



From: George Fereday [REDACTED] >
Sent: Sunday, July 21, 2024 2:50 PM
To: HAIGH, Louise [REDACTED]
Subject: Lower Thames Crossing Opposition

Dear Ms Haigh,

Congratulations on your new appointment as Transport Secretary.

I'm a Gravesham resident and I'm getting in touch to urge you to oppose the proposed Lower Thames Crossing (LTC), including discussing the wide-ranging catastrophic impacts of the scheme, with local MPs in the areas most impacted by the scheme, with urgency given the current DCO process.

The massive LTC development is the single largest public health and environmental threat to residents of my borough Gravesham, for a generation, and will continue to blight this community in perpetuity if built. As you will be aware, Highways England's own forecasts show that the scheme will be overcapacity by the time it opens, whilst not reducing the current congestion levels seen over the Dartford crossing, which it was designed to solve.

Facts and figures about the scheme:

- Over 7million tonnes of CO2 emissions from construction in the first 60 years of operation.
- £9bn cost at a time of £121bn budget deficit. £9bn is equivalent to building 140,000 affordable new homes or fixing 75% of all potholes in the UK existing road network (£12bn and 9 years of repair required).
- Illegal levels of air pollution by WHO standards, particularly PM2.5. <https://www.thamescrossingactiongroup.com/lower-thames-crossing-pm2-5/#:~:text=On%20the%2016th%20December%202022,proposed%20LTC%20would%20fail%20against>
- Most destruction of ancient woodland of any public infrastructure scheme in England (including HS2): <https://www.woodlandtrust.org.uk/protecting-trees-and-woods/campaign-with-us/lower-thames-crossing/>
- Largest emissions of Nitrogen of any public infrastructure scheme at 250 hectares of significantly affected land, including ancient woodlands and SSSI's.
- Not compatible with the UKGov's legally binding net zero carbon commitments by 2050.

This £9bn should instead be spent on sustainable transport infrastructure (increasing rail freight to replace HGV journeys, & new train / tram lines to reduce total car journeys). Alternatively the money could be spent on better maintaining the current road infrastructure - not hugely environmentally damaging new road building that is ineffectual at dealing with congestion at the Dartford crossing and diametrically opposed to the UKGovs legally-binding net zero targets.

I look forward to your strong opposition of the Lower Thames Crossing given the serious implications of the scheme at a local, regional and national level.

Many thanks in advance for your support.

Kind regards,

George Fereday.



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