

From: [REDACTED]
To: [Lower Thames Crossing](#)
Subject: TR10032-006584 - Funding Statement Response
Date: 13 March 2025 16:09:14

Interested Party Ref: 20034332

Please see my response as follows:

I have spent hours reading, researching and trying to digest the meaning and possible outcome of the Funding Options proposed by National Highways Funding Options for the Lower Thames Crossing (eg whether these would accrue interest and if so over how long a term. Also if so, would it be a fixed or variable rate) In response I still maintain my belief that the LTC will not provide value for money or resolve congestion issues. It has already caused disruption, stress and hardship to many people over the many years since the project was first put forward. It will increase pollution (at least for the construction period of 6+ yrs), have an adverse effect on the environment and wildlife etc. and not enhance Active Travel or Public Transport and will be severely detrimental to the Emergency Services when attending calls.

UK Local Road Networks are in an appalling condition and I strongly feel that **Utmost Priority for Funding** should be directed to ensuring that our Current Road Networks are brought up to high standards and maintained in good condition. As well as the road surface, the local road network includes pavements, embankments, bridges and drainage systems that need to be kept in good condition.

The National Audit Office Report dated 23rd July 2024 supports my reasoning. (See extracts from the report further down)

National Highways manage the Strategic Road Network

The strategic road network (SRN) is arguably the biggest and most important piece of infrastructure in the country. It comprises more than 4,500 miles of motorways and major A roads which are at the core of our national transport system.

Its many arteries connect our major towns and cities, ensure commuters make it to work every day, and help millions of us visit our friends and families.

Local Authorities are responsible for maintaining all roads that are not motorways or major trunk roads (A roads).

The Department for Transport (DfT) is responsible for:

Providing policy, guidance, and funding to English local authorities to help them manage and maintain their road networks, improve passenger and freight travel, and develop new major transport schemes.

Other responsibilities include:

Setting the strategic direction for the rail industry in England and Wales – funding investment in infrastructure through Network Rail, awarding and managing rail franchises, and regulating rail fares.

Improving English bus services through funding and regulation.

Working to make our roads less congested and polluted by promoting lower carbon transport, including cycling and walking.

Their priorities are to:

- grow the economy by enhancing the transport network, on time and on budget
- improve transport users' experience, ensuring that the network is safe, reliable, and inclusive
- reduce environmental impacts by tackling climate change and improving air quality by decarbonising transport

Extracts from:

National Audit Office Report 23rd July 2024 – DfT - Local Road Networks

The local road network in England is essential to everyday travel and the movement of goods. Almost all journeys start and end on the local road network, which consists of 183,000 miles of road and represents 98% of the total road network.

As well as the road surface, the local road network includes pavements, embankments, bridges and drainage systems that need to be kept in good condition.

Scope of the report

This report examines whether the Department for Transport (DfT) is ensuring value for money through its funding provision for local road maintenance, and whether it is effectively fulfilling its role in supporting local authorities to deliver local road maintenance. We have assessed whether:

- DfT understands the condition of local roads in England
- DfT is using its data and information to inform its funding decisions
- DfT is supporting local authorities effectively through providing guidance on asset maintenance

Conclusions

Local roads are a vital part of local transport infrastructure, used every day by millions of people. Despite their importance, the condition of local roads is declining and the backlog to return them to a good state of repair is increasing.

DfT has provided between £1.1 and £1.6 billion of capital funding each year to local authorities and has set out plans for additional funding through to 2034. Given the fiscal constraints, it is essential that DfT secures maximum value from the funding it has available.

However, at present DfT does not have a good enough understanding of the condition of local roads, and does not use the limited data it does have to allocate its funding as effectively as possible. It does not know whether the funds it allocates are delivering improvements in road condition, and has not updated its guidance to local authorities, to share good practice and help them make the most of their limited funds, for some years.

Managing the local road network is becoming increasingly complex – for example, as climate change and autonomous vehicles demand more from it – and the additional funding that DfT has secured provides an opportunity to equip local authorities to better meet these challenges.

If DfT is able to address the issues in its current approach it will be much better placed to improve the value for money of funding in this area and secure an improved and more resilient local roads network.

See also following Link:

<https://www.nao.org.uk/wp-content/uploads/2024/07/condition-and-maintenance-of-local-roads-in-england-summary.pdf>

Yours sinerely,

Mrs. Jackie Thacker - Thursday, 13th march 16.08

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