



The countryside charity
Kent

**WE OPPOSE THE DESTRUCTION OF MUCH-NEEDED AGRICULTURAL
LAND AND ANCIENT WOODLAND – BUT THERE ARE MANY MORE
REASONS TO OBJECT TO THE BUILDING OF THE**

LOWER THAMES CROSSING (East of Gravesend)

1. The A2 is to be reduced to TWO lanes both London and Coast bound – four lanes already at full capacity during commuter hours.
2. The Lower Thames Crossing is the wrong solution at the wrong location. On completion – in 2030! – the misery of the Dartford crossing will continue. Will lorries prefer this shorter northerly route, saving them fuel costs? It is predicted that the LTC will only reduce the Dartford crossing traffic by some 4%.
3. Congestion at Dartford should be addressed without further delay. It is caused by the ‘stopping’ of all traffic in order to escort large tankers and many European lorries through the obsolete tunnels. This is effectively a RED traffic light in the M25 causing ‘domino accidents’. The LTC does not resolve this problem.
4. The decision to build LTC was based on the promise of private funding. It is now to be PUBLICLY funded at a cost of £8.2 billion and rising. The Queen Elizabeth Bridge cost £120 MILLION in 1991 (Highways England – now National Highways – rejected a relatively small cost of installing ‘wind supports’ as those installed in most bridges). This would not equate to £8.2 BILLION, even with inflation.
5. The LTC is being planned as an ALL LANES RUNNING EXPRESSWAY – a SMART MOTORWAY by another name. This means NO hard shoulder and as yet NO reliable danger-detection system.
6. Vehicles leaving the Dover ferries are expected to use the M2/A2 – in places a single-lane road. What would you do? Use the M20 and travel from there on either the A229 (Bluebell Hill), A228 (Cuxton) or A227 (Meopham) – roads already severely congested.

The National Highways consultation advises on some localised changes and addresses NONE of the above.

OBJECTIONS TO: ltc.consultation@traverse.ltd

or in writing to: FREEPOST LTC CONSULTATION