

Thames Vision 2050 Consultation

Introduction

Thames Crossing Action Group (TCAG) represent thousands of people who are opposed to the hugely destructive and harmful, not fit for purpose £8.2bn proposed Lower Thames Crossing (LTC). More info on us and our concerns and issues with the proposed LTC can be found on our website www.thamescrossingactiongroup.com.

We are pleased to read that “As a Trust Port, the Port of London Authority’s ethos is to pass the Thames on to future generations in a better condition than we inherited it. This is at the heart of Thames Vision 2050.”

Since the proposed LTC would have a huge impact on the Thames Estuary region we wanted to take part in this consultation to share our comments.

Please consider the following our official response to the Thames Vision 2050 Consultation¹.

Themes

“Trading Thames

The river will be an essential cornerstone of the UK’s economy, central to supply chains and employment as the country’s largest port, progressively switching to Net Zero operations, and increasing connectivity to road and rail infrastructure. Technological innovation will be actively embraced, supporting smarter, more efficient businesses and expanding the transportation of light freight into central London as urban logistics transform.”

1a. What actions do you think are needed for the success of the Trading Thames?

We find it surprising and disappointing that you can mention the aim of switching to Net Zero whilst at the same time suggesting increasing connectivity to road. It is important to remember that whilst many believe the future of road traffic to be tail pipe emission free, there are other associated emissions.

These emissions come from not only the production of the vehicles, but also in the construction and maintenance of the roads.

¹ <http://pla.co.uk/assets/thames-vision-2050-consultation-spring-2022.pdf>

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Not only that whilst the move towards non-fossil fuel vehicles may see no tail pipe carbon emissions, these vehicles will still emit other deadly emissions such as Particulate Matter- PM2.5.

These are particulates so tiny that they can get into our bloodstream, from sources such as brake dust, and tyre and road wear.

We cannot simply think that because one issue and concern may be removed we can stop considering anything else.

Evidence shows that more roads, means more vehicles. More vehicles will mean more congestion and pollution. More congestion and pollution often sadly and wrongly leads to more roads, and so the vicious circle continues, with the environment and our health and well-being as the resulting cost.

We are already suffering with congestion and illegally high pollution levels along the Thames Estuary. In part from the Dartford Crossing, but that is not the only reason and industry including the ports are a part of the problem.

We need to see a greener cleaner future for all. We cannot build our way out of congestion on our roads and rid ourselves of illegally high levels of air pollution, with yet more roads.

We have heard of alternatives, that we would like to learn more about. We know that KenEx Tram is a possible option to make crossing the river and getting around easier in a more sustainable way. We have heard of rail improvements between Ashford, Kent and Reading that would allow for not only improved rail for passengers, but also for freight, and is said to negate the need for the proposed Lower Thames Crossing.

We don't feel that National Highways(NH) (or Highways England (HE) as they were back then) have ever given proper and adequate consideration of other alternatives, especially not by means other than road. The giveaway is in their name, they were Highways England, and are now National Highways, it's all about roads/highways no other modes of transport!

The consideration and consultation process of the proposed LTC has been flawed and inadequate from the beginning. The Port of Tilbury only ever agreed to support what became the preferred route for the LTC (Option C3), if they got their own access/junction. HE/NH added the Tilbury Link Road, garnered the ports support, and then later removed it².

² <https://www.thamescrossingactiongroup.com/tilbury-link-road/>

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Something we know the Port of London is aware of also, after reading an article in New Civil Engineer³ where you spoke out about it. The lack of adequate planning and connections means the proposed LTC is simply not fit for purpose.

The removal of the Tilbury Link Road means less connectivity for the Port of Tilbury/Thames Freeport. It would also mean more traffic on the local road network, because of the lack of connections and necessary detours for traffic, like the Stanford Detour⁴. This would impact all the ports, including DP World/London Gateway/London Freeport/Tilbury Port, as well as all those living, working, and trading in the surrounding region.

The proposed LTC would not solve the problems that we all suffer with due to the Dartford Crossing. NH own data proves that the Dartford Crossing would still be over capacity⁵, even if the LTC goes ahead.

NH are also not taking into account or planning for how traffic would migrate between the two crossings, if LTC goes ahead, when there are incidents⁶. There would not be adequate connections, so the result would be more chaos, congestion and pollution.

As well as the lack of adequate connections already discussed relating to the Tilbury Link Road, and traffic needing to migrate when there are incidents, there are also other connectivity issues.

One of the original route options was a variant on location C that included a link between the M20 and A2 via Blue Bell Hill. But whilst this option was ruled out, we are now in a position that there would be a lack of adequate connection for traffic, especially that coming from the ports in the south to connect through and use the proposed LTC if it goes ahead. This results in the Blue Bell Hill Improvement scheme⁷, as a separate stand-alone road project. Other roads would also be negatively impacted with increased traffic and likely need for further money to be invested in upgrades and improvements as a direct result of the proposed LTC, if it goes ahead.

We consider this to be misleading and a false economy, for what is already an extremely expensive road project. With the cost now up to £8.2bn, the proposed LTC would now be more expensive per mile than the highly controversial HS2 project⁸. And it's not just financial cost either, it is the cost to the environment and our lives, health and well-being.

The cost is likely to rise too. At a recent industry summit it was mentioned that the cost of greener cleaner construction machinery is at least 3 times as much as fossil fuel machinery, and NH are

³ <https://www.newcivilengineer.com/latest/port-london-calls-design-rethink-lower-thames-crossing-17-09-2019/>

⁴ <https://www.thamescrossingactiongroup.com/the-stanford-detour/>

⁵ <https://www.thamescrossingactiongroup.com/ltc-not-fit-for-purpose/>

⁶ <http://www.thamescrossingactiongroup.com/incidents-ltc-dartford-crossing>

⁷ <https://www.thamescrossingactiongroup.com/blue-bell-hill-improvements-consultation-response/>

⁸ <https://www.thamescrossingactiongroup.com/cost-of-the-proposed-ltc/>

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saying they want LTC to be the greenest road ever. Who knows how much it would end up costing. Think about ways that kind of money could be better invested!

We are told repeatedly by NH about the economic benefits of the proposed LTC, yet they refuse to provide an estimated figure. We believe that if it was anywhere near as good as they like to portray they'd be shouting a figure from the rooftops, yet they refuse to provide one.

1b. What would you see as your role, or the role of your organisation in those actions?

We see our role to highlight and campaign against the proposed Lower Thames Crossing (LTC). This includes trying to help expose and educate on the realities of such a hugely destructive and harmful, not fit purpose project, and the concerns those who are opposed to the LTC have.

We also hope our campaigning will lead to others realising how bad the proposed LTC would be, and to give serious consideration to other possibly alternatives.

We consider Option A14⁹ to be the best option for another road crossing. A long tunnel option from around junction 2 on the M25 through to between junctions 30/29. Bypassing the current problem areas/junctions. Built to modern safety standards, so no need to hold traffic up to corral oversized vehicles, or escort hazardous vehicles, as is the case at the Dartford Crossing. No need to reduce the speed limit for the crossing, as is the case at the current crossing. Being a long tunnel the air could be filtered, so also improving air quality.

Then there are rail and tram alternatives¹⁰ as already previously mentioned.

We also question the constant desire of some to keep developing more and more in already highly populated and developed areas. The Thames Estuary and surrounding areas are busy, they are largely industrial and developed. But we also need and want some natural greenbelt and agricultural land left, areas to enjoy and appreciate.

We see our group not only as a voice for those who are opposed to the proposed LTC, but also as a voice as to what our concerns are for the people and communities that would be impacted, and doing all we can to protect our lives, health, well-being, homes, businesses, communities, greenbelt, woodlands (including ancient woodland), fens, marshes, flood plains, countryside, agricultural land (including grade 1 listed land), the natural environment and biodiversity, and so much more, including the River Thames and its surrounding areas.

⁹ <https://www.thamescrossingactiongroup.com/alternative-route-option-a14/>

¹⁰ <https://www.thamescrossingactiongroup.com/rail-and-tram-alternatives/>

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“Destination Thames

More people will be living, working and relaxing on and around the Thames. The river will be accessible to all, a national and international icon for the city, the country and our values. There will be more jobs, more sporting and leisure opportunities and more visitors, drawn to the river as the best way to enjoy London and the Thames Estuary, its vibrant economy and its many attractions. Visitors will come to the Thames for unique recreational, sporting and cultural activities. Groups accessing the river will be truly representative of the local and wider communities.”

2a. What actions do you think are needed for the success of the Destination Thames?

It is interesting reading about the options for light freight, things like DHL using the river. Obviously options like this, if done correctly and in a green clean way should benefit everyone. Finding ways to reduce road traffic in a green clean way then also reduces the need for projects like the proposed LTC.

It has also been interesting to see an increase in passenger options on the river too. Maybe passenger and light freight could be combined, in a similar way to airlines having freight in the hold and passengers in the cabin. This could give alternative options for both light freight and passengers, and combining them should help in keeping the cost affordable too. With affordable prices it makes it more viable to use, and the more who use it the more reliable services should become.

More also needs to be done to ensure that people living and working along the river are fully aware of river transport options. All too often people find themselves resorting to using cars/taxis because public transport is not affordable, unreliable, doesn't feel safe, or simply doesn't go where they want/need to get to at the times they need to be coming and going! Services need to be affordable safe, and reliable.

If we are to see more people using the river, and in particular more passenger options then there would also be a need for more support to and from the RNLI.

To the eastern end of the Thames, the river often becomes more of a destination for places like the forts and nature reserves, river walks etc. We would not want to see development that ruins and impacts our ability to safely and healthily enjoy the river.

The proposed LTC would most definitely have a huge negative impact to the river and surrounding areas.

Whilst NH are proposing new 'parks'¹¹ on either side of the river, they would be around the tunnel portals. The air from the tunnels would not be filtered¹², so pollution will simply be pushed out

¹¹ <https://www.thamescrossingactiongroup.com/new-parks/>

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into the communities as the traffic pushes it through and out complete with all the associated pollutants. This is not something that supports or encourages safe, healthy enjoyment of the river and surrounding areas.

There is also the potential risk of development of the proposed London Resort¹³ theme park, alongside the river. The proposed theme park would see an increase in road traffic on both sides of the river, as well as the loss of valuable natural environment (Swanscombe Peninsula SSSI), loss and impacts to existing businesses, and an increase in river traffic with the proposed park and glide service.

TCAG do not support the proposed theme park because of a variety of concerns highlighted on our website, including the negative impacts it would have on road congestion and pollution. Its position between an over capacity Dartford Crossing and the proposed LTC, with a lack of adequate connections etc, would just add to the concerns and issues.

We also do not support the impact the proposed LTC would have on the historic aspects of the river, including to Tilbury and Coalhouse Fort. With the latter more needs to be done to ensure its future is safeguarded, and it is preserved and protected as the important part of river history that it is.

Action also needs to be taken in regard to coastal erosion, especially in sections where toxic historic landfill is present.

The river has a strong history as well as being a unique natural environment that needs and deserves to be better protected. It is a special place to visit and enjoy, and it cannot be lost purely for the economic gain of large corporations. The various historic buildings and sites further into London have been protected and are seen as valuable assets, just as those along the Estuary section of the Thames should be.

Imagine a Coastal Path that allows people to access and enjoy the history, nature, and life of the River Thames. Not only in London and the river to the west of the city, but the entire length right out to the coast. Let's put some balance and equality into the value of the River Thames and not just see the river to the east of London as being a region to be used and abused for industry. Now more than ever we need to be recognising and ensuring a healthier more sustainable future for all.

2b. What would you see as your role, or the role of your organisation in those actions?

¹² <https://www.thamescrossingactiongroup.com/air-quality/>

¹³ <https://www.thamescrossingactiongroup.com/london-resort-theme-park-and-ltc/>

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We recognise the opportunity to enjoy and appreciate the river and surrounding areas in their natural state, and do not want to see more development that brings more destruction, harm, impacts, and traffic and pollution to the region.

We will do all we can to try and protect these areas on both sides of the river, as the impact of the proposed LTC would be huge. Imagine trying to enjoy the Two Forts Walk with construction of the proposed LTC taking place for around 7 years, it would be impossible. And even once opened, if it goes ahead, it would ruin the area forever. Not just the two forts, but the wildlife and habitat that would be impacted in and along the river. The history of the area would be negatively impacted. Where once Queen Elizabeth gave her Great Speech, would now be HGVs and other vehicles on a noisy polluting road that isn't fit for purpose. We are sure she would not be amused! We would much prefer to have the Thames Coastal Path for all to enjoy on both sides of the river, with safe havens for people and wildlife alike, such as Swanscombe Peninsula SSSI and others, to enjoy and experience the magic of the river.

As before our position is to raise awareness over concerns relating to the proposed LTC, and to support the ability for everyone to safely enjoy the Thames Estuary, as we continue to campaign against it, and into the future.

“Natural Thames

The Thames will be the cleanest it has been in generations, supporting more biodiversity and wildlife, balancing economic and natural capital value. It will be recognised for clean air, natural flood defence, capturing carbon and nutrients as a valued, thriving habitat, allied to the Net Zero drive.”

3a. What actions do you think are needed for the success of the Natural Thames?

It is vital that we do all we can to ensure a healthy and sustainable future for the natural environment in and along the Thames. This is just one of the many reasons we are so strongly opposed to the proposed LTC, which would be hugely destructive and harmful.

We are aware of not only the impacts of the proposed LTC, if it goes ahead, but also of things like coastal erosion and pollution. We have been very concerned about the potential risk of LTC going through areas of historic landfill sites. We understand the important need for these kind of sites to be cleaned up, but are also aware that they are potential SSSI. It is inevitable when sites like this are left due to how contaminated and toxic they are that nature starts to reclaim them, especially invertebrates with other creatures following on as the ecology allows.

We also know that there are important Buglife B-Lines in the vicinity of the river. Again, another aspect that should be given more importance when considering the impacts of the proposed LTC.

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We are disgusted to think that sewage and pollution is being released into the river. Water companies and river vessels should be ashamed of themselves. There is simply no reason at all for this to be allowed. It can be stopped and needs to stop immediately.

River pollution is another aspect we have concerns over in regard to the proposed LTC. We are more than aware of the risks and harm from PM2.5. We know that water would be pumped out from the tunnel, if LTC goes ahead, and be discharged into the river. We know that PM2.5 would get into other watercourses along the entire proposed route, and much of that would end up in the Thames. Especially with the proposed LTC route cutting through the Mardyke Valley as it would, which of course flows into the Thames.

We know that there are many creatures living in and near the river, some of which many might be surprised by, like sea horses, sharks, porpoise, seals, and the occasional visiting whale! We need to ensure that the quality of the river habitat in and alongside the Thames only moves in one direction, and that is to improve it, and not to allow anything to slow down that progress.

We need to save and protect the natural environment. We don't need or want London Resort theme park, we do want Swanscombe Peninsula SSSI, as a place for all to visit and enjoy.

With the London Cruise Terminal operating, if operating cleanly and sustainably, then what do we want visitors arriving and departing on cruises to experience? Do they want to see only industry and major roads clogged with traffic? Or do they and we want to enjoy our special natural environment and habitats? To see porpoise, seals, whales, birds etc in and along the river. To witness the historic sites along the Thames. The forts, the place where Queen Elizabeth gave her Great Speech, and all the other history of such a major river. To know the story of how we as communities alongside the river campaigned to protect our marshes, rallied for SSSI status, and hopefully stopped the largest, most destructive and harmful road project of our time.

We already have so much industry existing along the river, and a strong history of utilising the nature of the river from the sea through to our capital city. We are sure there will be areas where Biodiversity Net Gain will be possible and welcomed. But at the same time we need to be aware and realistic that Biodiversity Net Gain cannot be considered a get out of jail free card for simply pushing ahead with more and more development.

With a river such as the Thames we also need to be aware of the risks and impacts of flooding, not only from the Thames, but also other watercourses nearby.

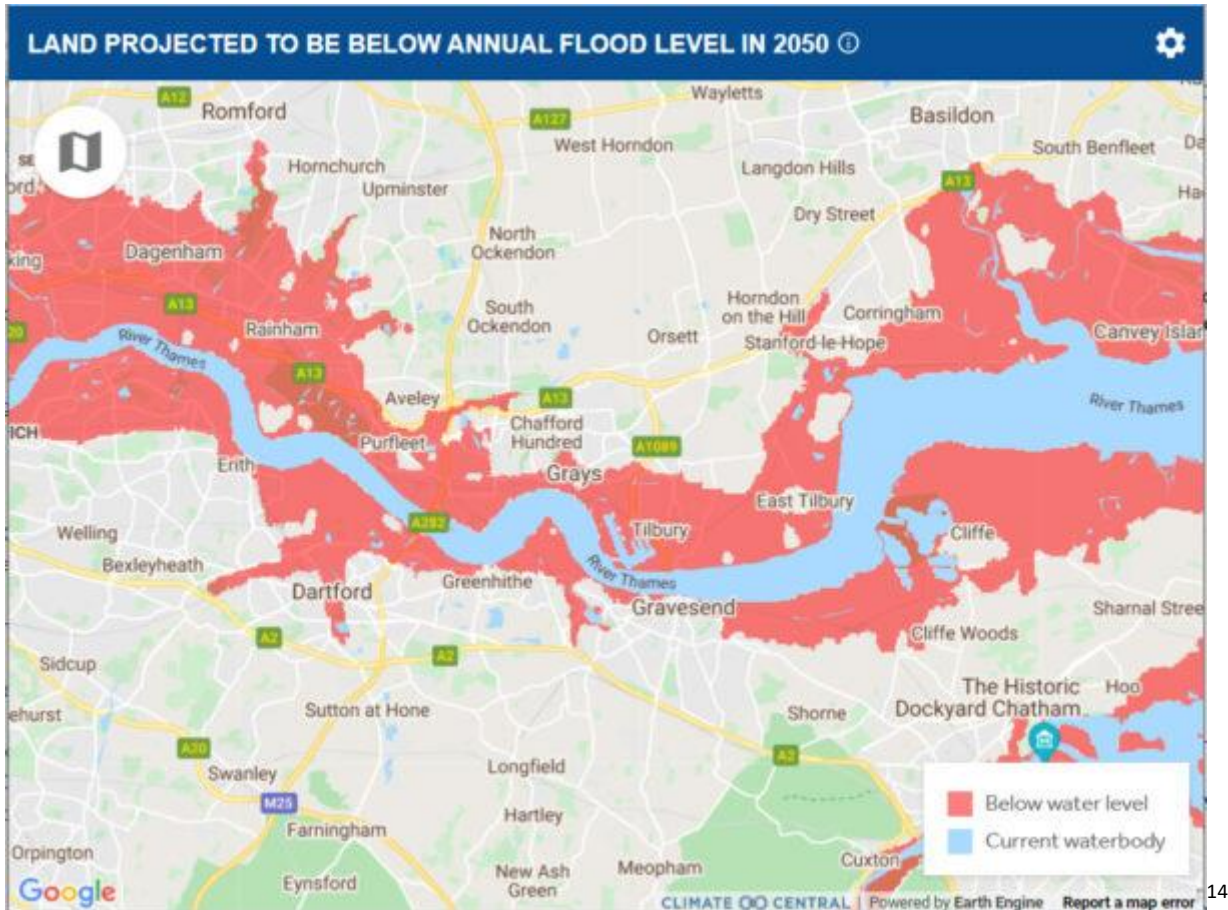
The proposed LTC would see flood plains lost with ground levels built up into land forms, to dump the associated tunnel spoil. Blocking water flow in both directions, from the Thames into the flood plains, and for the water courses to flow into the Thames.

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If the existing flood plains are negatively impacted and lost then where will the water go instead? Other areas along the Thames would suffer.

We know that with things as they are water levels are sadly set to rise, and we are already suffering with more unstable weather, with more severe storms. Now is not the time to ignore the importance of flood plains.



Now more than ever, as we are living at a time of climate emergency we need to ensure that the value of the natural environment is prioritised over financial economic growth and benefit.

3b. What would you see as your role, or the role of your organisation in those actions?

As before our position is to raise awareness over concerns relating to the proposed LTC, and to seek to save and protect the river and surrounding areas for the benefit for the natural environment, for

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all flora and fauna, and for all in our communities to enjoy and benefit from for their health and well-being. To support a healthy sustainable future for all. We will continue to campaign and fight the proposed LTC which would be hugely destructive and harmful.

Priorities for Action

“Safety – The essential foundation for greater river use; enabling safe river operations is a prime PLA role.”

4. Do you agree that safety should be a cross cutting priority and what innovations or actions would you like to see in this area?

Safety must be a priority for all involved, whether it be those providing services or those using services on and along the river.

A good place to start would be with support to and from the RNLI. With increases in river traffic provision for more emergency coverage would be needed.

More education and support is needed along the banks of the river also. Signs with info and contact numbers for getting help in an emergency, life preservers, and education on water risks and safety.

Safety must also be extended to wildlife and their habitat too. We have not only the resident and regular migrating creatures, but we have also seen an increase into more unusual visiting creatures, such as whales. Sadly, many of the latter’s visits do not end as well as we’d hope.

More investigation is needed as to why these cetaceans are appearing more and more in the Thames. More support is needed to those who come to their assistance too.

Since the Thames has the history it does, we also have to be aware of all aspects that history has brought, including the risk of Unexploded Ordnance (UXOs)¹⁵. This is another serious concern we have in regard to risks that the proposed LTC brings.

Especially when you consider the concept of sympathetic detonations, whereby a direct strike on one V1 or V2 could set many others off causing a tremor, which could affect the Richard Montgomery and the rest of the ordnance still located under the Maplin sands.

If this were to happen, Southend, Sheerness, the River Medway could be destroyed with a massive tidal wave surging to London itself.

¹⁵ <https://www.thamescrossingactiongroup.com/unexploded-ordnance-concerns/>

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Also in regard to safety, we need to ensure that we all have clean air to breathe. Development cannot simply be allowed to progress and further worsen the already terrible air quality in our region. Everything possible needs to be done to ensure our air quality improves.

This is another reason why we oppose the proposed LTC. The proposed route would create a toxic triangle. It would also fail on World Health Organization (WHO) 10 standards. It would not solve the problems of congestion and pollution at the Dartford Crossing, and would in fact create more chaos, congestion and pollution throughout the region. National Highways have been slow to produce an adequate Health Impact Assessment, which Local Authorities and the public are still waiting to see. For everyone's safety clean air for all must be prioritised.

Careful monitoring of all users of the river, both on it and in it (human and other creatures!) is essential to ensure that whilst the river is utilised and enjoyed it can be done safely for all.

“Net Zero – Ensuring that the Thames contributes to the climate emergency response; delivering sustainable economic growth in a decarbonising economy, consolidating its position as a leading port and low carbon inland highway, using habitats to capture and store carbon.”

5. Do you agree that the Net Zero transition should be a cross cutting priority and what innovations or actions would you like to see in this area?

It is essential that we address climate change issues as a priority and matter of urgency. It's all very well having Government set legally binding Carbon Net Zero targets, but we need action to back up the talk.

The National Policy Statement for National Networks (NPS NN) by which projects like the proposed LTC are judged, is completely outdated and currently being reviewed. The current version of the NPS NN is not compliant with Carbon Net Zero by 2050, and thus the policy needs to be updated urgently. Yet National Highway and Government continue to try to push the project through whilst the policy is still being reviewed. We believe the NPS NN should be suspended whilst the review and update takes place.

The proposed LTC is estimated to emit over 5 million tonnes of carbon¹⁶ if it goes ahead. This is another reason why we continue to fight the proposed LTC.

We cannot continue to allow projects that are not in keeping with carbon net zero to be progressed.

¹⁶ <https://www.thamescrossingactiongroup.com/ltc-carbon-emissions/>

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We need to consider the cumulative impacts of carbon emissions also. It's not good enough for government, companies, organisations etc to pledge for carbon net zero, whilst at the same time supporting projects that will generate carbon emissions. This is why we continue to call on all to give serious consideration to the true impacts of the proposed LTC, and to campaign against it.

We hope that you will work towards Carbon Net Zero as a priority. But we respectfully point out that when we read things such as: *"The river will be an essential cornerstone of the UK's economy, central to supply chains and employment as the country's largest port, progressively switching to Net Zero operations, and increasing connectivity to road and rail infrastructure"* it concerns us as to how you believe that you can switch to Net Zero whilst supporting an increase to roads.

If you are looking at improving connectivity then more sustainable options should be considered. Sustainable rail projects, as well as other sustainable transport options.

The proposed LTC would not be viable for public transport, due to the lack of adequate connections. Neither does it give the option for non-motorised users to cross the river.¹⁷

The move to Carbon Net Zero and zero tail pipe emissions etc cannot ignore things such as deadly PM2.5. It is essential that the overall picture is reviewed and that we move towards a healthy sustainable future for all as a matter of urgency.

"Resilience – Developing infrastructure, systems and natural habitats robust to challenging events, including the impacts of rapid climate change."

6. Do you agree that resilience should be a cross cutting priority and what innovations or actions would you like to see in this area?

We are pleased to read about recognition of flood and climate change that needs addressing. We have previously touched upon concerns over flooding. It is essential when considering flood risks and resilience that it is noted that the tunnel portals for the proposed LTC, as well as Dartford Crossing are predicted to be in zones subject to flood/below water in the not too distant future.

This is yet another aspect of why are opposed to the proposed LTC, and another reason it is simply not fit for purpose.

To be proposing spending £8.2bn of taxpayers' money on a project that is hugely destructive and harmful, as well as not being fit for purpose is completely unacceptable.

We need to ensure that the resilience we are building is one that saves, protects and safeguards a healthy sustainable future for all. We need to do this in a way that stops and even reverses the

¹⁷ <https://www.thamescrossingactiongroup.com/ltc-public-transport-and-nmu/>

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effects of climate change that we have created to date. We need to find ways to live our lives that reduces our impact on our natural environment to ensure a healthy sustainable future.

“Technological change – Ranging across alternative low and zero carbon fuels, smarter and more integrated information technology systems and the growing opportunities of automation; the Thames is recognised as a demonstrator for new technologies.”

7. Do you agree that technological change should be a cross cutting priority and what innovations or actions would you like to see in this area?

As a group we are not in a position to comment on technology for the shipping industry, without knowing a lot more detail, and further research.

However, we do have knowledge about the aspects of ‘smart’ technology when it comes to roads, and it is something we have serious concerns about.

The proposed LTC is being designed to ‘smart’ motorway standards. It would have no hard shoulder, and would use ‘smart’ technology. We are very aware of and support the campaigns against ‘smart’ motorways. The Government have paused the roll out of ‘smart’ motorways whilst 5 years data is collected and analysed. There are calls for and actions being taken on corporate manslaughter in regard to ‘smart’ motorways.

In general we and our members have serious concerns about ‘smart’ technology being rapidly introduced and without proper care and attention given to the risks. We would not want to see the rapid introduction of ‘smart’ technology that could bring risk to the Thames.

“Access and inclusion – Enhanced education to boost awareness and access to Thames opportunities, improving diversity and inclusion in employment and recreation; facilitating safe and appropriate access to the foreshore.”

8. Do you agree that access and inclusion should be a cross cutting priority and what innovations or actions would you like to see in this area?

We agree that all communities should have access to the river and inclusion to activities on it. This is another reason why we oppose the proposed LTC, as it would reduce our ability to access and enjoy the river and the surrounding areas.

We note that research you have carried out on Active Thames appears to be limited to London only. The Thames is not limited to London. We’d be interested to know how much if any research was carried out in Kent and Thurrock/Essex.

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Development in general on and along the Thames to the East of London greatly limits our ability generally to enjoy the river and its surroundings. Too much development that limits access to the river. Too much development having a negative impact on the air quality, thus having a negative impact on our health and well-being as well as limiting our ability to enjoy the area safely.

We often feel like we are the dumping ground of development of all sorts, and have more than our fair share of development. The more development we get the more the calls for more roads arises, and this vicious circle cannot continue to spiral out of control.

It is interesting to read “...just 22% of people aware of port trade on the river.” We guess that depends on which section of the area you ask people!

We also wonder what the percentage would be if you asked people of the awareness of biodiversity in and along the river. That is another important aspect to be taken into account. To educate people into what we have and could have if the river is taken care of. The importance of the river to the natural environment and biodiversity.

The river and its surrounding areas need to be places that all have the opportunity to safely enjoy and use for activities, and to ensure a health and sustainable future for biodiversity which also needs to be included.

It is apparent that the proposed LTC is for the benefit of the ports and companies to provide connectivity from the South East to the Midlands and beyond. It is vital that we are not forced to live in areas with continued destructive and harmful projects like the proposed LTC inflicted upon us.

General

9. What other actions will be key to delivering Thames Vision 2050?

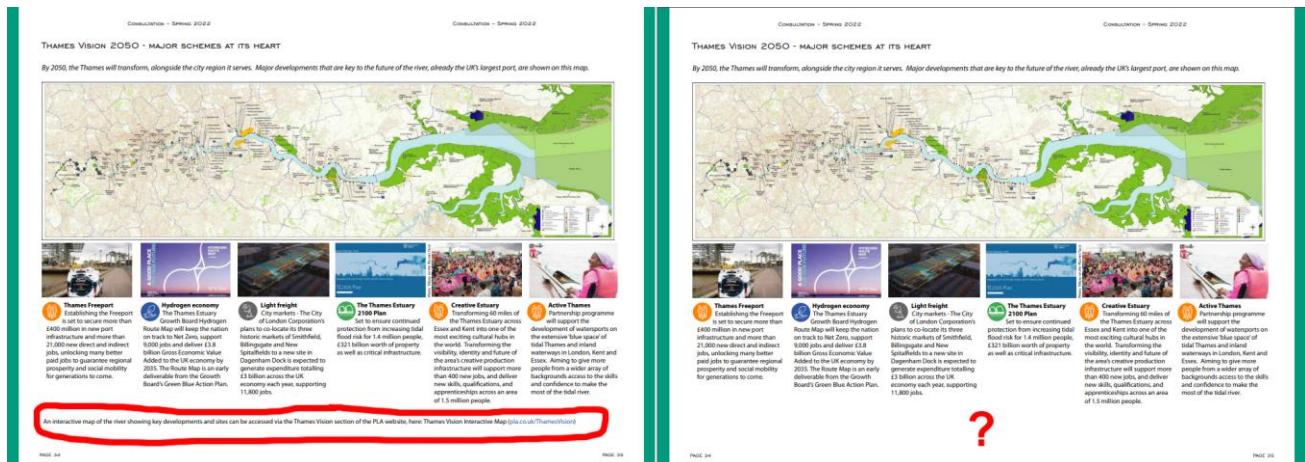
We note that when we first visited the consultation booklet online it mentioned visiting an interactive map available on the PLA website. However, the provided link did not provide access to the interactive map.

We emailed twice to request a link or copy of the map that was viewable, but to date we have received no response.

Upon reviewing the consultation document again today, just before we submit our response, we note that the wording appears to have changed, and now simply refers to the map in the booklet. As shown below. The link to the interactive map seems to have just been removed.

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Unfortunately the map in the booklet is by no means adequate to view. You cannot even read the wording in the map legend or on the map. The font is too small and blurs when you try to zoom in.

A shame as we would like to view the map!

From what can be seen in the map image it doesn't appear to us that it shows all the proposed large developments that we are aware of at this stage.

For instance the proposed Lower Thames Crossing doesn't appear to be shown. But the LTC is detailed as an 'important development' according to your consultation booklet.

Whilst we obviously don't believe that the proposed LTC should go ahead, we do feel that a map highlighting the future proposals in regard to development should reflect the reality of what is being proposed.

It is hard to tell what may or may not be on the map because of the issue previously detailed. However, we know there are lots of other proposed developments such as expansion of Thames Freeport, Thurrock Power has been granted permission, proposed nuclear reactor, local plans being developed.

When we are talking about Thames Vision 2050, and the Port of London Authority's ethos to "pass the Thames on to future generations in a better condition than we inherited it", it would have been good to see a clear and informative map representation that shows the true extent of what is being proposed in the region.

Ultimately it is essential that Thames Vision 2050 ensures a healthy sustainable future for all.

We would like to thank you for the opportunity to take part in the consultation, and hope you will find our response helpful. Should you wish to discuss any of our comments, or indeed our opposition to the proposed Lower Thames Crossing, please do not hesitate to contact us –

admin@thamescrossingactiongroup.com