

From: [REDACTED]
To: [Lower Thames Crossing](#)
Subject: FW: TR010032 – Lower Thames Crossing Project
Date: 28 February 2025 14:08:46

Hello, thanks for the updated document but to save people having to read through the 411 pages – again – how about a document that either has ‘tracked changes’ shown on the document itself, or there is a document explaining the differences between the two?

I appreciate a clean document is needed for inspection but this is just bamboozling people into not responding due to the sheer gravitas of the situation.

The Secretary of State for Transport confirmed what we all know, it is too expensive! Yes a crossing is needed but this went from £3.4bn, to £6.4bn (cost benefit analysis still showing positive was it) and now it is in excess of £10bn so 100% no way the cost benefit analysis is positive and she admitted private sector investment is necessary. That spoke volumes – it is no longer affordable using the public dollar.

So private sector comes in, and just like the Dartford Crossing, here come the expensive tolls for the private sector to recoup their investment and with no onus to protect people or the environment. Hence why a need to re-compare with the other options e.g. junction 3 M25 and a tunnel all the way under London.

More than 20% displacement of traffic from Dartford, less damage to the environment/habitats, less impact on people (as existing motorway network whereas Option C now sends far more places into contravention of previous EU limits that we might not be a part of but are still internationally recognised acceptable level of emissions) and is less intrusive onto protected woodlands, areas of outstanding natural beauty and SSSI.

The current route might look to reduce Carbon by 70% but against what baseline? So many different places along the new route are green belt, brown belt, SSSI, AONB, protected marshlands and areas that cannot be built upon unless an NSIP scheme comes along but what about sustainable growth? 70% reduction might be one thing but there are not environment mitigations at the sites where EU limits are now compromised e.g. Southern portal/entrance where longitudinal fans will blow the emissions of 120k of traffic – daily – out of the end of the tunnels and into thin air. People at the roadshows – National Highways “experts” tell me the emissions will go up into the atmosphere. Really?

No really? Really? Tell the people of Dartford who have seen exponential increase in asthma rates and lung conditions since the crossing (bridge/tunnel) and then tell me it goes up to Heaven. A wise man called Newton told of a story “what comes up must come down e.g. gravity”. And why do other tunnels have vents or filters at the tunnel entrances if this is the case? Hogwash. Absolute hogwash.

So why are there no filters or vents or other mitigations apart from blowing all the emissions onto local housing areas? Yes the tunnel entrance was moved – now [REDACTED] from my house rather than 120m (just over the CPO boundary) – but the noise, air and light pollution will remain and sorry but cuttings wont cut it. Still hear it, feel it, smell and breathe it all in. The massive irony in all of this is what DfT and National Highways are giving back e.g. putting a park area for kids and adults to enjoy right by the tunnel entrance, right where 120k of vehicles will blow out their

emissions. And electric vehicles are on their way I hear you say. And how is the electric sourced? By burning more fossil fuels as all the funding for Solar Farms, Wind Farms and LED from Govt has disappeared in favour of heat decarbonisation. How about funding for more of this to generate the electric for electric cars, which weigh exponentially more than petrol/diesel cars so will damage the road more.

The route under London will also be motorway to motorway, so better for vision zero – not just net zero – if terms of reduced congestion as despite the tunnel entrance being moved, HGV using the LTC will only be able to chug chug chug at 40mph up the stepper incline towards the M2 when travelling from Essex to Kent. Hardly “freeflowing” main road to main road is it? Not a single tree in sight around the tunnel entrance, no air filters or vents and all the talk of 70% carbon reduction is OFFSET, not MITIGATION e.g. some more trees at Shorne Country Park (already a woodland), more trees at Hope Farm (a new expanded woodland) which is great for some parts of the new route but what about the parts which have minimal congestion and air pollution now but will soon exceed EU limits? No mitigations, but don’t worry, some existing green belt site in Essex will have loads of nice fresh air to compensate? Compensate for what? The noise, the smell, the light pollution and the multiple trips to hospital with asthma related and lung conditions.

Why don’t you move I hear you say? Well LTC wont buy me out as I am not on the compulsory blight scheme, only the offline general blight and I have been told there is no option to buy me out unless I divorce my wife or have to move due to work purposes. A tempting thought about divorce but how about recognising that I cannot sell my house because of LTC !!!!!

Don’t worry, I will be given £12.50 compensation and a discount on the new LTC one year and one day after it opens. Great. So here is some air pollution and a life full of worsening lung disease [REDACTED] – but all is good as you can have a small discount. BUT you will still have to live there as no one wants to buy your house. Tried, on the market, 4 viewings lined up, 3 cancelled when they found out where it was and the 4th came along and asked where it was so we showed them the field where the then 4 lane 2 tunnels would go (now 2 x 3 lane tunnels with a hard shoulder e.g. will be 4 in the future) and never heard from them again.

So even if I could sell, would take a hit on the value of my house AND have to find £50-60k of moving costs (legal, stamp duty, moving) to find a similar property nearby that is not next to a major road network which pushes us further into rural Kent where there is a 10-15% premium on houses so great. So the cost of the scheme has gone up, the financial cost to us will have gone up and the cost to our health has still not been mitigated given the shift from mitigations at key areas to carbon offset along the route just to tick a box and keep costs down. Well the cost benefit analysis will no longer be >1 and hence why Secretary of State has said Private Funds will be explored who will care even less about people and habitats. Shocking all round.

Many thanks,

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