (2)(3)

Predicted traffic growth between 2016 and 2026 is expected to be between 17-23% (2)(4). Bear in mind that currently the proposed Lower Thames Crossing is not predicted to open until late 2027.

Highways England predict that there will be a 22% reduction in traffic using the Dartford Crossing if the proposed Lower Thames Crossing goes ahead. (5)

Therefore if you take each figure that the current crossing is running at now, add the 17%, 23%, or an average of 20%, then take the 22% reduction off this is what you get:

$155,000 + 17\% = 181,350$ / $181,350 - 22\% =$ **141,453** vehicles per day using the Dartford Crossing
 $180,000 + 17\% = 210,600$ / $210,600 - 22\% =$ **164,268** vehicles per day using the Dartford Crossing

$155,000 + 23\% = 190,650$ / $190,650 - 22\% =$ **148,707** vehicles per day using the Dartford Crossing
 $180,000 + 23\% = 221,400$ / $221,400 - 22\% =$ **172,692** vehicles per day using the Dartford Crossing

$155,000 + 20\% = 186,000$ / $186,000 - 22\% =$ **145,080** vehicles per day using the Dartford Crossing
 $180,000 + 20\% = 216,000$ / $216,000 - 22\% =$ **168,480** vehicles per day using the Dartford Crossing

Clearly the Dartford Crossing would still be over it's design capacity of 135,000 vehicles per day.

(1) Ref – Your Guide to Consultation (Page 20)

(2) Ref – 2017 Environmental Impact Assessment – Scoping Report (1.2.5)

1.2.5 – The existing crossing is heavily congested. Average daily two-way traffic flows are typically about 155,000 vehicles, and flows frequently exceed the design capacity of the crossing at peak periods. Forecast traffic growth is expected to result in an increase in traffic volume of 23% by 2025.

(3) Ref – Case for the Project (page 19)

6.2.32 – Traffic at the Dartford Crossing has increased significantly over time. On some days traffic using the Dartford Crossing exceeds 180,000 vehicles which is some 45,000 vehicles more than it was designed to take.

(4) Ref – Case for the Project (page 19)

6.2.37 – The average daily traffic flow using the Dartford Crossing without the Lower Thames Crossing is predicted to increase by 17% in the period 2016-2026.

(5) Ref – Your Guide to Consultation (page 22)

Option A14

We have now expressed this time and time again we feel that HE's own Option A14 or a variant of it would be the best option for a new crossing, and instead of LTC. Our reasons and explanations for this should be referred to from our previous consultation responses as outlined at the beginning of this response.

Discharging

We understand that certain things will be discharged and that this is usually done by the DfT. We feel that consideration should be given to allowing this to be done by the impacted local authorities not DfT to ensure the people who are in the best position to know the local area and communities are responsible for this.

Current Investigative works

We are already trying to deal with a growing amount of issues connected to the investigative works that are and have been happening.

We and residents do not trust HE and their contractors to do the right thing on so many occasions.

We reported so many occasions of the breaking of COVID-19 social distancing previously, and HE ignored our concerns.

All of this does nothing to give us any confidence there will be any consideration if LTC goes ahead and we have to live through the nightmare of construction.

We also wish to voice our concerns over the damage these current investigative works are doing to wildlife and their habitat, and would question whether the wildlife surveys are done prior to these investigative works destroying and impacting so much wildlife, and habitat.

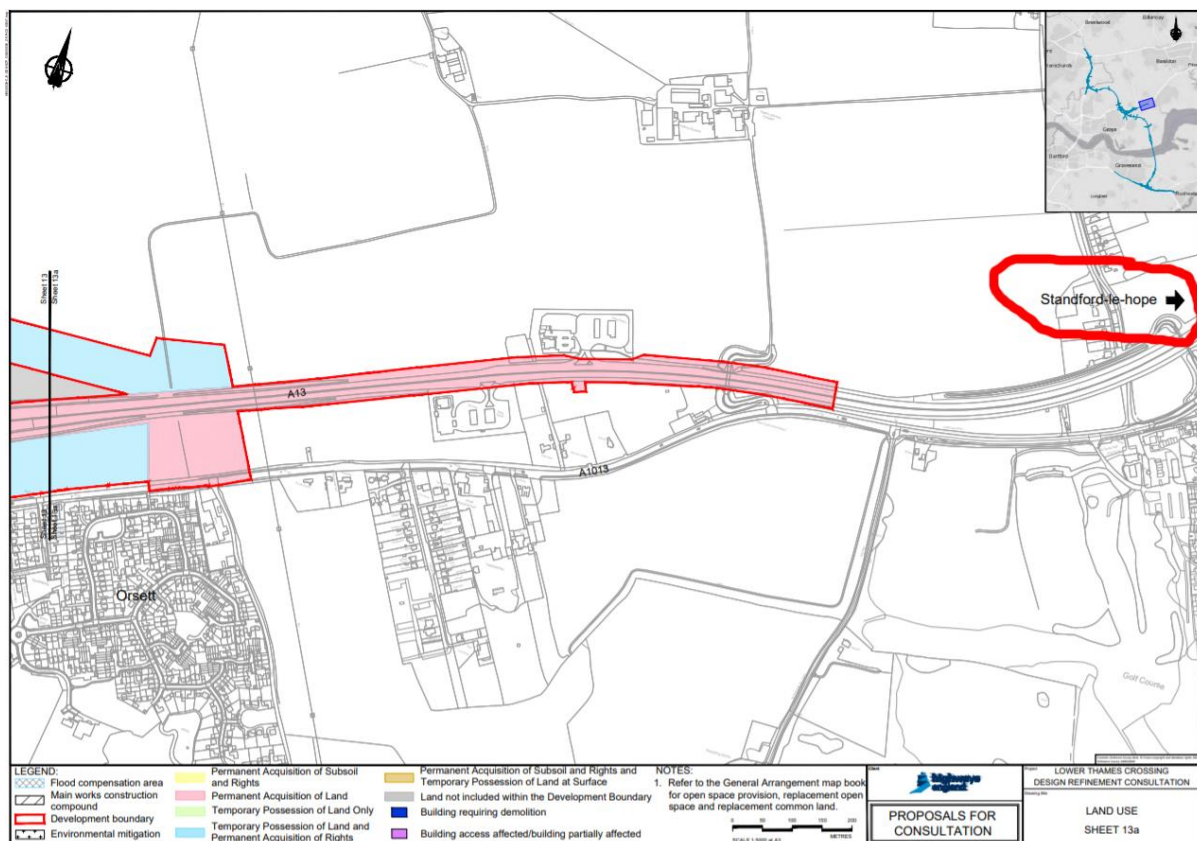
The Consultation

Inadequacies of consultation material

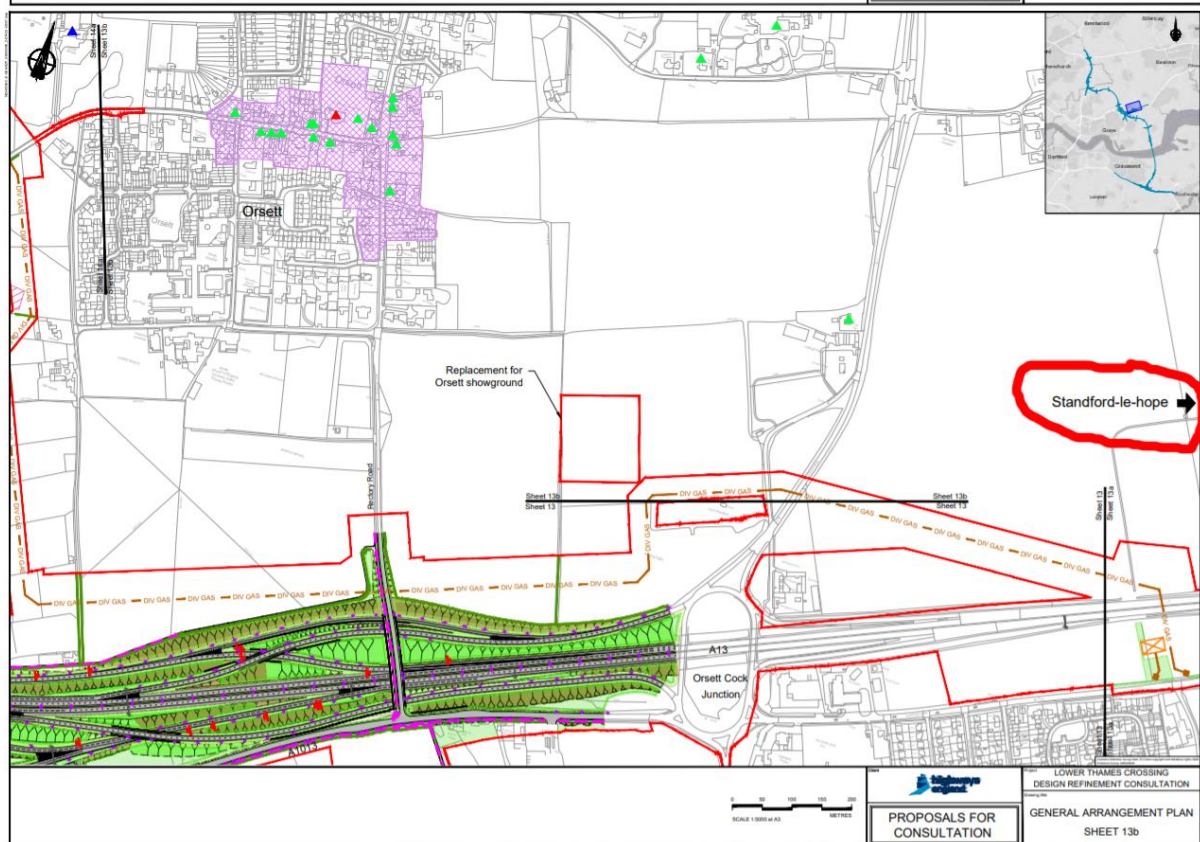
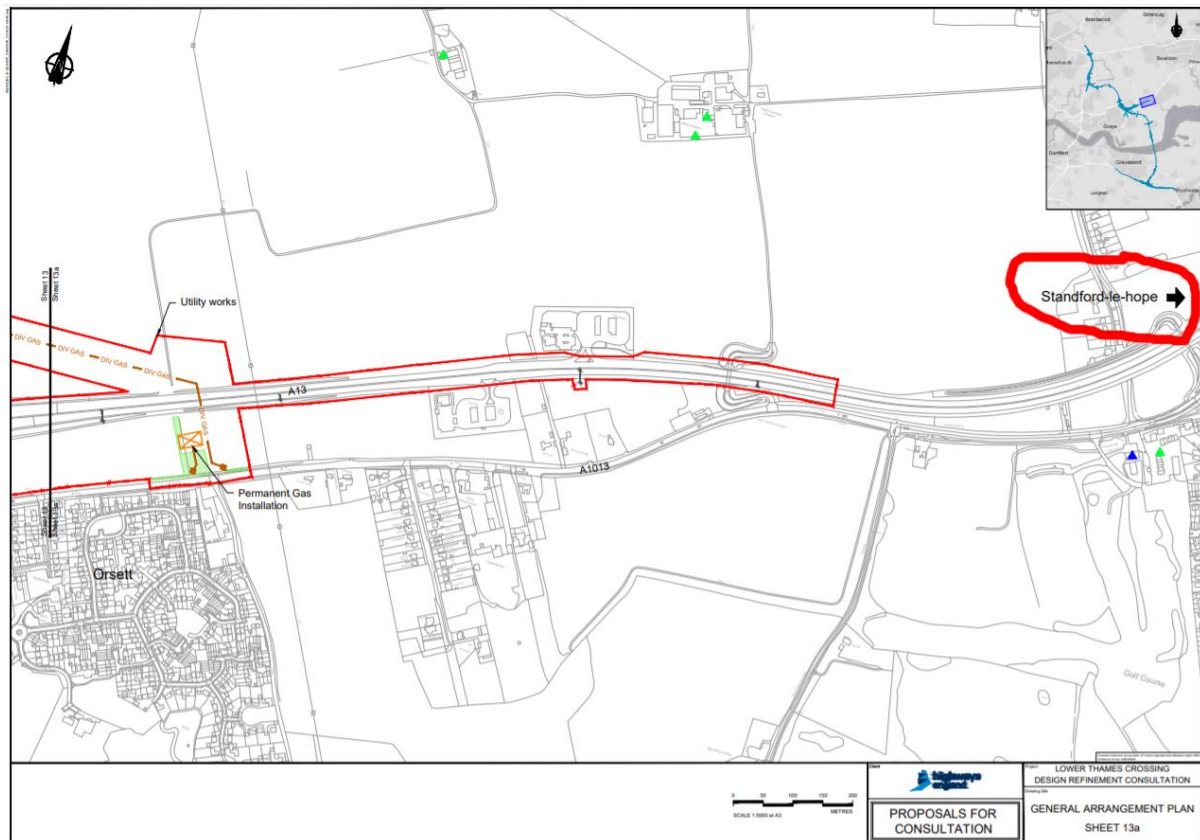
We are aware that HE have an obligation to ensure that the public are consulted in an adequate manner with clear and informative materials. We wish to state yet again that we do not consider this consultation, or any of the ones previously to be adequate in our experience and opinion.

Errors in map, misspelt names, wrongly labelled places, wrongly shaded areas

In Map Book 2, Sheet 13a you have misspelt Stanford-le-hope, adding a 'd' in the middle of Stanford, as can be seen in the image below. If you can't even spell the names of the local places what hope have we got and what trust can we have in you. Clearly you don't even care enough to ensure that place names are correctly spelt. It's not like we haven't mentioned the Stanford Detour to you enough times! If errors like this are made it gives us absolutely no confidence at all that you will ensure that other details are correct either, and when you're talking about such a large and damaging project costing £8.2bn+ that is a serious concern.

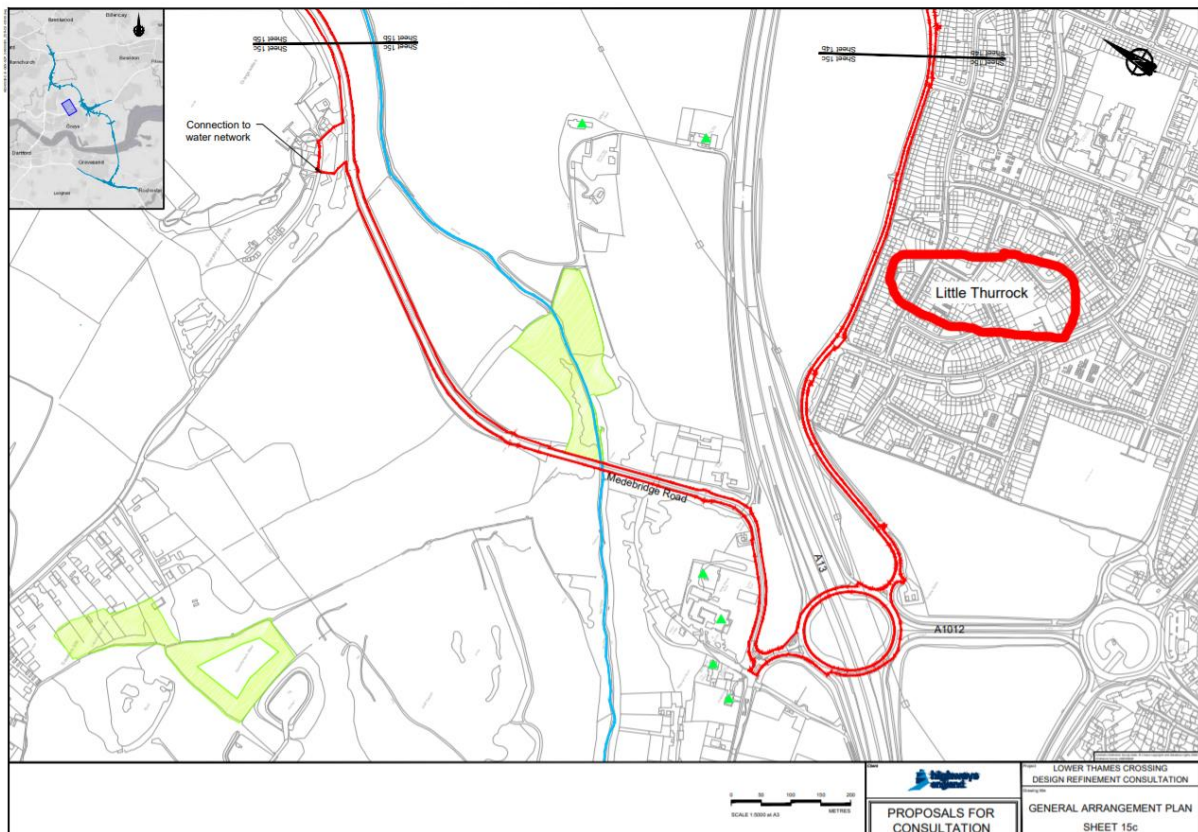


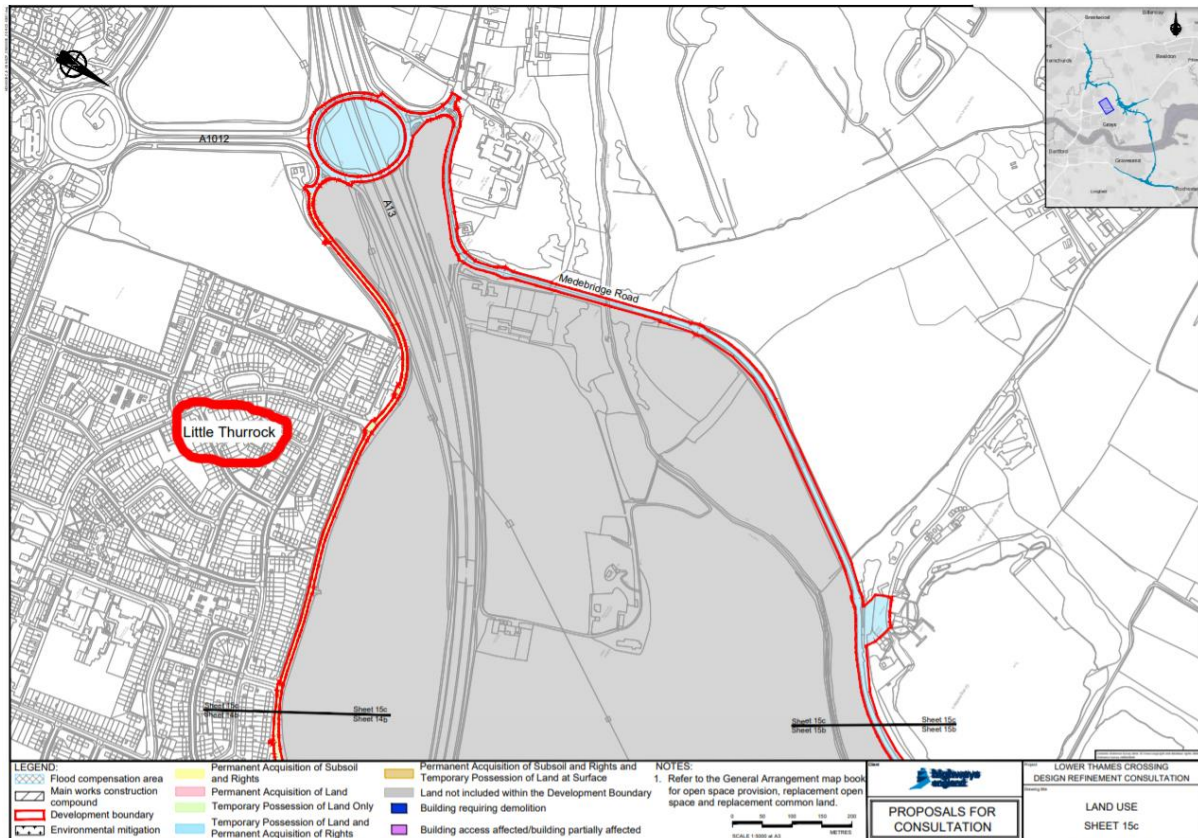
This was not a one off, as it was also repeated in Map Book 1 on Sheets 13a and 13b. Shown in the images below.



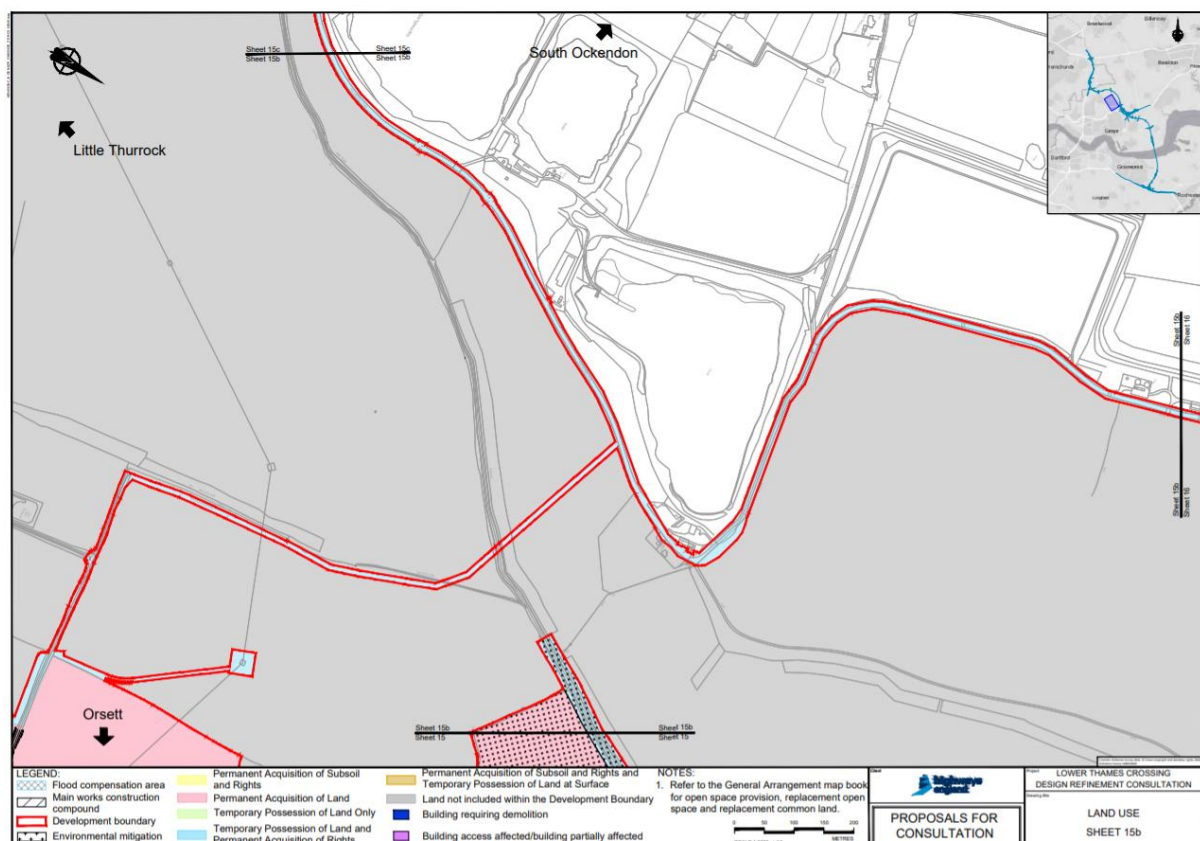
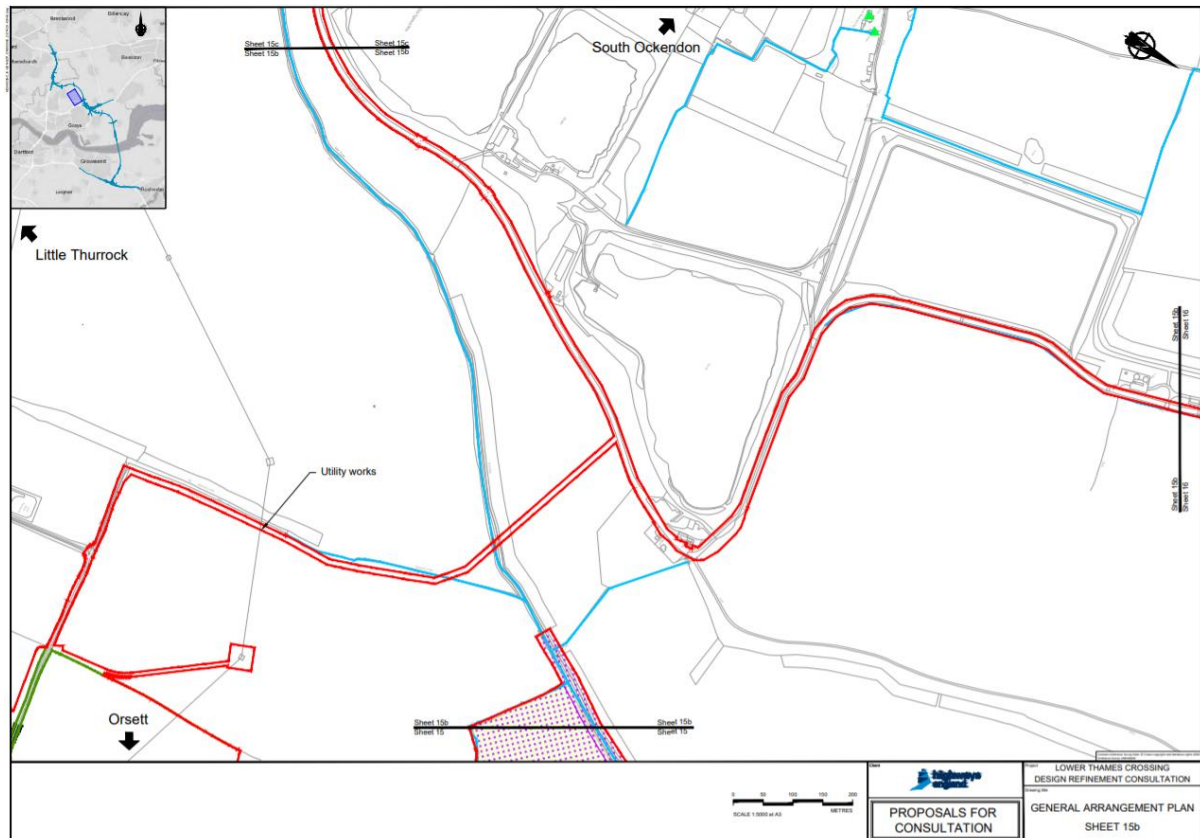
We also find it surprising and confusing that you have labelled Stifford Clays as Little Thurrock in Sheet 15c in both Map Book 1 and Map Book 2.. We know many would have struggled to figure out which area this map was supposed to be covering. Plus if anyone was trying to look through the Map Books to find reference to the Stifford Clays area they most certainly wouldn't be looking for Little Thurrock. Another example of your lack in local knowledge, and lack of care over attention to detail, and ensuring that the info you provide us is clear and adequate.

As you can see from the images below taken from the Map Books, this is also another perfect example of how confusing it is that you rotate the orientation of the maps, so North faces a different direction practically every page, and isn't even consistent when showing exactly the same area between Map Book 1 and Map Book 2

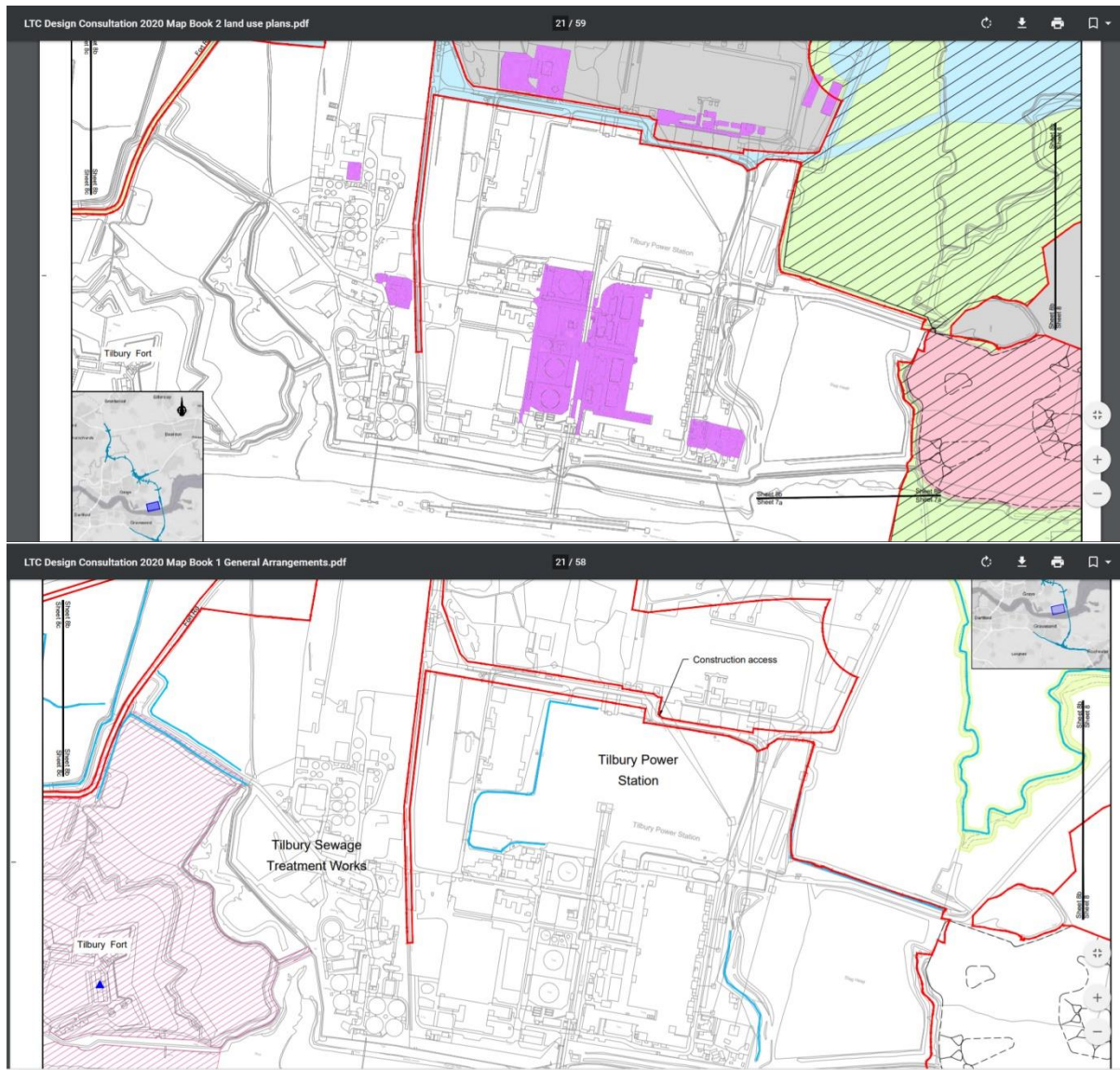




That then leads us on to Sheet 15b in both Map Book 1 and Map Book 2 where again we can only assume you are referring to Stifford Clays but are yet again labelling it as Little Thurrock. Considering the lack of real labelling, as you simply use arrows to point in the directions of places, and one of these as we state is incorrectly labelled it makes the map very difficult to understand. As can be seen in the images below. We suppose that we should be grateful that at least north is facing the same direction in both these maps, but then again it's another example of North not facing up as most people as used to when viewing maps.



Map Book 2 is also labelling and showing the foot print of Tilbury Power Station which closed and was demolished between 2016-19. Tilbury 2 is being constructed yet it is not shown at all in any of the maps. The map is labelled Tilbury Power Station and shows the footprint of the power station as though it is being acquired, as can be seen in the images below. Using out of date map info is not acceptable, clear or informative.



Confusing and misleading info in materials

There are plenty of things in the materials which we and others have found to be confusing and misleading which again proves that the materials are not clear and informative and the consultation is not adequate, or fulfilling HE's obligation to ensure we are consulted adequately.

No virtual 3d models or videos to show heights, junctions etc of LTC

Despite the fact we have commented on numerous occasions and requested some form of 3D modelling or an adequate new video of the proposals that would help everyone have a better understanding of exactly what is being proposed, especially in relation to things like heights of certain aspects, and how junction work, viaducts etc, HE have again made no attempt to provide any virtual 3D modelling or video that covers this aspects which people need and want to have to enable them a full picture and understanding of what is being proposed.

Ordering Consultation Packs

The form for ordering consultation packs was limiting, no way to include a request for the Environmental Impacts Update booklet to pack, or even clear guidance that it was available upon request. Also no facility on the order form to request additional response forms if needed. Plus the fact it said that it would be limited to one per household could be off putting and unhelpful to some, and make them think that only one response was allowed per household which is clearly not the case.

When we questioned HE on this aspect we were told it was to ensure sensible spending of public monies, by trying to limit it to one per household. No thought or consideration to the fact many households are multiple occupants not necessarily from the same family these days. Not concern over their obligation to ensure adequate consultation to everyone. Plus what about all the money that must have been saved by not having the information events, or the same level of deposit locations and info points to keep stocked up on a regular basis throughout the consultation?

Paper copies of maps

The paper copies of maps sent as part of the consultation pack were no in our opinion adequate. They were not of a useful scale to be able to see the necessary detail that most people would want and need. The large scale map books are always in high demand at previous consultation events, which backs up our reasoning that these maps were not adequate. They also don't show enough detail with info missing like the proposed water discharge and drainage outfall detail on the General Arrangement maps that was sent in the consultation packs.

It was also not made clear to the general public whether copies of other specific maps could be made and would be sent on request. Again lacking information and the opportunity for many to have the necessary access to adequate maps.

North changing position on every page in Map Books

We've said this so many times ongoing over the years of consultation, the maps provided in the Map Books etc are not at all user friendly for many reasons, but particularly because the orientation of North varies so many times and from page to page

Trying to work out the bigger picture with the maps

It is incredibly difficult to figure Map Books out and work out how the bigger picture looks, or the true impacts due to the way they are cropped and constantly change rotation. Certain areas sections of the route are split part way through and are spread out over more than one page, with the two

pages not even following from one page to the next in the versions sent with letters to impacted residents.

Materials generally generating more questions than providing info and answers

We do not hesitate and neither are we in any ashamed to state that this is probably one of the hardest consultations to take part in so far, and many others have echoed this fact. This is due to various reasons, such as the short time frame of just 4 weeks, the COVID-19 impact and no consultation events etc, all the inadequacies, and because we have found that generally the info we are trying to obtain detail of the proposed changes just generates more questions than provides info or answers. The same can be said for many of the replies we have had via email to questions we have submitted. Many have still not been answered with the consultation ending tomorrow. The ones that have, leave so much to be desired, often do not actually answer the questions we asked and do not provided what we have requested. Some we would even serious question as to whether they are completely honest, such as info given previously that a construction site would be an enabling site meaning it would be offices and welfare facilities, and which residents are now being told will be a main construction compound, and we are being told there has been no change to the proposed use to this compound when we know for a fact that this is not the info shared previously.

Error in Map Book 3 in Supplementary Consultation

We have observed the admission in the Map Books that there were errors in the Map Book 3 during the Supplementary Consultation earlier this year. We again draw attention to the fact we feel this consultation was rushed, in an attempt to fit it in between the General Election (a Government reforming) and the time when we should have been in purdah due to local elections, which obviously got cancelled as a result of COVID-19.

This is not the first time we have been aware of errors in Map Book 3, in fact we know it to have been the case in at least the past two consultations, as well as this Design Consultation as detailed below

Error in Map Book 3 re removal of false cutting

Page 52 in the consultation guide states that the false cutting between Brentwood Rd and Hoford Rd would be removed. There's also a map showing the same on page 57 in the guide.

However, when you look at Map Book 3 – Engineering Plans that are supposed to show us things on a more technical level about heights etc. In the image below you can see the section that refers to the area where the false cutting is being removed. The top plan shows how it looked during Supplementary Consultation in early 2020. The lower plan shows how it looks now during Design Consultation

We have marked Brentwood Rd and Hoford Rd labelling (*underlined with green*), and also circled the mentions of false cuttings between those two points (*circled in blue*), for ease of reference.

If the false cutting is being removed why has at least one of the false cutting references in the plans not been removed? This doesn't make sense at all, and we believe this to be another error. If not then it certainly isn't clear or informative. If you say something is being removed there should be a visual change of something being removed in the plan, not the same references to false cutting in both versions of that section.

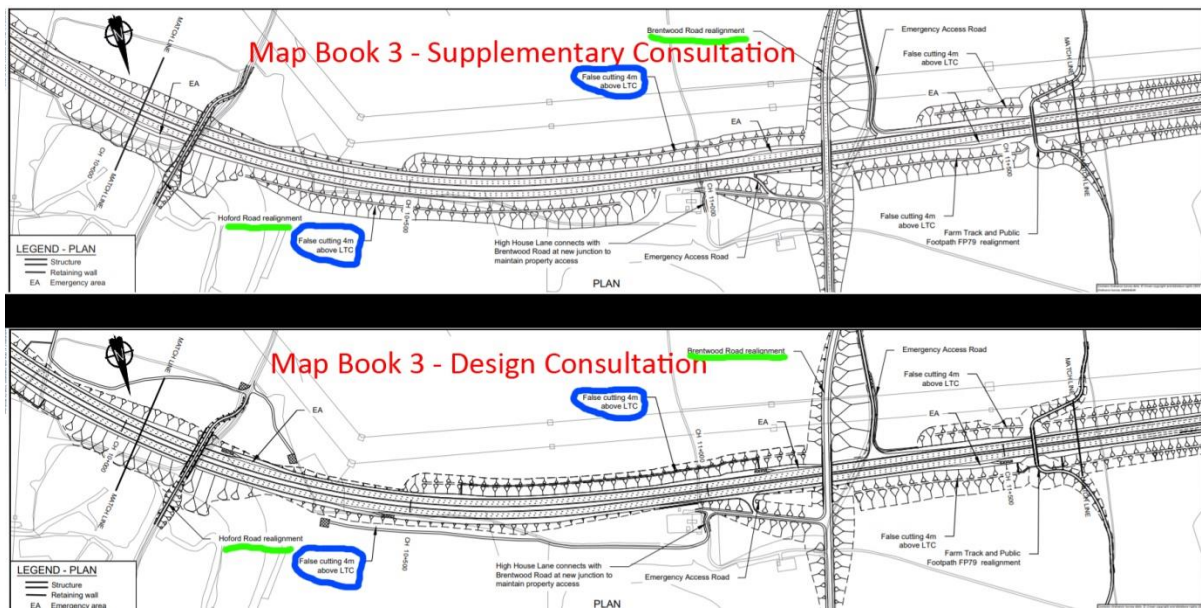
To add to the confusion we have also emailed to ask about the removal of the false cutting and our concerns over the noise impact to Chadwell St Mary.

We were told *"There is an approx 2m bund on the side of the road between Chadwell St Mary and LTC which would help reduce noise and which would be landscaped. The false cut/earth bund is approximately 4m higher than the LTC road and is located on the opposite side of the LTC road to the 6m barrier."*

Because of the lack of clear and informative material and information provided, and obviously no option to attend a consultation event, as we usually would to gain further clarification on such confusing information, we have no idea now what any of this means. How can you remove a false cutting, there be no sign of it's removal in the Engineering Plan, be told there will be an approx. 2m bund which we can see no reference on the engineer plan, and then for the response to go and say that there is a false cutting/earth bund approx. 4m higher than the LTC road. Where is the 2m bund? None of the info has made this clear. Why refer to it as a bund if the terminology seems to be interchangeable further on in the sentence by referring to a false cut/bund. It is completely unclear as to exactly what is proposed here. We are confused and seriously concerned not only about the possible loss of the false cutting, but also have serious concerns about the terrible lack of clarity in HE's attempted explanations of this.

We are also confused as to why the false cutting needs to be removed and why the watercourse could not be diverted within a pipe through the section of the false cutting so as not to lose the false cutting. This is a question we have emailed to ask but with just over 24 hours of consultation to go we have still not had a reply to this question amongst the many other outstanding questions we have submitted.

We have been asking for cut and cover to better protect our communities, and now it seems you are even removing some of the false cutting if the wording in the guide can be believed.



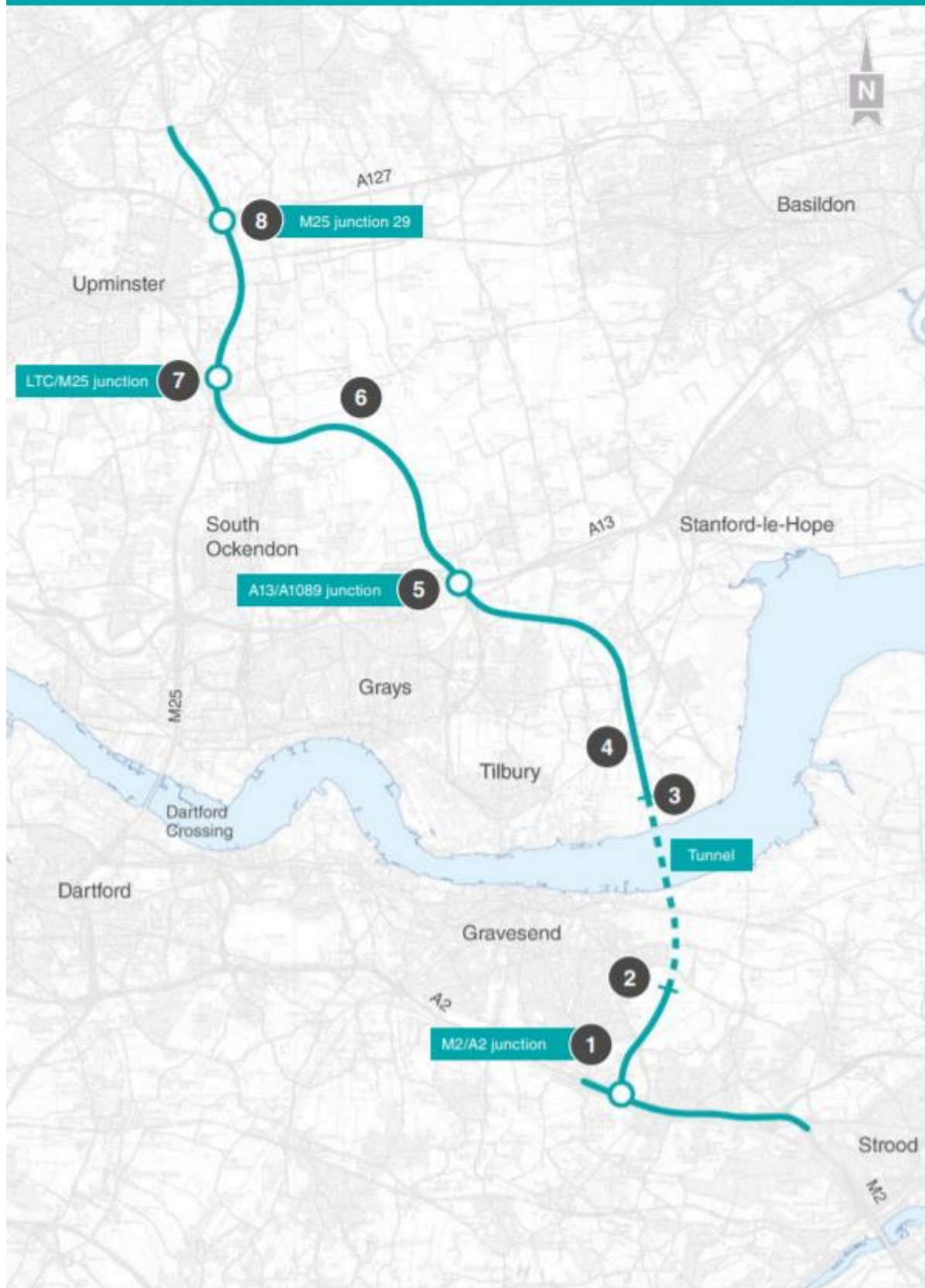
Missing Sheet in Map Book 2 in Supplementary Consultation

We also note that during the Supplementary Consultation that Sheet 21a was missing, and there is no reference to this within these Map Books. You completed missed a whole sheet, that is also a section of the route which you have extended the development boundary to include, yet failed to actually say so in text anywhere that we have been able to find. There has been no explanation of this, and you are hiding it away in the Map Books, but didn't even bother to include it during the previous consultation or highlight this fact to people in this consultation as a correction.

Not only that but still during this consultation throughout various maps in the guide the images being used still show the route only going as far north as Warley Rd, and not all the way up to J28 on the M25. If it is classified as being in the development boundary as land permanently acquired then it should be shown as the LTC route in all maps in our opinion.

This point is highlighted in maps like the one below, which is used numerous times throughout the guide

Overview of design changes

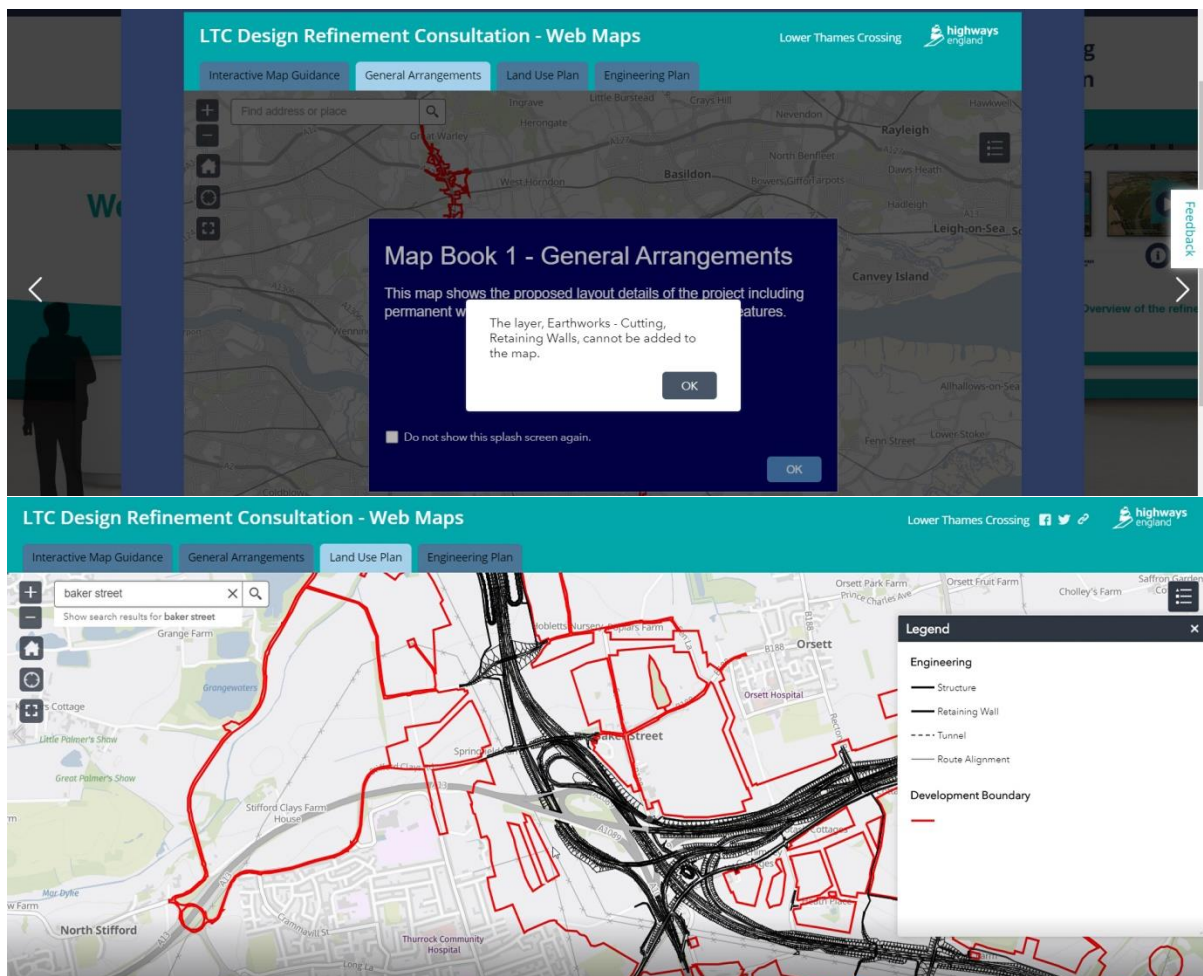


Interactive maps not working/loading

We and many members of our group have experienced nightmares trying to get the interactive maps to work during the consultation. We have reported this but as yet we have had no response about this matter.

Sometimes the maps won't load at all. Other times the baseline map loads, but not the overlay detail or legend for LTC. Sometimes you get error messages. The issues seem to vary and there is no apparent explanation, as various people are using various browsers, internet providers. It's not because of slow internet speeds because other sites load perfectly, it is specific to the LTC interactive maps. We are beginning to wonder if maybe it is related to how many people trying to view the maps at the same time. Whatever the reason this is yet another inadequacy of the consultation. The first maps that come anywhere near close to being user friendly and large numbers of people are having trouble accessing them, it's simply not good enough.

Here are screen shots of just a couple examples of the problems, we experience plenty of variations over the course of the 4 weeks as have so many others.

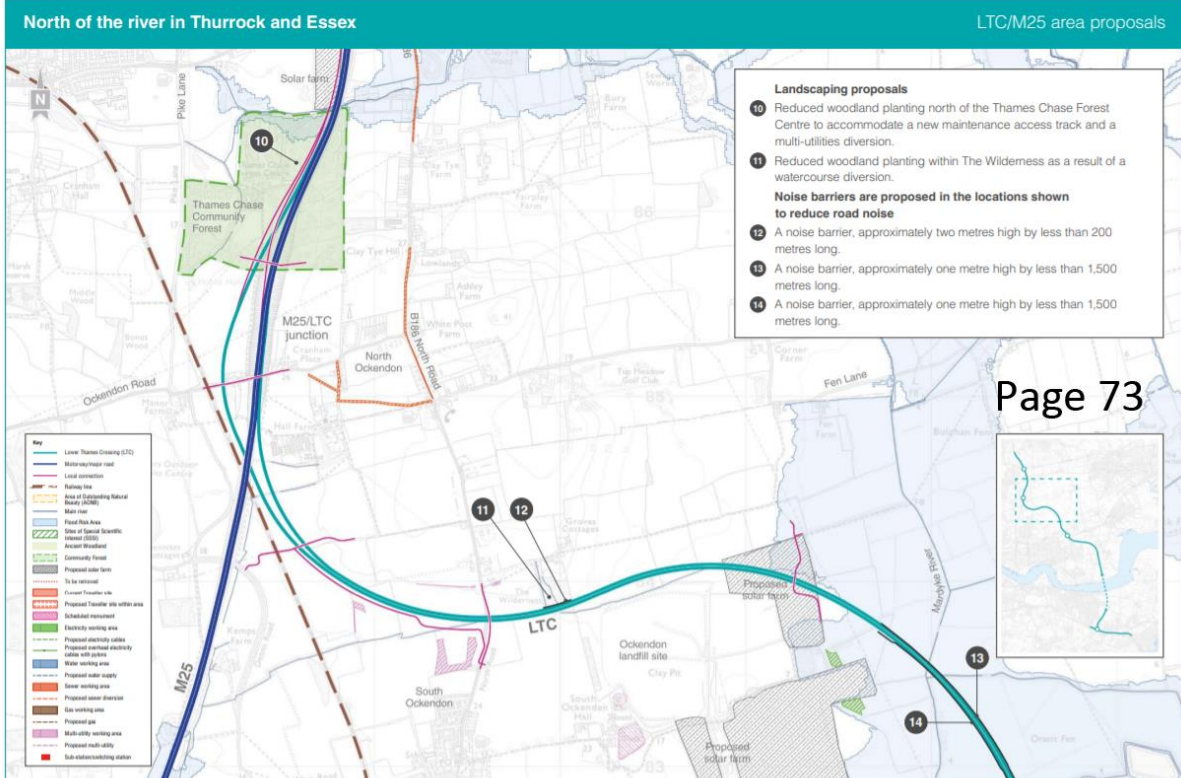
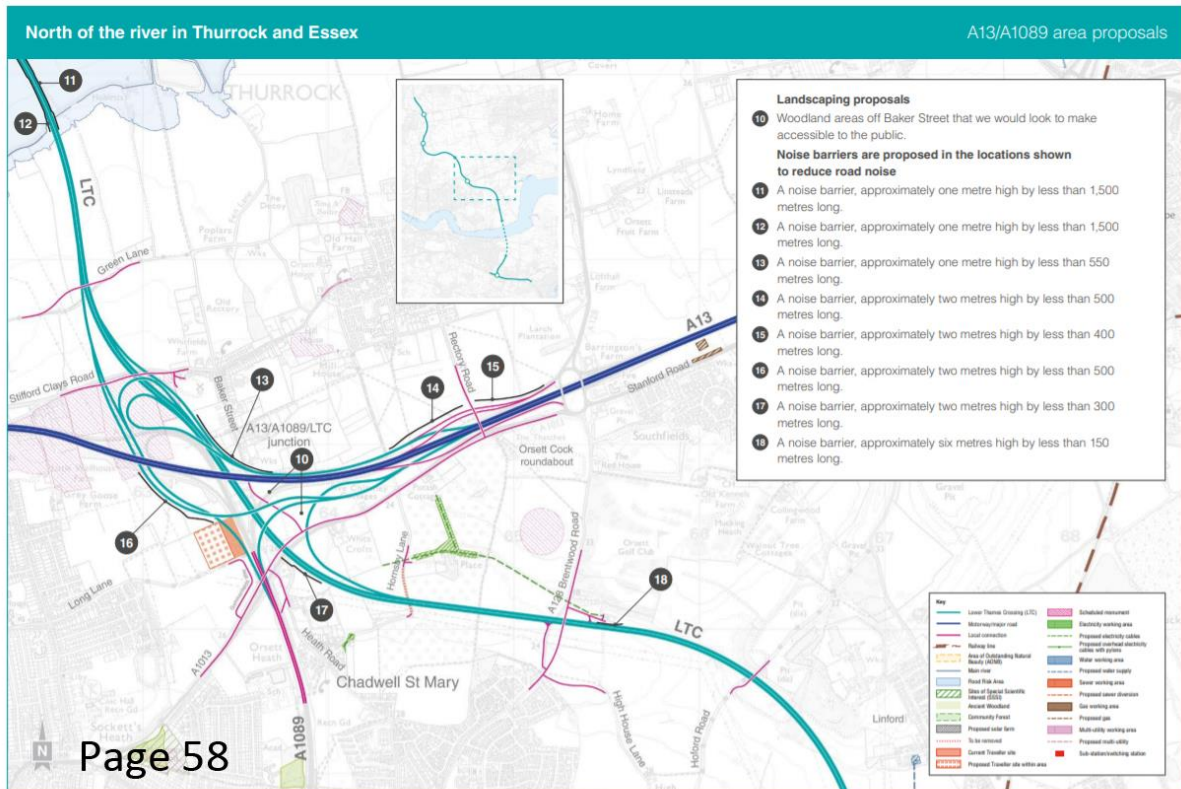


Confusion over amount of noise barriers 17 v 19

We and many others have been confused over the amount of proposed noise barriers. When you go through the consultation guide and count them in total there are mentions of 19 noise barriers. We raised this point with HE only to be told that

“Two of the barriers (11 & 12) on the map on page 58 (top left) are repeated on the map on page 73 (13 & 14, bottom right)”

We would state that this is not at all clear to any of us. There is no reference of this in the descriptions that they are duplicate showings of the same noise barriers. Plus the way the maps are presented means they are cropped in a way that means there is no common point of reference to identify that these are the same noise barriers, and they are on a different angle so it looks more like an extension of the road, rather than being in any way obvious that it is the same location. We have always assumed this was a continuation rather than an overlap, as there is nothing to identify that fact. Yet another example of the inadequacies and lack of clear and informative materials from HE.



Lack of clear information about lengths of noise barriers

There is absolutely no clear and real confirmation in the lengths of the noise barriers. To simply state that their length is less than whatever length is stated technically means nothing at all. For example to say a noise barrier is less than 1500 metres in length could mean it is 1m or 1499m, there is

absolutely no commitment to the length whatsoever. There is no real information provided at all, it is similar to asking someone the exact length of a piece of string that is less than 1500m. Useless, and typical of HE not really truly understanding the importance of this info to the public, and also not taking your responsibility and obligation to be sharing clear and informative materials.

Lack of data relating to choice of locations for noise barriers

We are being constant told that the data and research shows why the locations and dimensions of the noise barriers has been chosen, yet HE are unwilling to share the evidence that shows this with us. It is another example of us being constantly told that this info will be shared in the Environmental Statement at DCO stage. If this info is clearly available as we are being told it has been used to work out these things in relation to the proposed noise barriers, why will HE not provide us with this data/research info? Again not providing clear and informative info that we feel we need and want to be able to make meaningful responses to the consultation.

Lack of detail and info on utilities

There has been a distinct lack of info about what gas pipeline compounds and electricity switching stations are and will look like. We have asked for further details and again HE will not provide them. They have not even provided some basic info to really tell us what we can expect. We asked specifically for some kind of photo or visual imagery to give us an idea of a representation of what they might look like, and they have refused to provide such info. We literally do not know what to expect as we have no idea what these utilities are or will look like. Giving us footprint dimensions of the floor space doesn't help us know if it is a high building, ugly looking structure, if it is above or below ground, if it will make a noise, how dangerous it might be.

We have not been provided clear and informative detail as to why it is needed and if it is replacing something that exists already and is being moved where it is and what it is so we can try to understand what we should expect.

The language used in many responses to these kind of aspects is in industry jargon and not plain English that we can understand. The fact that this info has only been sent through to us the evening before consultation ends also means we now do not have time to follow up on this and many of the other things to seek further clarification.

Cranham Solar Farm incorrectly labelled in guide map legend/key

According to the map in the guide Cranham Solar Farm is shaded with the key in the legend stating that shading represents a proposed solar farm. This solar farm has been operational since Dec 2016. misleading info yet again from HE.

Demolition of Cranham Solar Farm hidden away in Map Book 2

Also we feel that the fact this solar farm demolition has been hidden away and not made apparent to most is questionable to say the least. We have questioned why the only reference to it's actual demolition is hidden away in Map Book 2, only to be told this was a change in the Supplementary Consultation and not a change in this consultation. That doesn't cover the reasoning of why whether in this or the previous consultation the only reference to it's demolition is in Map Book 2

and not highlighted correctly in the guide. Yet another example of it not being clear and informative material.

Inadequacies of the actual consultation

Holding it during COVID-19 crisis

No consultation events has a huge impact of the consultation

Digital First consultation – impacts to health demanding increased screen time rather than being able to attend events to find out more. Discriminates against those who are illiterate adds more pressure on them being able to find out more info. Not everyone has internet, small phone screens

People whose health impacted by LTC are same as those impacted most by COVID-19, shielding

People and loved ones are currently impacted by COVID-19, grieving, isolated

People are concerned about the virus, their loved ones, fear of or having lost jobs and suffering financial concerns.

Although these people would usually be actively taking part in the consultation, during the current crisis people can only deal with so much, and as much as they would want to try and take part this has not been the right time for them to be able to.

We think HE know this and have taken advantage of it. They have certainly shown no sign of any concern, care or consideration to these facts.

Webinars

Having to register was an extra thing for people to have to deal with and meant you were unable to attend anonymously

Having to download app/software was not mentioned in the confirmation email to confirm your attendance of the webinar, it was only apparent when you came back to enter the webinar, meaning you could have missed the beginning of the presentation. Some would also have been confused and/or put off by having to download and install things.

No time to copy and paste any questions you type in if they were not answered, meaning if you were watching the video/presentation and thinking of things you were asking as you went along, unless you also wrote them down as well as typing them in the chat window you would have lost your questions because webinar was closed down so quickly and without notice

Info in webinar was pretty much just showing you the pages of the guide, nothing to help explain it further

Hardly any time allocated to questions and answers. When you consider the webinars had a capacity to take 1000 people there is no way realistically that most people who attended the webinars would get their questions answered.

No option if your question was asked and you didn't understand the answer to question further

Constant fobbing off to email or phone for more info

Lack of promo that the webinars had BSL interpreters and captioning, only started to promote it once we raised it as an issue

Initially having to register to watch webinar again, until we raised it and they were added to youtube

Most people we asked felt there was no real benefit, most felt like it just wasted their time

We feel these webinars were the closest thing to the missing consultation events that we were offered and we feel that it was most definitely a wasted opportunity by HE.

Telephone Call Back Service

We have had reports from members of our group that an agent answering the HE helpline said they don't book LTC callbacks

Callbacks not being made when they have been booked

Phone number not a Freephone number, so there is a cost involved which is not acceptable we shouldn't have to worry about being charged to take part in the consultation

Emails

Slow response time on email replies for answers to questions. Still not received answers to many the day before consultation ends

Grouping of emails into one response rather than sending individual replies as answers were available, slowing down response time

Not actually answering the question that was asked, simply replying with what HE want to say rather than actually providing an answer to the question

We are now just gone 17.45 hours on 12th August and TCAG still have outstanding emails that have not been answered where we have submitted questions relating to the consultation. This means we are unable to include them in our response, and have definitely not been provided adequate info to allow us meaningful response to the consultation on everything we wanted to comment and respond to.

Info points

Whilst limited due to COVID-19 the ones that were open many didn't know about, due to purely online promotion of them, which was hidden away to say the least

Leaflets

Only 2km (1.2miles) from route not acceptable, a far greater area will be impacted by the route and everyone needs to be aware of any consultation.

We do not buy into the excuse that only the areas affected by the changes should take part. For example how would people who expressed their opinions in the last consultation be aware of whether their comments have been taken into account or not because there has been no summary report published, this consultation is so soon after the last one. People in Stanford-le-hope are not within the designated criteria to receive a leaflet, yet they should still have the right to give feedback on the Stanford Detour aspect of the design as they still would want it taken into account, especially in light of recent news of the London Resort proposals, as detailed in our response. The consultation should not just be a one way thing where you get to control what is discussed and who will be made aware of it to such an extent. You should also be listening to us and our feedback regardless. Plus if you are including a section on Environment that impacts everywhere surrounding the route and should not be limited to 2km which is nothing when it comes to the environmental impact of LTC.

Lack of promotion

Many still not aware of consultation even though they will be impacted. The fact this consultation is being pushed through at a time when people are limited in their movements and connections/interactions with others means it is having a negative impact on word of the consultation being spread through usual means, such as local community forums etc, which cannot meet due to COVID-19, or at the school gates, the gym, sports events etc.

Many affected areas do not receive delivered newspapers, many local radio stations have changed their shows and formats due to COVID-19 meaning changes to listeners habits.

We simply do not feel that this is a time that adequate promotion of the consultation has or could take place, and for that reason we do not feel this is an adequate or acceptable consultation.

Another rushed consultation

We feel this is yet another rushed consultation, with HE just trying to tick all the boxes and progress through the process as quickly as possible without real care or consideration.

Consultation fatigue

There is no doubt in our mind that HE are using every opportunity they can to create as much consultation fatigue as possible. They are giving no real consideration to the impact this and other consultations have and are having on the public, and this is totally unsatisfactory.

Missing residents letters

We have outlined previously the issues of the missing letter to residents that should have been received at the start of consultation and haven't been received. We stress our concerns of this as another inadequacy of the consultation. We also voice concerns that HE have taken no proactive action to ensure that all residents who should have received these letters have actually now all got them. We feel there could still be some who are unaware of the consultation because they have not had their letter. We also do not feel the 1 week extension that has been offered is adequate or acceptable under the circumstances.

Consultation Guides

The physical copies of the Design Refinement Consultation Guide literally start falling apart in your hands. Spine of the guide very quickly started splitting, and the pages started falling out. This is not from careless, aggressive, or over handling, this is a poor quality guide.

If this quality of guide is acceptable to you, then we would certainly question your standards for workmanship. We have brought this to your attention, and we know others have experienced the same. Not good enough, and likely a rush job to keep trying to push this project forward, despite the fact you should be taking other issues into account instead of trying to carry on as though it is business as usual.

Inadequacies of the project website

Despite the fact that during the Supplementary Consultation we brought to HE's attention, and expressed our great concern about the official LTC website being out of date during a consultation period, we note that yet again the official LTC website is out of date during another consultation.

We have witnessed an LTC timeline that doesn't include the Design Consultation despite the fact there is a consultation live and happening.

No mention of the consultation on the 'What's happening now' page

Out of date maps on the route page

Out of date Map Books on the route page, linking to the maps from Supplementary Consultation rather than Design Consultation

Out of date details referring to the Tilbury junction


Very unobvious mentions of consultation being live on the website in general and including the home page.

We notice that the new interactive map has been added, so clearly some maintenance had been done to add this, so why have other such important updates not been done? Yet another example of HE's inadequacies.

People who search Lower Thames Crossing online will find the official website at the top of the search results, HE need to be responsible for ensuring that all info and all images on this site remain up to date, and that notification of the consultations are presented in a clear, informative and obvious way. Clearly this is not the case yet again.

The images below are screen captures to back up our claims

highwaysengland.co.uk/lower-thames-crossing-design-and-build




Designing and building the Lower Thames Crossing

It's vital to get the design, construction and operation of the Lower Thames Crossing right to maximise its benefits and minimise its impacts. The Lower Thames Crossing has been classified as a Nationally Significant Infrastructure Project, which means it will be developed in phases:

- Design
- Permission
- Build
- Operation

We will use construction techniques that minimise disruption. This includes the bored tunnel method, which will minimise impacts on the riverside marshes and riverbed, and offsite construction, which enables faster progress and use of the river for transporting materials.

The journey to the Lower Thames Crossing



2018

Statutory Consultation

Highways England holds a second public consultation.

[Have your say](#)

2020

Supplementary Consultation

Highways England holds a supplementary consultation.

[Have your say](#)

2020

Pre-examination of DCO application


You can register with the Planning Inspectorate as an interested party and make formal representations about the project. You will then be kept informed of progress and opportunities to be involved. The Planning Inspectorate will then examine our application.

highwaysengland.co.uk/lower-thames-crossing-home

Improvements and major road projects

Home | About us | Careers | Road Projects

Home | Road | Design and build | Communities | Commercial | News | Contact us | About us



The Lower Thames Crossing route





Lower Thames Crossing

The Lower Thames Crossing is part of the biggest investment in the country's road network for a generation and an essential component in the UK's future transport infrastructure. It will boost local, regional and national economies, while offering new connections, better journeys and faster trips.

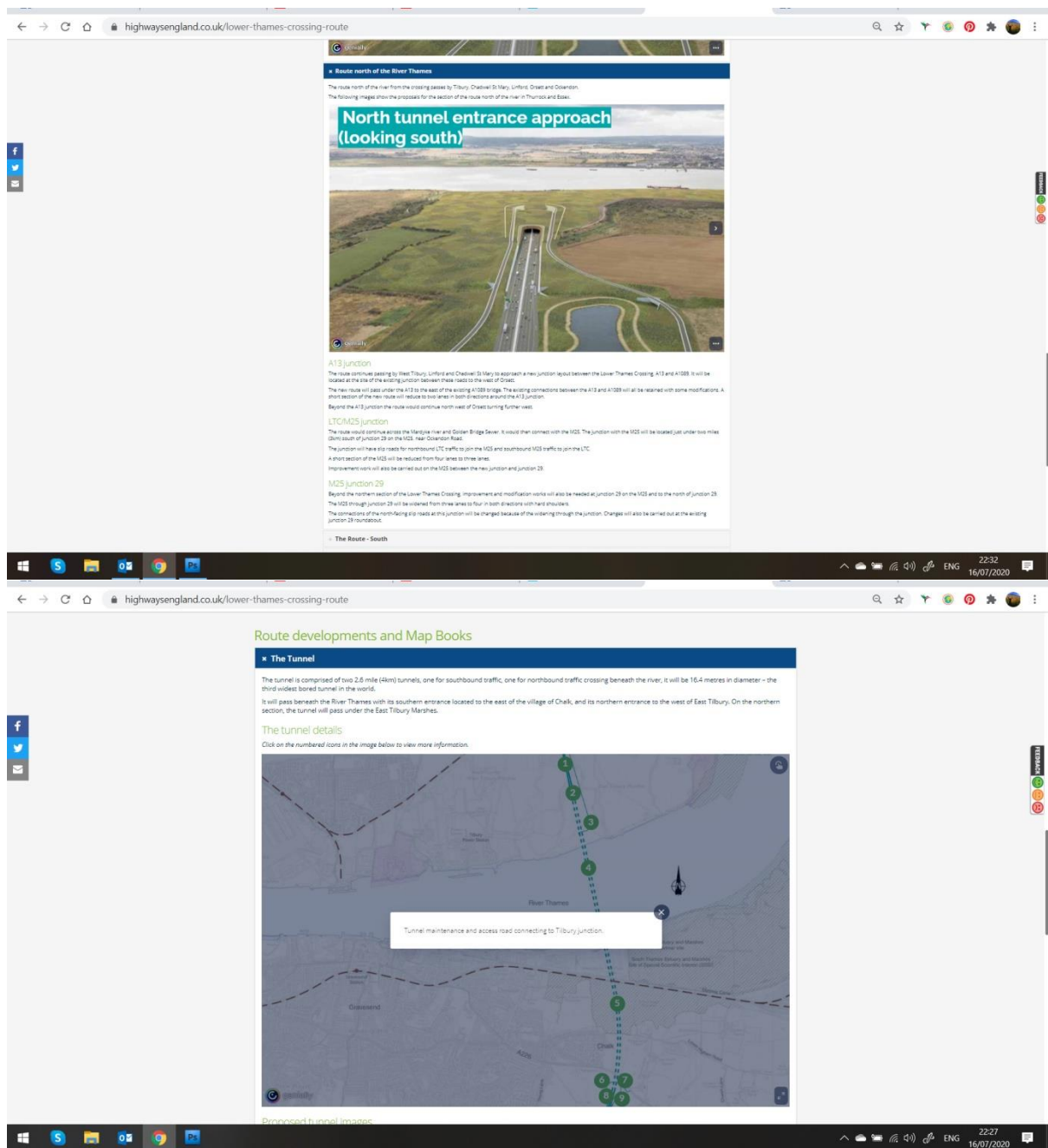
Benefits of the project

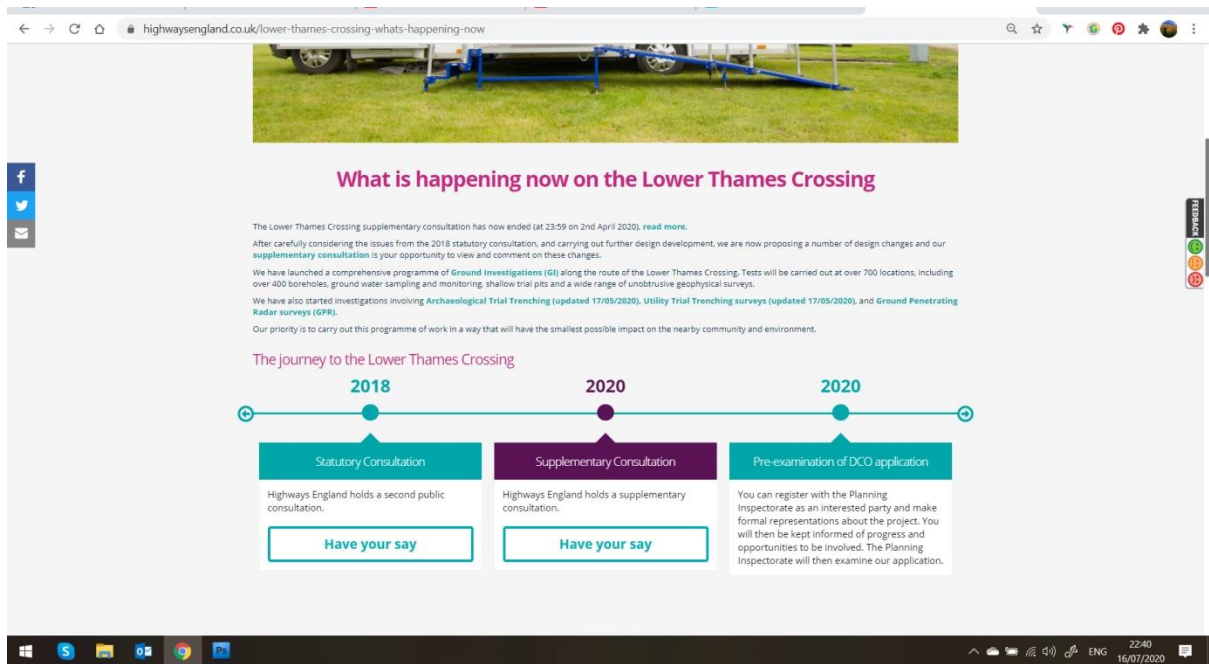
- Economic value**
Adding billions of pounds to the UK economy and encouraging investment and regeneration
- Road capacity**
Nearly doubling additional road capacity across the Thames east of London
- Employment**
Creating thousands of new jobs, apprenticeships and training opportunities

Latest news

-  Lower Thames Crossing new design refinement consultation now open
-  Lower Thames Crossing announce new design refinement consultation
-  Next phase of archaeological trial trenches begin near Gravesend
-  New Utility Trial Trenching services on the Lower Thames Crossing







Conclusion

In conclusion we Thames Crossing Action Group and the thousands we represent remain strongly and most definitely opposed to the proposed Lower Thames Crossing.

We do not support this consultation being held at this time during the COVID-19 crisis.

We do not feel we have been given adequate time to get the info we need to respond in a meaningful way.

We in no way support the LTC. We have serious concerns of many and most aspects of the proposed route. From experience we seriously question the adequacy of HE's role in this project, due to the ever growing list of inadequacies of both the consultation process so far, and the LTC project as a whole.

Thames Crossing Action Group remain united and unanimous in our most definite strongest of opposition to the proposed Lower Thames Crossing.