



Lower Thames Crossing Feedback on the local refinement consultation

October 2022

Foreword



Lower Thames Crossing
Executive Director,
Matt Palmer

The Dartford Crossing is one of the most strategically vital roads in the UK, connecting people to jobs, businesses to customers, and some of the country's biggest ports and distribution hubs. But it cannot keep up with unprecedented demand.

Despite being carefully managed 24/7 the huge number of vehicles that use it make it one of the country's most unreliable roads, causing frustration for millions of motorists and acting as a handbrake on the economy.

The proposed Lower Thames Crossing will almost double road capacity across the Thames east of London – easing congestion on the Dartford Crossing, improving journeys across the south east, and creating a reliable new route across the river.

We understand that many of you who use Dartford every year are keen to see the new road open as soon as possible but obtaining feedback on our proposals is vital to help us maximise the benefits of this transformative project.

Our comprehensive consultation programme has been key in shaping the project so that we can build and operate the Lower Thames Crossing in a way that brings the most benefit to the local area and the UK, while reducing our impact on our neighbours and the environment.

Earlier this year, from 12 May to 20 June, we carried out a local refinement consultation. During the consultation, we asked for your views on a number of refinements we had made to our proposals since the community impacts consultation held in the summer of 2021.

These included:

- The redesign of Tilbury Fields
- More public open space to the east of the tunnel entrance in Kent, connected to Chalk Park
- Additional environmental compensation and mitigation for the potential effects of nitrogen deposition on designated ecological sites as a result of vehicles using the Lower Thames Crossing
- A new link from the Orsett Cock roundabout to the A1089
- A new footbridge over the A127 for walkers, cyclists and horse riders

We have reviewed the feedback received during the local refinement consultation and will set out responses to all of the issues raised in the consultation report which we will submit with our application for development consent before the end of the year.

This document sets out the levels of support and opposition to our proposals and some of the suggestions made as to how we could improve the Project.

Since 2013 we have been in public consultation for over 300 days, with more than 90,000 of you giving us your views. You have been vital in helping us shape the project and we are grateful for your feedback. We are committed to progressing with the project but in doing so we want to get the design right, to reduce the impact on the environment, and maximise the benefits of the project for local communities.

Thank you for your patience and taking the time to participate.



Matt Palmer

Lower Thames Crossing Executive Director

Since 2013 we have been in public engagement for over 300 days, with more than 90,000 of you giving us your views.

The consultation

The local refinement consultation ran from 12 May to 20 June 2022 providing stakeholders and the public with an opportunity to have their say on proposed refinements to the Lower Thames Crossing.

The consultation was focused on obtaining feedback on the following proposals:

- The redesign of Tilbury Fields (a new public park on the north bank of the Thames) to make space for the planned Thames Freeport.
- The addition of more public open space to the east of the tunnel entrance in Kent, connected to Chalk Park – the proposed new public park overlooking the Thames.
- A new link from the Orsett Cock roundabout to the A1089 to reduce traffic impacts on some local roads.
- A new footbridge over the A127 and further improvements for walkers, cyclists and horse riders including better bridleway connections around the A2 junction and the A226.
- Improvements to our landscaping proposals.
- Refinement of utility works to enable the project to be built.
- Additional environmental compensation and mitigation for the potential effects of nitrogen deposition on designated ecological sites as a result of vehicles using the Lower Thames Crossing.

During the local refinement consultation, we attended more than 50 meetings with stakeholders including local authorities, statutory environmental bodies, business representatives and local elected representatives including MPs and ward councillors.

All documents produced for the Local refinement consultation, including the Guide can be found online at www.nationalhighways.co.uk/our-roads/lower-thames-crossing/news-and-media/consultation-documents/



9

events



639

event attendees



27,356

emails sent to subscribers on our database



70

tweets sent by @lowerthames



46,700

impressions via Twitter



20,571

visitors to consultation website

Your responses

2,297

responses received.

A significant proportion of responses, more than 60%, were part of a campaign organised by the Woodland Trust. The Woodland Trust's website provided consultees with a standard response that could be tailored and submitted online. The general themes of that response included the loss of ancient woodland and veteran trees, deterioration of habitats from indirect impacts, carbon and nitrogen pollution and a failure to deliver information to understand the impact on the environment.

We continue to engage with the Woodland Trust on the points raised through the campaign.

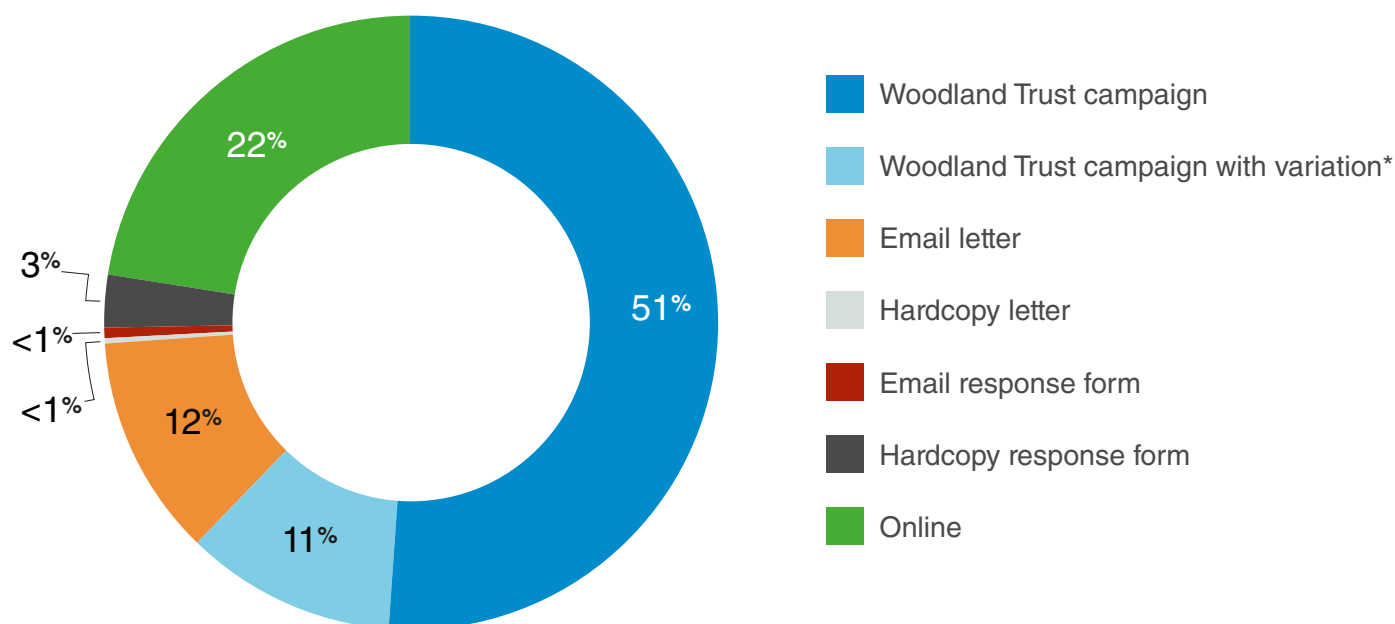
This document is split into the following sections:

- Changes since the community impacts consultation
- Improvements for walkers, cyclists and horse riders
- Nitrogen impact and compensation
- Changes to the Order Limits, special category land and private recreational facilities
- Other comments
- The consultation

Each section sets out the level of support for the proposals in charts before summarising some of the most common feedback in response to the open questions.

The following pages provide a summary of the responses received during the consultation.

How we received the responses



* These responses used the standard text provided by the Woodland Trust campaign with additional comments added.

Responses to issues raised

As part of our Development Consent Order (DCO) application, we will publish a consultation report which will contain detailed responses to all issues raised at the local refinement consultation. Responses to issues raised will be available in Chapter 15 of the consultation report.

Please note: Percentages on this and following charts may not add up to 100%, as they are rounded to the nearest percentage.

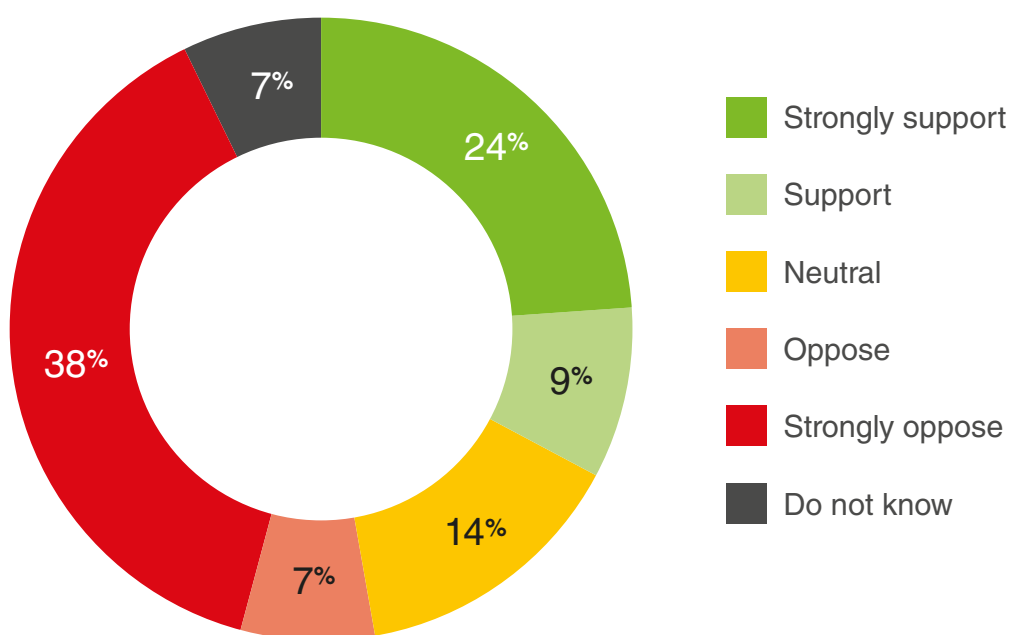
1. Changes since the community impacts consultation

Changes south of the river in Kent

The proposals south of the River in Kent included increasing the amount of public open space to the east of the southern tunnel entrance, in connection with the proposed Chalk Park and further improvements for walkers, cyclists and horse riders including better bridleway connections around the A2 junction and A226. We also proposed further improvements to landscaping proposals and refinements to utility works.

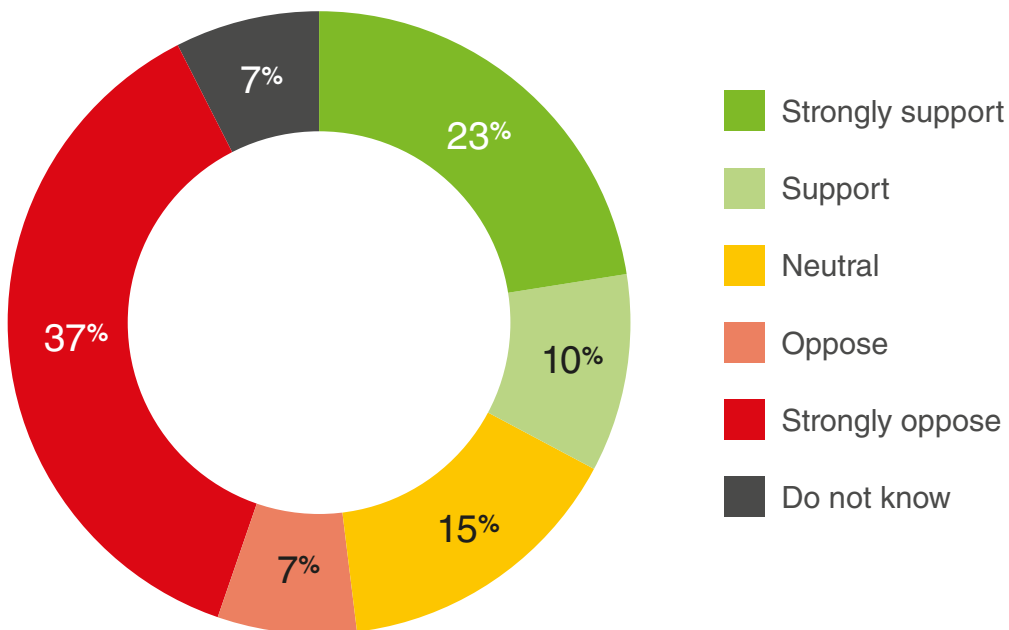
For more information about the proposals south of the river which we presented, refer to pages 30 to 41 of the Guide to Local refinement consultation.

1a. We asked whether people supported or opposed the proposed changes to the section of the route: the A2/M2 corridor.



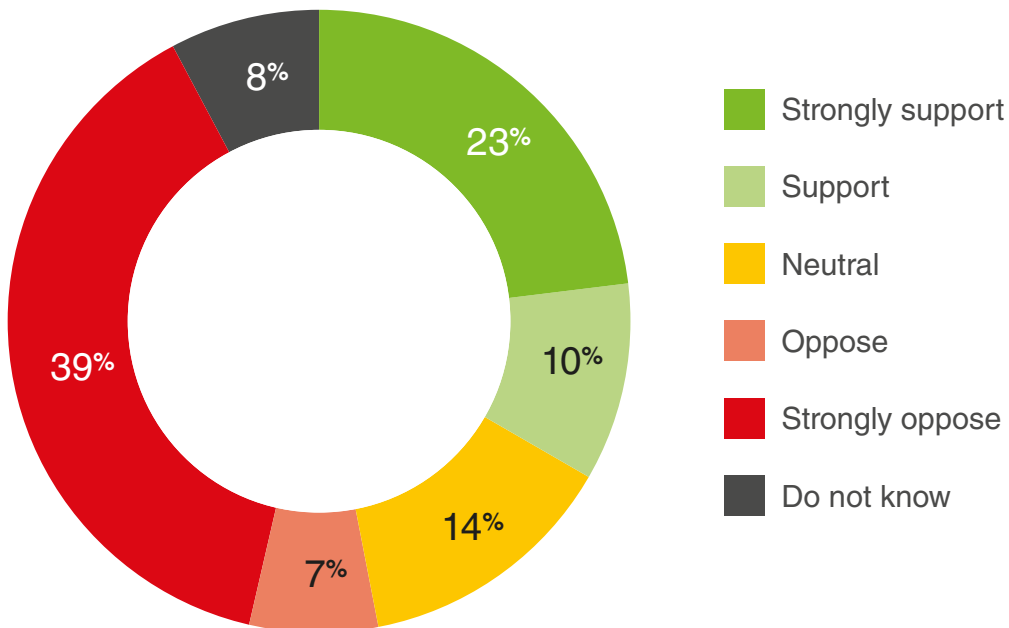
- **546** consultees answered this question.
- **478** respondents were members of the public and other non-statutory bodies.
- **62** respondents were people with an interest in land.
- **6** respondents were from statutory bodies and local authorities.
- **180** (33%) respondents supported or strongly supported the proposed changes to the A2/M2 corridor area.
- **249** (45%) respondents opposed or strongly opposed the proposed changes to the A2/M2 corridor area.

1b. We asked whether people supported or opposed the proposed changes to the section of the route: south of Gravesend (A2/Cyclopark).



- **546** consultees answered this question.
- **478** respondents were members of the public and other non-statutory bodies.
- **62** respondents were people with an interest in land.
- **6** respondents were from statutory bodies and local authorities.
- **179** (33%) respondents supported or strongly supported the proposed changes to the south of Gravesend (A2/Cyclopark) area.
- **243** (44%) respondents opposed or strongly opposed the proposed changes to the south of Gravesend (A2/Cyclopark) area.

1c. We asked whether people supported or opposed the proposed changes to the section of the route: south of the River Thames/southern tunnel entrance.



- **545** consultees answered this question.
- **477** respondents were members of the public and other non-statutory bodies.
- **62** respondents were people with an interest in land.
- **6** respondents were from statutory bodies and local authorities.
- **182** (33%) respondents supported or strongly supported the proposed changes to the south of the River Thames/southern tunnel entrance area.
- **247** (46%) respondents opposed or strongly opposed proposed changes to the south of the River Thames/southern tunnel entrance area.

1d. We asked people to let us know the reasons for their response and any other comments they had on the proposed changes south of the river.

Highlighted comments

Support

There were comments expressing general support for the proposals, with suggestions that these are an improvement even though some still oppose the Project as a whole. Other comments suggested the latest proposals will reduce congestion and have a positive impact on the environment, with support for changes around green spaces and walking, cycling and horse riding provision.

Opposed

Elsewhere, there were concerns the proposals are too complex and would increase congestion on already busy roads, particularly if the tunnels were closed. This would increase noise and air pollution, impacting on local residents, habitats and wildlife.

Suggestions

There were suggestions made to alter the design of the Project south of the Thames, including expanding Brewers Road, developing existing bridges, proposed green bridges and expanding land use for the project. There were further suggestions relating to additional mitigation measures and environmental protections.

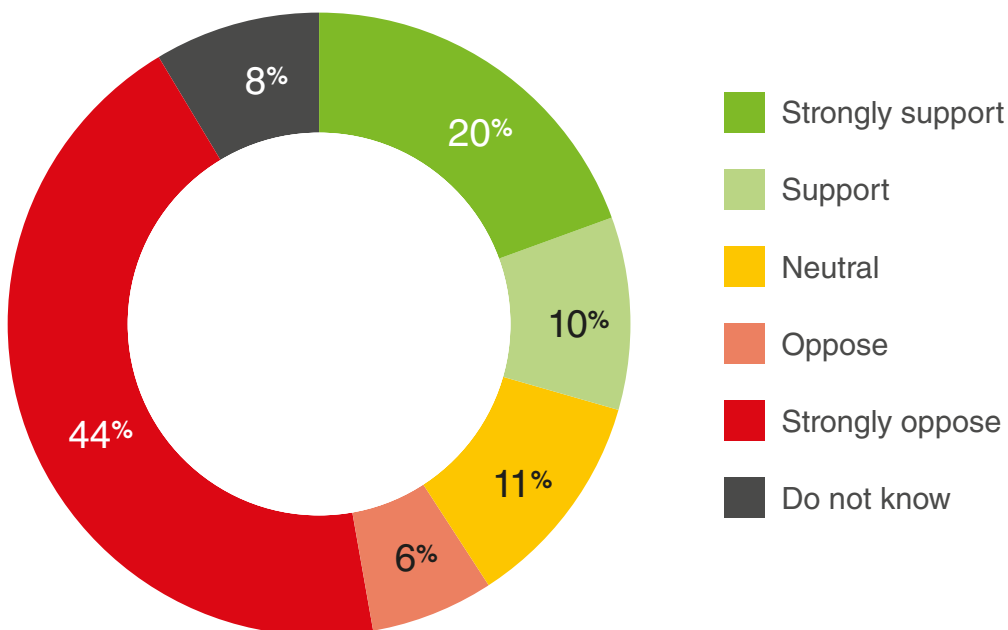


Changes north of the river in Thurrock, Havering and Essex

The proposals north of the River in Thurrock, Havering and Essex included changes to the design of Tilbury fields to make space for the planned Thames Freeport, a new link from the Orsett Cock roundabout to the A1089 to reduce traffic impacts on local roads, a new footbridge over the A127 and further improvements for walkers, cyclists and horse riders.

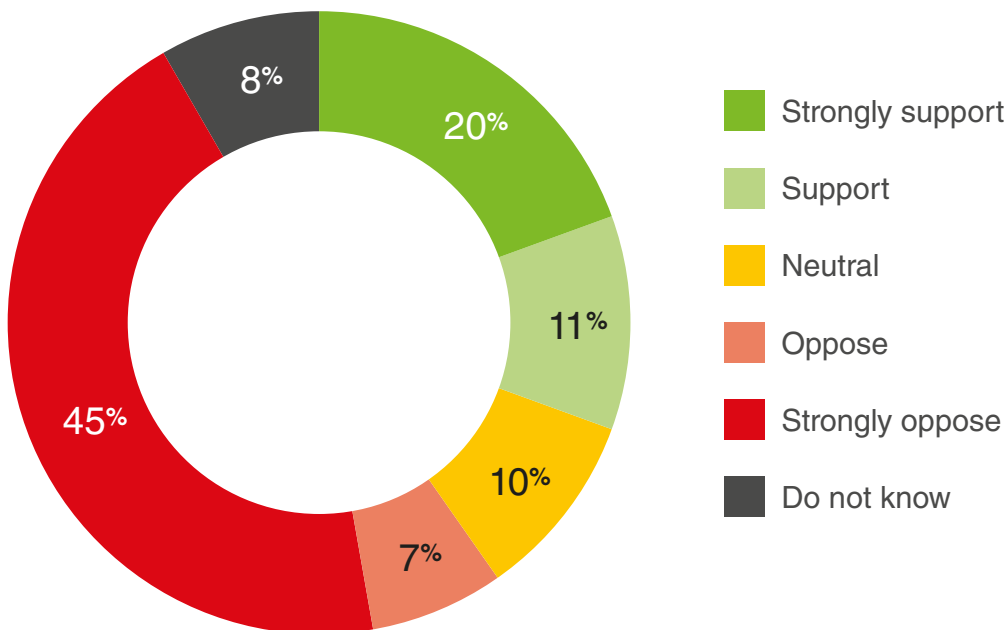
For more information about the proposals north of the river which we presented, refer to pages 42 to 113 of the Guide to Local refinement consultation.

1e. We asked whether people supported or opposed the proposed changes to the section of the route: the Tilbury area.



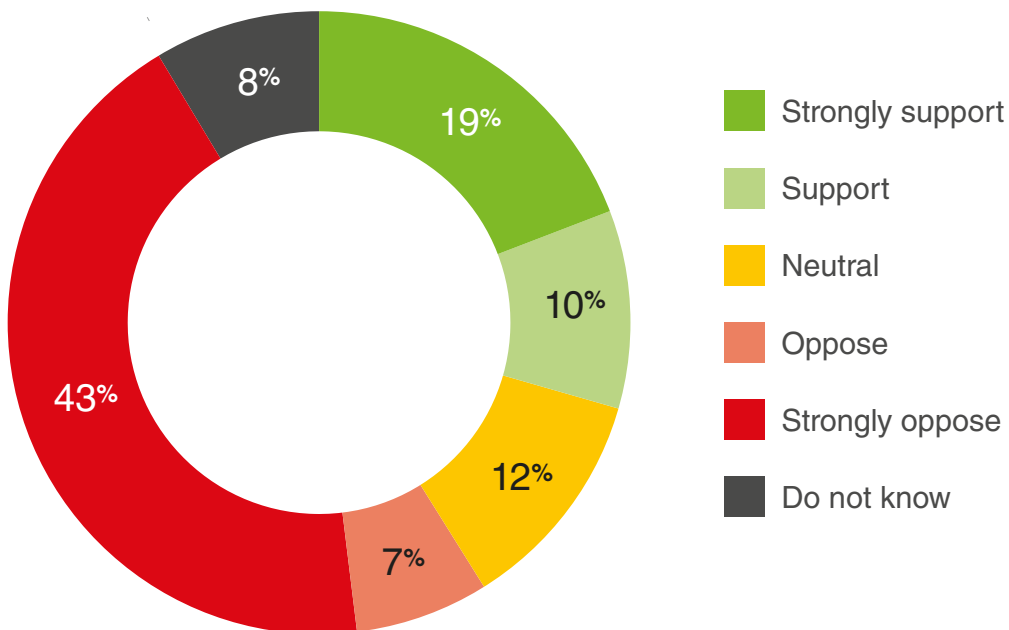
- **542** consultees answered this question.
- **472** respondents were members of the public and other non-statutory bodies.
- **64** respondents were people with an interest in land.
- **6** respondents were from statutory bodies and local authorities.
- **160** (30%) respondents supported or strongly supported the proposed changes to the Tilbury area.
- **274** (50%) respondents opposed or strongly opposed the proposed changes to the Tilbury area.

1f. We asked whether people supported or opposed the proposed changes to the section of the route: A13/A1089 junction.



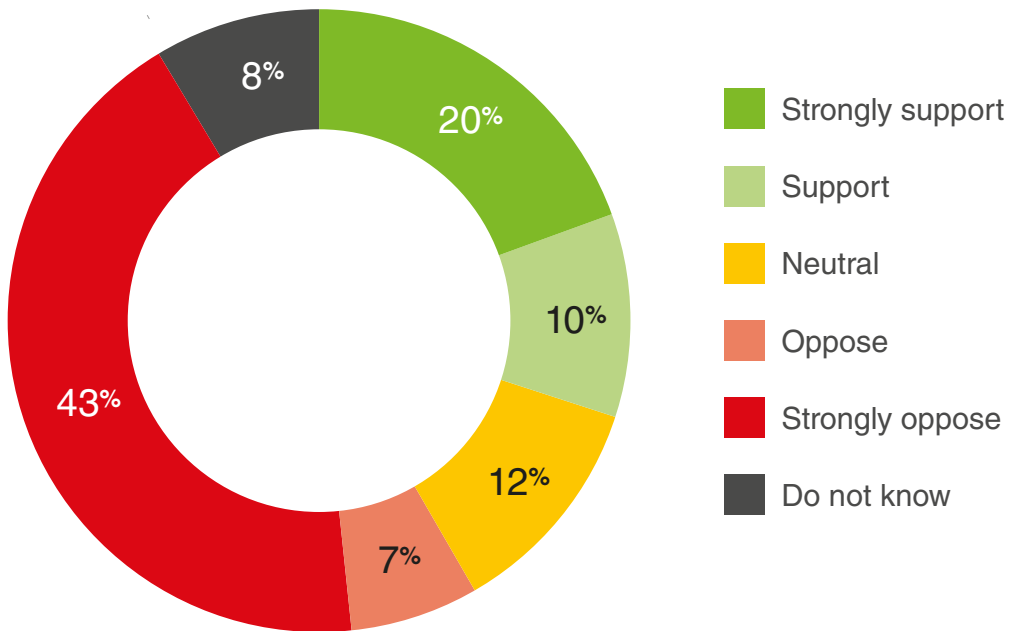
- **546** consultees answered this question.
- **473** respondents were members of the public and other non-statutory bodies.
- **67** respondents were people with an interest in land.
- **6** respondents were from statutory bodies and local authorities.
- **168** (31%) respondents supported or strongly supported the proposed changes to the A13/A1089 junction area.
- **280** (52%) respondents opposed or strongly opposed the proposed changes to the A13/A1089 junction area.

1g. We asked whether people supported or opposed the proposed changes to the section of the route: Mardyke Valley/North Road.



- **539** consultees answered this question.
- **469** respondents were members of the public and other non-statutory bodies.
- **64** respondents were people with an interest in land.
- **6** respondents were from statutory bodies and local authorities.
- **160** (29%) respondents supported or strongly supported the proposed changes to the Mardyke Valley/North Road area.
- **271** (50%) respondents opposed or strongly opposed the proposed changes to the Mardyke Valley/North Road area.

1h. We asked whether people supported or opposed the proposed changes to the section of the route: M25 junction 29.



- **544** consultees answered this question.
- **474** respondents were members of the public and other non-statutory bodies.
- **64** respondents were people with an interest in land.
- **6** respondents were from statutory bodies and local authorities.
- **164** (30%) respondents supported or strongly supported the proposed changes to the M25 junction 29 area.
- **271** (50%) respondents opposed or strongly opposed the proposed changes to the M25 junction 29 area.

- 1i. We asked people to let us know the reasons for their response and any other comments they had on the proposed changes north of the river.

Highlighted comments

Support

There were comments in support of the project design, particularly around the A1089 slip road and M25 junction 29, and for improved connectivity between green spaces for walkers, cyclists and horse riders. Other comments supported the proposed changes and considered that they will improve existing traffic issues and reduce congestion, and that changes to traffic flow should be introduced as soon as possible.

Opposed

There were concerns raised about an increase to road congestion with the local road network already being over capacity, and that confusing junctions could cause accidents. Furthermore, concerns were raised about new junctions being too large and close to residential properties, disruption to local communities and worsening air pollution.

Suggestions

Suggestions were made for further mitigation measures to reduce the project's impact, including fencing to prevent encroachment on land, measures to reduce the impact on heritage assets and more noise and environmental mitigation. Other comments suggested alternative routes should be considered, including adding new links and junctions, and that project funding should go to upgrading the existing road network.

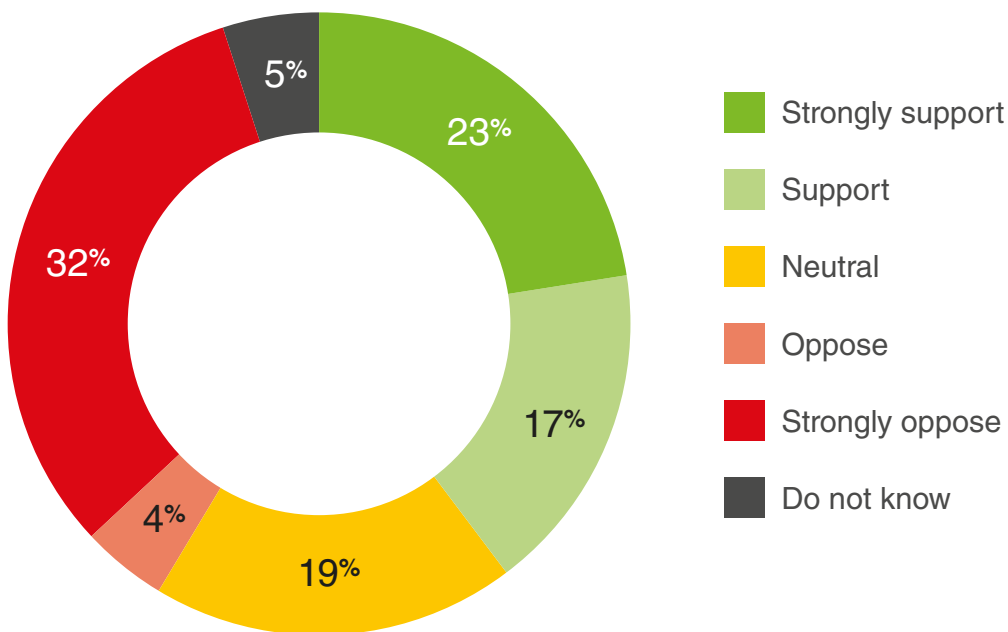


2. Improvements for walkers, cyclists and horse riders

We proposed changes to improve the routes for walkers, cyclists and horse riders. These included better bridleway connections around the A2 junction and the A226 and a new footbridge over the A127 in the north.

For more information about the proposals for walkers, cyclists and horse riders which we presented, refer to pages 114 to 128 of the Guide to Local refinement consultation.

2a. We asked whether people supported or opposed the proposed changes to our plans for walking, cycling and horse riding routes.



- **547** consultees answered this question.
- **477** respondents were members of the public and other non-statutory bodies.
- **64** respondents were people with an interest in land.
- **6** respondents were from statutory bodies and local authorities.
- **218** (40%) respondents supported or strongly supported the proposed changes to our plans for walking, cycling and horse riding routes.
- **199** (36%) respondents opposed or strongly opposed the proposed changes to our plans for walking, cycling and horse riding routes.

Highlighted comments

Support

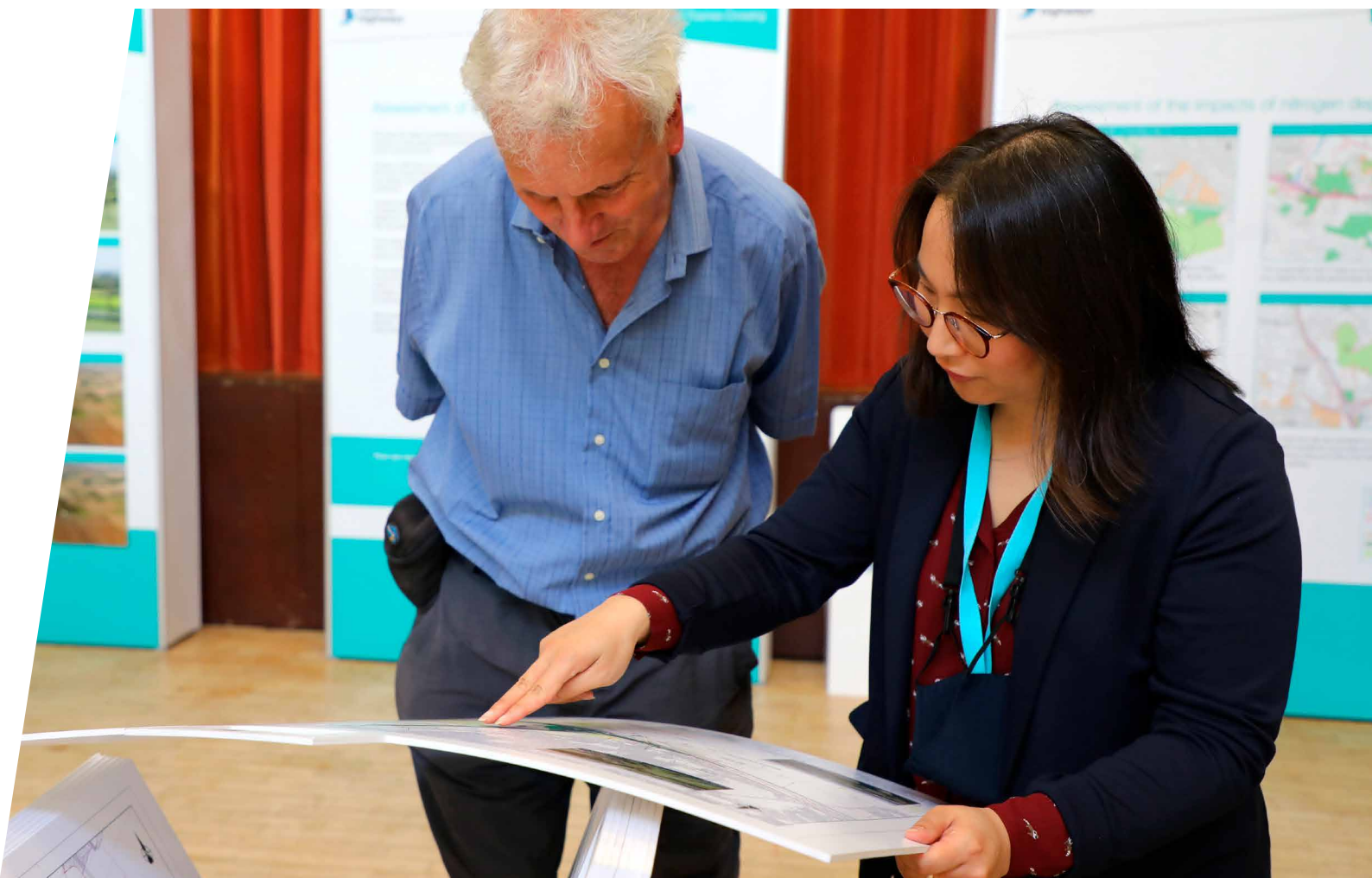
There were comments supporting the increased provision and options of routes, which facilitate greater connectivity across the area for the local community and access to green spaces, and the proposals are seen as an improvement on the previous consultation. Other comments were supportive of the latest proposals for the positive impact on the environment and natural habitats, on people's wellbeing by promoting active lifestyles, and for reducing the visual impacts.

Opposed

Elsewhere, there were concerns raised about the value of the latest proposals, that the new paths would not replace those lost or be in the right place with not enough thought being given to connectivity. There were other concerns raised, including that the proposals were a 'box ticking' exercise, they're unnecessary and would not be used, and that the existing Public Rights of Way network should be left as it is.

Suggestions

There were suggestions to add more measures to promote active travel, paths should be accessible for wheelchairs, pushchairs and mobility scooters and that additional routes should be added to connect more green spaces and communities. Other suggestions included that the proposals should be implemented whether the project proceeds or not.



3. Nitrogen impact and compensation

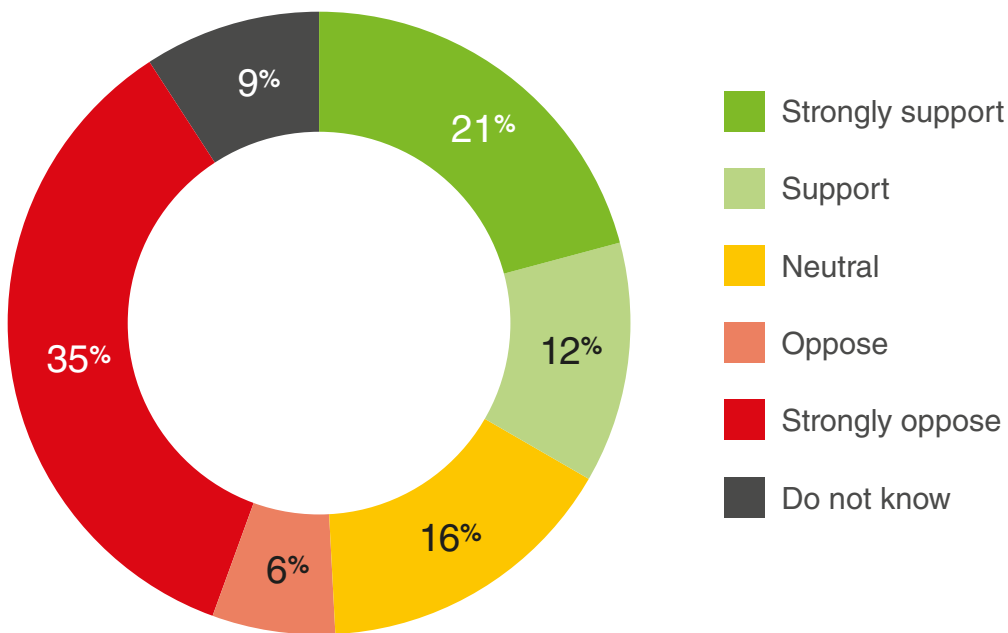
We proposed four compensation areas to offset the potential impacts of nitrogen deposition on designated ecological sites as a result of vehicles using the Lower Thames Crossing.

These sites were in the following areas:

- M2 corridor and Blue Bell Hill
- Gravesham and Shorne Woods
- Southfields (Thurrock)
- Hole Farm (Brentwood)

For more information about proposals related to nitrogen impact and compensation which we presented, refer to pages 138 to 159 of the Guide to Local refinement consultation.

3a. We asked whether people supported or opposed our initial proposals for compensation area: M2 corridor and Blue Bell Hill.



- **545** consultees answered this question.
- **474** respondents were members of the public and other non-statutory bodies.
- **64** respondents were people with an interest in land.
- **7** respondents were from statutory bodies and local authorities.
- **182** (33%) respondents supported or strongly supported our proposals for the M2 corridor and Blue Bell Hill compensation area.
- **228** (41%) respondents opposed or strongly opposed our proposals for the M2 corridor and Blue Bell Hill compensation area.

Highlighted comments

Support

Comments were supportive of its location as it would benefit the local environment, absorbing emissions generated by vehicles on the M2. Other comments expressed support for the creation of new green spaces, providing additional connectivity to nature and comments supporting the proposals in general.

Opposed

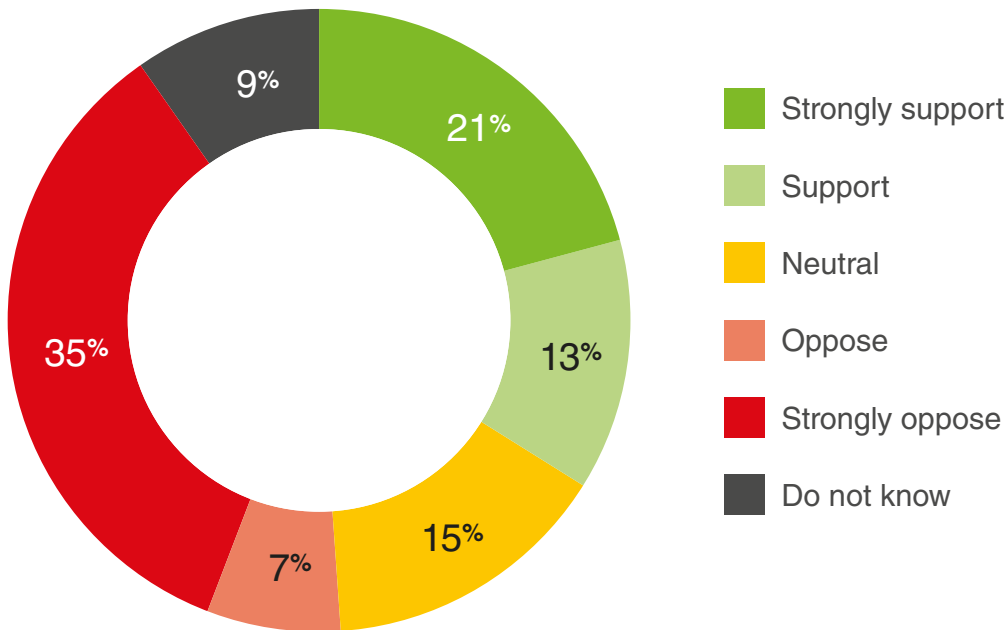
However, there were concerns the size of land required would cause environmental damage or take away farmland, in turn reducing local food production. Other comments expressed concern that the area is located too far away from the project to have an impact, and that including a compensation area in this location indicates air pollution would worsen nearby.

Suggestions

The feedback included suggestions for tree planting, sympathetic landscaping and wildlife bridges within the compensation area. Other comments included suggestions that further assessments are required and additional measures are required to connect walkers, cyclists and horse riders to this area from existing routes.



3b. We asked whether people supported or opposed our initial proposals for compensation area: Gravesham and Shorne Woods.



- **539** consultees answered this question.
- **470** respondents were members of the public and other non-statutory bodies.
- **63** respondents were people with an interest in land.
- **6** respondents were from statutory bodies and local authorities.
- **184** (34%) respondents supported or strongly supported our proposals for the Gravesham and Shorne Woods compensation area.
- **224** (42%) respondents opposed or strongly opposed our proposals for the Gravesham and Shorne Woods compensation area.

Highlighted comments

Support

Consultees commented that they believe it is necessary, provides benefits to local communities and that anything that compensates for emissions and nitrogen impact is a good thing. In addition, comments were supportive of the location of the site, so it can connect to green space and provide links for wildlife between habitats.

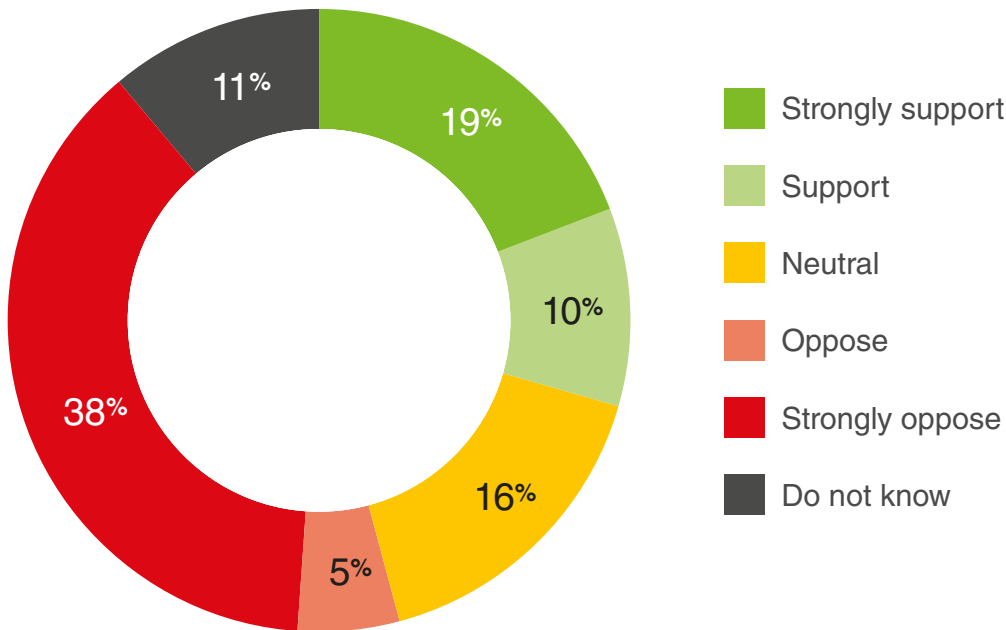
Opposed

There were concerns about disruption to wildlife and habitats, including veteran trees and ancient woodland, and that greenery would take too long to mature. There were concerns that too much woodland and agricultural land is being removed which could increase air pollution, that the size of land is insufficient for increased emissions in the area, and that if compensation is needed, the project should not be built.

Suggestions

There were suggestions to minimise the loss of existing trees, for various types of tree planting, to reduce the land take and to reduce the carbon footprint of the project. Other comments included suggestions for where to relocate the compensation area and to establish routes for walkers, cyclists and horse riders to access it.

3c. We asked whether people supported or opposed our initial proposals for compensation area: Southfields, Thurrock.



- 535 consultees answered this question.
- 465 respondents were members of the public and other non-statutory bodies.
- 64 respondents were people with an interest in land.
- 6 respondents were from statutory bodies and local authorities.
- 159 (29%) respondents supported or strongly supported our proposals for the Southfields, Thurrock compensation area.
- 231 (43%) respondents opposed or strongly opposed our proposals for the Southfields, Thurrock compensation area.

Highlighted comments

Support

Comments expressed support for the size of the compensation area being larger than expected and that it would reduce pollution, for the use of open mosaic habitats and for benefits to local ecology. Some comments expressed conditional support if particular grassland is included and noise impacts are addressed.

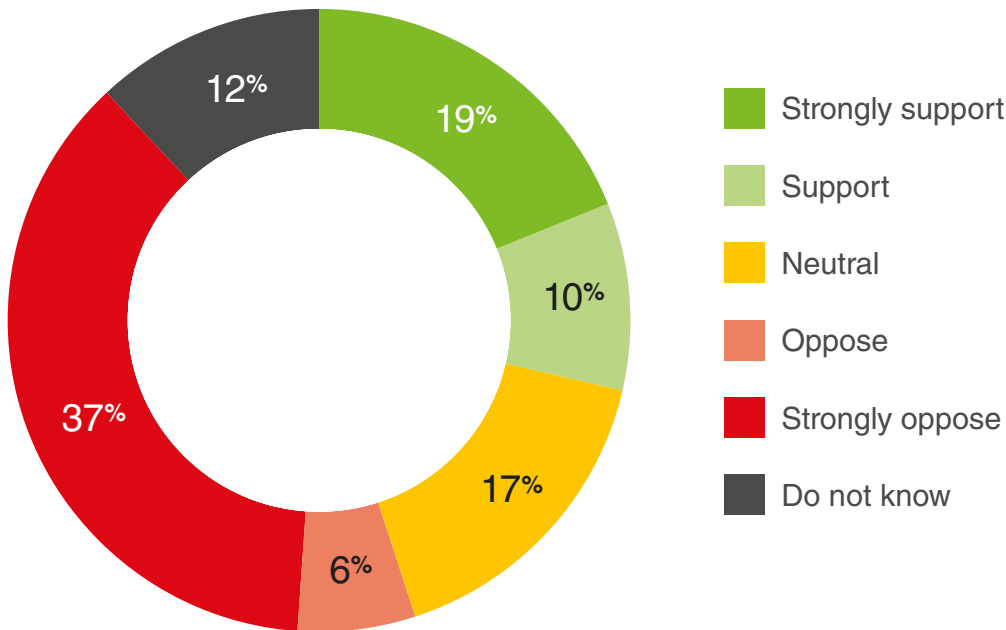
Opposed

There were concerns that the site is insufficient to address the impacts of pollution on communities and the environment, and that the project is 'greenwashing'. Other comments expressed concerns about the removal of good agricultural land, the disruption to habitats and questions as to whether the tree planting would materialise. Further comments stated the land is designated for future residential development.

Suggestions

There were suggestions to increase the size of the compensation area to absorb all increased emissions, to ensure the new habitat is appropriate and that wider green infrastructure benefits are developed in accordance with Thurrock Council's Local Plan. Other suggestions included adding new woodland to the Orsett area.

3d. We asked whether people supported or opposed our initial proposals for compensation area: Hole Farm, Brentwood.



- **533** consultees answered this question.
- **464** respondents were members of the public and other non-statutory bodies.
- **63** respondents were people with an interest in land.
- **6** respondents were from statutory bodies and local authorities.
- **153** (29%) respondents supported or strongly supported our proposals for the Hole Farm, Brentwood compensation area.
- **229** (43%) respondents opposed or strongly opposed our proposals for the Hole Farm, Brentwood compensation area.

Highlighted comments

Support

There was support for potential speed mitigation measures. Some people commented that the compensation area is larger than expected and would provide connectivity to benefit wildlife and habitats. Other comments provided conditional support if: the proposals do not have a significant impact on local people, archaeological assessments are carried out and maintenance of the area is clarified.

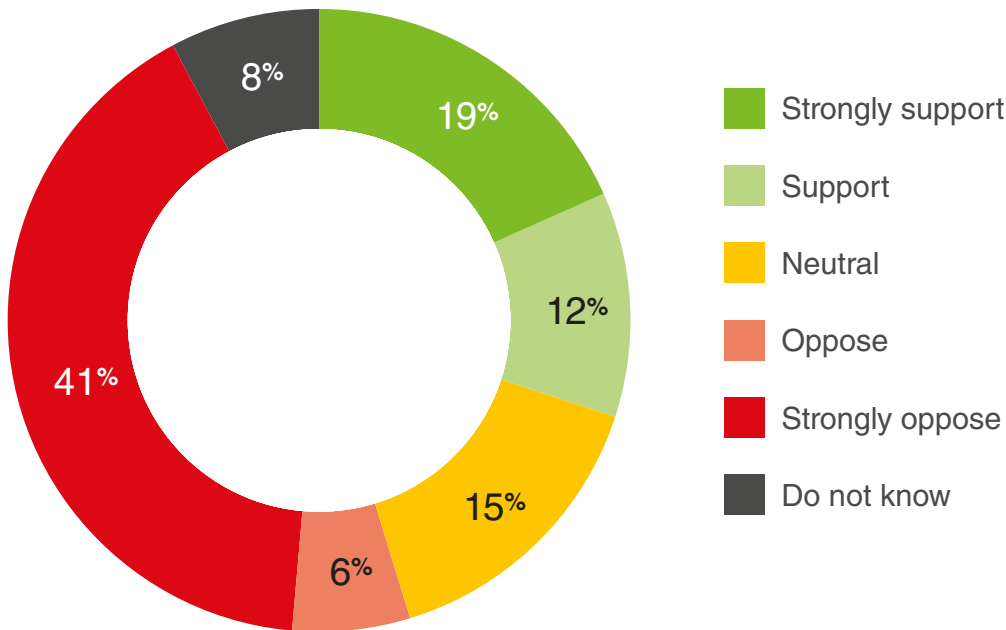
Opposed

There were concerns that the site would not provide appropriate mitigation, the location is wrong, and it would negatively impact people’s health and wellbeing. In addition, the loss of agricultural land, the impact on habitats and that any new planting would take too long to mature were also raised. Other comments stated Hole Farm should not be considered as a project compensation area.

Suggestions

There were suggestions to relocate the area to avoid a solar farm, and requests for further assessments to determine if it is suitable to compensate for nitrogen deposition. Other suggestions included to improve access to the area, to address safety issues by widening the slip road from the A127 to Folkes Lane, to consider adding noise barriers and ensure safeguards are in place for future maintenance.

3e. We asked whether people supported or opposed our proposed methodology for addressing the potential impacts of nitrogen deposition.



- **545** consultees answered this question.
- **475** respondents were members of the public and other non-statutory bodies.
- **64** respondents were people with an interest in land.
- **6** respondents were from statutory bodies and local authorities.
- **165** (31%) respondents supported or strongly supported our proposed methodology for addressing the potential impacts of nitrogen deposition.
- **256** (47%) respondents opposed or strongly opposed our proposed methodology for addressing the potential impacts of nitrogen deposition.

Highlighted comments

Support

There was support for addressing nitrogen deposition, stating that the methodology was well evidenced and generally improved the project compared to the previous proposals. Other comments said the areas should be introduced whether the project proceeds or not and that these areas would be beneficial for the environment, creating new habitats and reducing the impact on wildlife.

Opposed

However, there were concerns the methodology for addressing nitrogen was incorrect and the proposed measures would be ineffective or inadequate. Some comments included concerns that compensation areas would not be provided for all areas experiencing a pollution increase or that the proposals for compensation areas were an attempt to ‘greenwash’ the project.

Suggestions

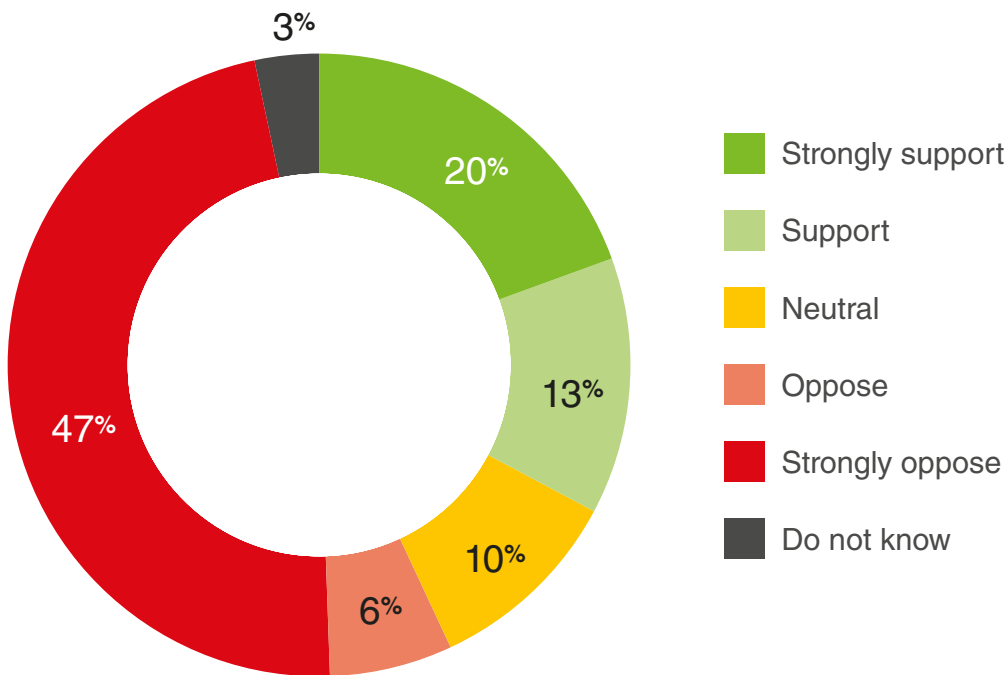
There were suggestions that further assessments should be undertaken to assess the suitability of sites and that additional areas should be added. Some said areas should be accessible and that more green spaces parallel to the new road should be considered. Others asked for the road to be deeper in verges and that speed enforcement should be implemented.

4. Changes to the Order Limits, special category land and private recreational facilities

Some of the changes proposed meant the land needed to build and operate the new road and provide mitigation for its impacts, known as the Order Limits, had changed since the community impacts consultation. In addition, we updated our proposals in relation to special category land and private recreational facilities in some locations.

For more information about changes to the Order Limits, special category land and private recreational facilities which we presented, refer to pages 23 – 26 and 129 - 137 of the Guide to Local refinement consultation.

4a. We asked whether people supported or opposed the changes to the proposed area of land that would be needed to build the Lower Thames Crossing.



- **548** consultees answered this question.
- **476** respondents were members of the public and other non-statutory bodies.
- **66** respondents were people with an interest in land.
- **6** respondents were from statutory bodies and local authorities.
- **180** (33%) respondents supported or strongly supported the proposed area of land that would be needed to build the Lower Thames Crossing.
- **294** (53%) respondents opposed or strongly opposed the proposed area of land that would be needed to build the Lower Thames Crossing.

Highlighted comments

Support

Comments supported the proposed Order Limits, suggesting they are appropriate and sensible, they are an improvement on the previous proposals and some consultees said that their support is conditional if other elements are considered or changed.

Opposed

There were concerns raised about the nature and extent of the proposed land required for the project, that the Order Limits would disrupt enjoyment of open spaces. Other comments expressed concern about the impact on the environment, including wildlife and habitats, and that the Order Limits come too close to local communities and may negatively impact the health and wellbeing in these areas.

Suggestions

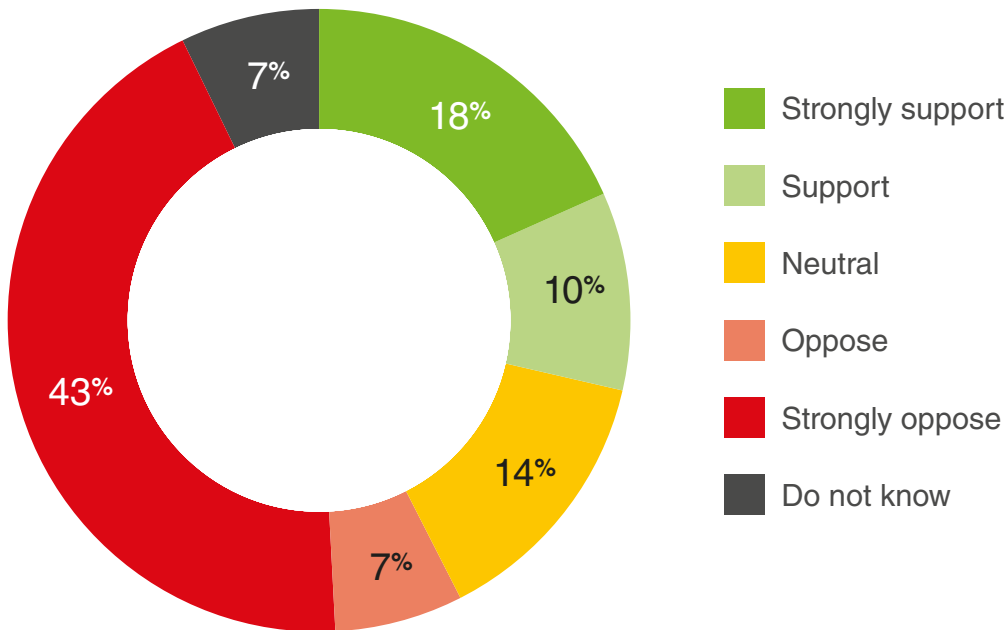
Suggestions that more assessments are needed for a range of areas including land ownership, local development needs and impacts on walkers, cyclists and horse riders. The feedback included recommendations for alternative land to be used instead of the areas proposed, that land should be subject to archaeological assessments and that land required temporarily should be managed in a cooperative way.

Special category land

Where we refer to special category land, we are using the definition from the Acquisition of Land Act 1981:

- 'Common' includes any land subject to be enclosed under the Inclosure Acts 1845 to 1882, and any town or village green.
- 'Fuel or field garden allotment' means any allotment set out as fuel allotment, or a field garden allotment, under an Inclosure Act.
- 'Open space' means any land laid out as a public garden, or used for the purposes of public recreation, or a disused burial ground.

4b. We asked whether people supported or opposed the changes proposed regarding special category land.



- **538** consultees answered this question.
- **468** respondents were members of the public and other non-statutory bodies.
- **65** respondents were people with an interest in land.
- **5** respondents were from statutory bodies and local authorities.
- **155** (28%) respondents supported or strongly supported the changes proposed regarding special category land.
- **271** (50%) respondents opposed or strongly opposed the changes proposed regarding special category land.

Highlighted comments

Support

There were general supportive comments which said the proposals are well considered and necessary, and that they would benefit local wildlife and habitats. Some said that although they supported the proposals for special category land, they do not go far enough, or others said they supported proposals for special category land but oppose the project overall.

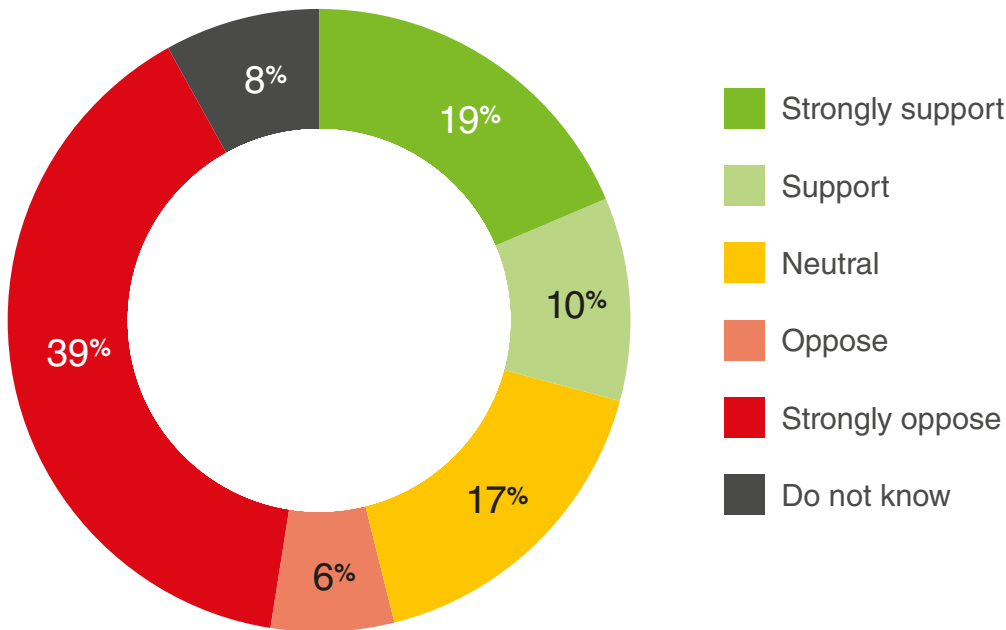
Opposed

Elsewhere, there were concerns about adverse impacts on surrounding land and green space. Some people said that special category land should be left alone, or that the proposals do not go far enough. There were further concerns that proposals would negatively impact air pollution, which included comments that this could be caused by removing hedgerows which absorb carbon emissions.

Suggestions

A few suggestions were made, including that the proposals should minimise potential damage by preserving land, both for food production and to safeguard against future development.

4c. We asked whether people supported or opposed the changes proposed regarding private recreational facilities.



- 535 consultees answered this question.
- 465 respondents were members of the public and other non-statutory bodies.
- 65 respondents were people with an interest in land.
- 5 respondents were from statutory bodies and local authorities.
- 157 (29%) respondents supported or strongly supported the changes proposed regarding private recreational facilities.
- 244 (45%) respondents opposed or strongly opposed the changes proposed regarding private recreational facilities.

Highlighted comments

Support

There were general supportive comments for recreational facilities, some said they would have a positive impact on the area and would be a welcome addition to the community. There were also comments that the latest changes are an improvement on the previous proposals.

Opposed

There were concerns about the land required to deliver the proposals, that there would be a loss of facilities and that proposals would impact on the health and wellbeing of residents in local communities. Some consultees commented on the loss of Southern Valley Golf Club and that residents would be negatively impacted by the loss of this facility.

Suggestions

Elsewhere, there were suggestions that safeguarding access and providing replacement facilities in a timely manner should be considered to minimise impacts. Others suggested that proposals for recreational facilities require further assessments.

5. Other comments

5a. We asked for any other comments that people would like to make about the Lower Thames Crossing.

Highlighted comments

Support

There were supportive comments for the project, urging works to start as soon as possible. In other responses, it was noted that the project would ease traffic and congestion, especially around the Dartford Crossing, and that it would have a positive impact on the local economy and environmental issues would be mitigated. Some consultees provided conditional support if further mitigation measures are incorporated, for example maximising any potential socio-economic benefits.

Opposed

There were comments opposing the project. These included concerns that it would create additional air pollution and exacerbate problems in areas where it is already high, that it would increase carbon emissions, and that the latest proposals would result in the loss of green space. Other comments said that it would have adverse impacts on wildlife and habitats including rare species.

Suggestions

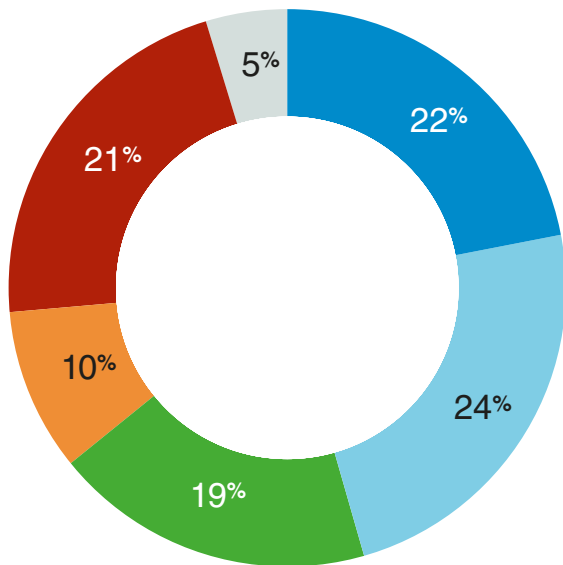
Comments included suggestions that other projects should be built ahead or instead of it. Some consultees suggested other ways to invest the funds set aside for the project or said that improvements should be made to the existing Dartford Crossing instead. Others said that the location should be further west or that previously discounted options should be revisited. In addition, there were comments that further assessments should be undertaken.



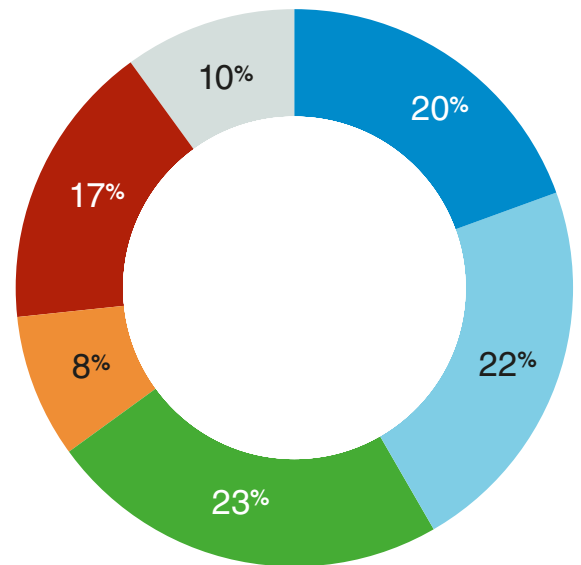
6. The consultation

We asked what people thought about the quality of our consultation materials, our events, the way in which we have notified people about our plans, and anything else related to this consultation.

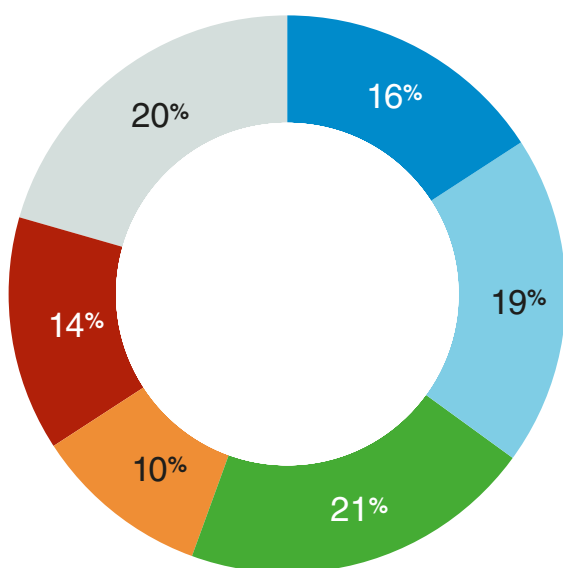
6a. Was the information presented clearly?



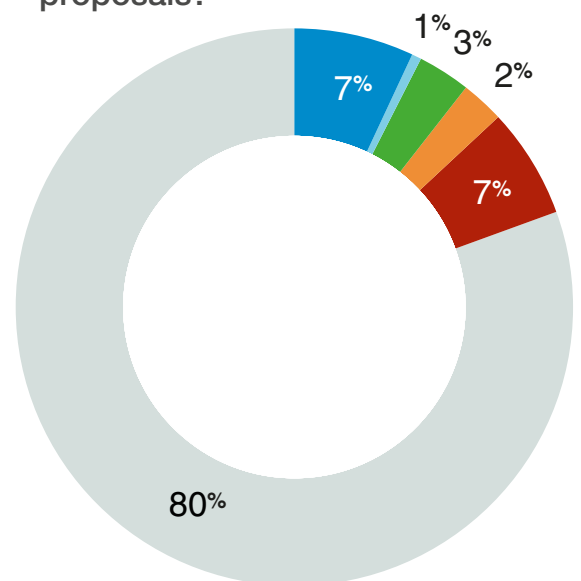
6b. Was the website easy to navigate?



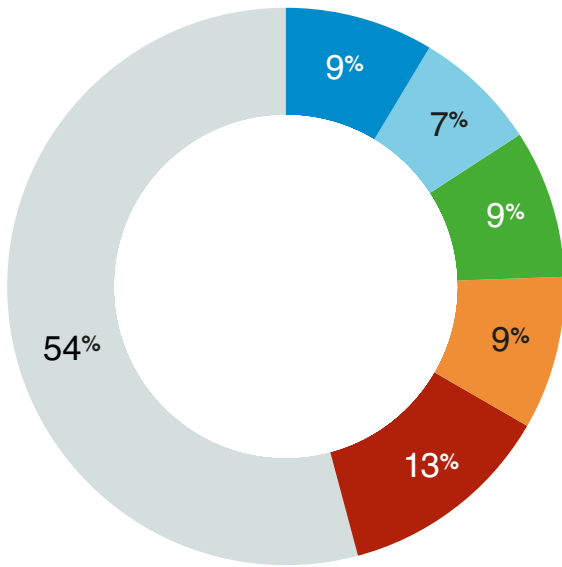
6c. Were the information videos useful for understanding our latest proposals?



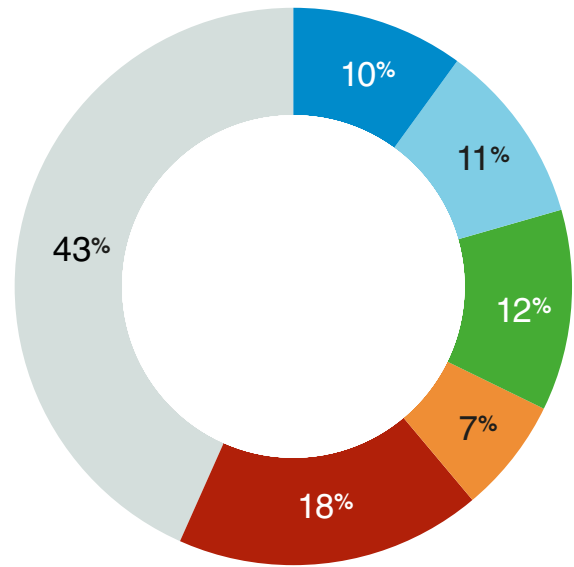
6d. Did the telephone surgery answer your questions about our latest proposals?



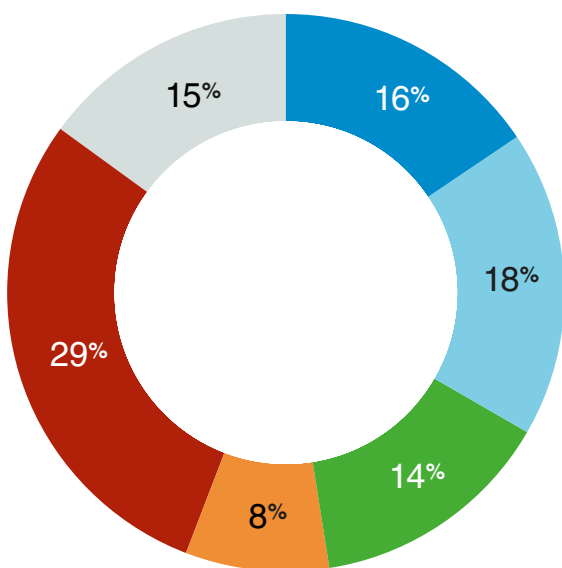
6e. Were the physical events of good quality?



6f. Were the physical events suitably located?



6g. Was the consultation promoted well and to the right people?



We asked people to let us know the reasons for their responses and any other comments about the delivery of this consultation.

Highlighted comments

Support

Comments that the process has been well thought out, thorough, effective and well promoted. There were also comments that the information and materials provided were clear and easy to understand, that events were well organised and that additional events were catered for.

Opposed

Other comments said the proposals lacked sufficient detail and that the materials included were biased and contained misleading information. Others said that there was not enough detail on the impact of the latest proposals, that information was overly technical and confusing, and that comments received will not have any influence on the project.

Suggestions

Furthermore, there were suggestions that more engagement and consultation are needed. There were also comments suggesting that further information on the latest proposals were required in other areas, which included the anticipated cost of the project, about the nature of temporary or permanent land powers sought and for further information on traffic modelling data. In addition, there were comments about how the consultation process should be delivered and suggestions to include interactive maps to help understand latest proposals.



Next steps

From our review of feedback and ongoing dialogue with stakeholders, there are a small number of minor refinements that we would like to take forward and in relation to which we are engaging with those with an interest in the land affected by the changes to seek their feedback. The outcome of this further engagement activity will be included within our consultation report.

As mentioned earlier, we are considering all of the issues raised during the local refinement consultation and drafting responses to them, which will form a chapter of the Consultation report within our DCO application.

Your feedback has been invaluable in shaping the project proposals to date. We will continue to engage with stakeholders as the project proceeds to the next stages of development. We now expect to submit our application for a DCO before the end of the year.



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