

Transport Action Network

Response to:

Lower Thames Crossing Supplementary Consultation 2020

Response to Consultation

Transport Action Network objects to the Lower Thames Crossing (LTC) in principle and to the current proposed route and the changes to the scheme outlined in the supplementary consultation. Our objection mainly relates to significant increase in carbon emissions caused by this scheme, which will hinder the UK from being able to meet our commitment to the Paris Agreement and to net-zero emissions by 2050.

There is little information in the consultation documents about the increase in carbon emissions caused by the scheme. The 2018 [Preliminary Environmental Information Report](#), PEIR, (at Table 16.10) states: *“Preliminary modelling suggests that the Project would result in an increase of around 62,587 tonnes of carbon dioxide equivalent emissions in the opening year from vehicle emissions”*. The total emissions for the 60-year appraisal period are not given, nor are the emissions from construction which are expected to be unusually large due to the scale of this scheme.

However, figures just released to Transport Action Network under a Freedom of Information request reveal that Highways England has already analysed the 60-year impact of the scheme on carbon emissions but has not disclosed these figures during the 2018 or this 2020 consultation.

The [Appraisal Summary Table](#) released to Transport Action Network is dated Jan 2016 and gives the amount of additional carbon created by the scheme as 5,979,862 tonnes. It is

unclear if this includes emissions from construction, or just the additional carbon created by users.

It is regrettable the 60-year carbon figure has not been released into the public domain during the 2018 consultation nor this supplementary consultation, especially as tackling climate change is very high up on the public and policy agenda. Transport Action Network would like to know why these figures have been hidden from the public during these statutory consultations?

In 2019 the Climate Change Act 2008 was amended to increase the 2050 greenhouse gas emissions reduction target in the Climate Change Act 2008 from at least 80% to net zero. Building the Lower Thames Crossing, and creating an additional 6 million tonnes of carbon over 60 years, would undermine our ability to meet this new net-zero target. It would take us in the wrong direction when the government is already failing to reduce surface transport emissions.

Road Investment Strategy 2 (RIS2) puts the cost of the scheme at up to £8.2 billion. This is an obscene amount of money to spend on a proposal that will increase carbon emissions. This scale of investment could instead pay for significant sustainable transport schemes (such as rail, bus, cycling and walking) that would reduce road traffic and emissions and start to put us back on track to achieving our net-zero target.

We also object to this scheme because of the impact on ancient woodland and other environmental concerns. According to the Woodland Trust nine areas of ancient woodland are threatened with direct damage and loss, three of which are designated as Sites of Special Scientific Interest (SSSI). Another three further ancient woods face deterioration from indirect damage, and 15 veteran trees are within the development boundary.

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Transport Action Network

Transport Action Network provides free support to people and groups pressing for more sustainable transport in their area and opposing cuts to bus services, damaging road schemes and large unsustainable developments

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