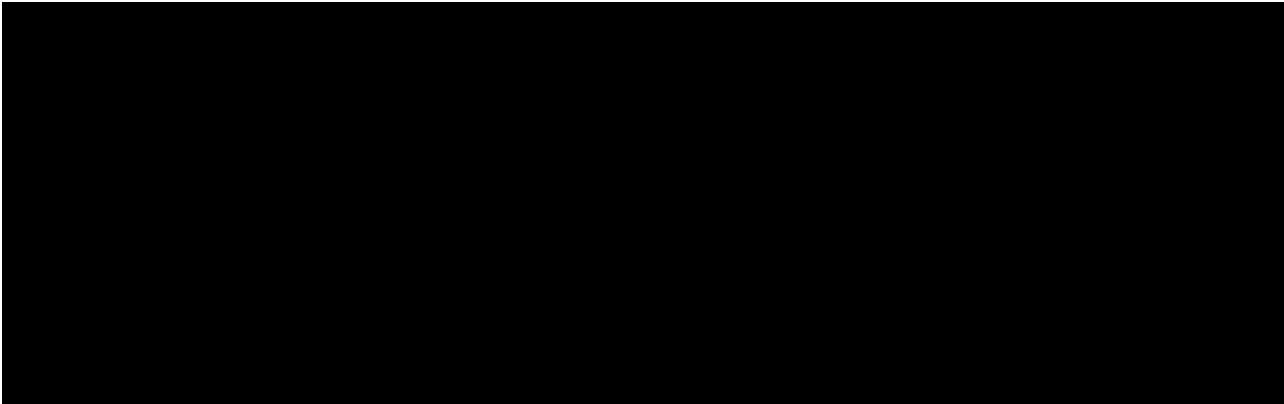


**From:** HAIGH, Louise [REDACTED]  
**Sent:** Monday, July 29, 2024 9:36 AM  
**To:** Transport Secretary <transportsecretary@dft.gov.uk>; POCorrespondence <POCorrespondence@dft.gov.uk>  
**Subject:** FW: Hello and brief intro to the £10Bn Lower Thames Crossing project in Thurrock, Essex



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**From:** MCMURDOCK, James (Private) [REDACTED] <[\[REDACTED\]@parliament.uk](mailto:[REDACTED]@parliament.uk)>  
**Sent:** Monday, July 29, 2024 9:30 AM  
**To:** HAIGH, Louise <[REDACTED]>  
[REDACTED]  
**Cc:** [admin@thamescrossingactiongroup.com](mailto:admin@thamescrossingactiongroup.com)  
**Subject:** Hello and brief intro to the £10Bn Lower Thames Crossing project in Thurrock, Essex

Hi Louise, Jen

Good morning and apologies for not having been able to introduce myself to you both before now. I would have preferred to say hello in person before jumping straight to business.

The **Lower Thames Crossing** is a proposed **£10Bn** project to provide an additional crossing between Essex and Kent.

The proposal as it currently stands has several serious flaws which have been brought to my attention by a number of Local Councillors who I met with last week.

My understanding is that both the previous MPs for Thurrock and South Basildon and East

Thurrock were against these proposals.

I also understand that Jen Craft who is the New MP for Thurrock is against the proposals under the current guise as am I.

(Jen, we have never spoken, and I am acting in good faith on information provided to me by the council)

Attached and shown below for convenience I include the shortest possible summary:

**Lower Thames Crossing Key Weaknesses**

- Benefit-Cost-Ratio (BCR) is just 0.48, inflated to only 1.22 if wider economic benefits are included. This represents poor value of the DfT's value for money framework.
- No Public Transport Provision included within the LTC
- The LTC fails basic objectives set by National Highways / DfT taking as little as 4% traffic away from the existing crossing<sup>2</sup>
- Dartford Crossing returns to current congestion levels within five years of opening<sup>2</sup>
- The LTC increases congestion on local roads and degrades air quality (PM2.5 / PM10 and 7 million tCO2e) for local residents<sup>4</sup>
- The LTC would cost £10+ billion making it more expensive per mile than HS2<sup>3</sup>
- A Smart Motorway-by-stealth, being designed to motorway standards with no hard shoulder<sup>6</sup>

**Proposed alternatives to the LTC include these rail-based opportunities**

- GB Rail Freight London Gateway intermodal trains – 129 HGVs removed from our roads per train.
- Thames Gateway Tramlink - Public transport connection between Kent & Essex. A £900m project that promotes employment and sustainable growth.
- Network Rail details £10M plan to allow more freight through Channel Tunnel, removing a considerable number of HGVs from all UK roads, including the Dartford Crossing.

**Action:**

Please may we touch base on THE ABOVE in whatever way is most convenient for you?

Kind regards,

James McMurdock MP – South Basildon and East Thurrock.

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<sup>2</sup> <https://www.thamescrossingactiongroup.com/ltc-not-fit-for-purpose/>

<sup>3</sup> <https://www.thamescrossingactiongroup.com/cost-of-the-proposed-ltc/>

<sup>4</sup> <https://www.thamescrossingactiongroup.com/ltc-toxic-triangle/>

<sup>5</sup> <https://www.thamescrossingactiongroup.com/ltc-construction/>

<sup>6</sup> <https://www.thamescrossingactiongroup.com/ltc-smart-motorway/>