

I remain strongly opposed to the LTC as it will be hugely destructive and will have and is having a severe negative impact on the health and well being of local residents along its route.

1. Dartford Crossing issues will not be resolved by the LTC as was originally proposed.
2. Financial and Environmental costs of the LTC far outweigh possible benefits.
 - 2a. Significant loss of Greenbelt land and wildlife habitats.
 - 2b. Estimated cost of LTC has hugely escalated even with cutting back on part of the original proposal, Tilbury Link Road. This is now planned as a Stand Alone Project, still requiring Finance, but the cost of the LTC was reduced. Robbing Peter to Pay Paul comes to mind.
3. Estimated completion of LTC is 5.5 plus years. This includes 24 hour working in certain areas. Road Closures, Construction and Employees Traffic movements will cause monumental congestion and delays resulting in an unacceptable increase in Carbon Emissions and will have negative impact on road users.
4. Air and Noise Pollution especially during construction will increase and with it associated health risks. Areas through which the proposed LTC will be built already experience some of the highest pollution in the UK.
5. LTC in its Planning Stages has already had a disastrous impact on local communities. Many properties had Compulsory Purchase Notices served upon them in the early stages. Have since learnt that this can only happen if and when DCO has been approved. The dread of this monstrosity of a road has caused severe anxiety for many, and residents who had chosen what they thought to be their lifelong home have sold up and moved on. A lot of these via the Discretionary Purchase Procedure which in itself caused undue amounts of stress. Baker Street/Stifford Clays Road area of Orsett Village has been hugely changed, with many good friends and neighbours having moved.
6. Stanford Le Hope Detour. To ascertain the dysfunctionality, please drive the proposed route at various times on different days over several weeks to include rush hours, from Orsett along A13 to SLH Junction and then back to the proposed access to LTC beyond the Orsett Cock Junction. Approx. 4 miles each way, say 10 minutes detour on a good day. In rush hours or traffic jams it will take indeterminately longer.
7. No provision for Cyclists to use the LTC.
8. No provision for rail or tram route within the scope of the LTC. Lack of futuristic foresight.
9. Previously considered but discarded Route Options would have been cheaper and more viable in solving traffic issues and providing alternative Links from Essex to Kent and vice versa. One alternative option (Medway - Canvey Island 2008) would have facilitated scope for traffic to access other road networks serving the East of England etc., as well as serving to reduce congestion on a larger portion of the A13. In addition there was a proposed rail link. The following is a passage from the Studies and Support:

“A new road connection from the A130 and A13 in Essex to the A289 and M2 in Kent will create a new road orbital system for the whole Thames Gateway region. Similarly, a new twin-track rail connection from Wickford and Pitsea in Essex to Rochester and Ebbsfleet in Kent

will create a new rail orbital for the Thames Gateway that links the eastern limbs of Cross Rail and will give Canvey Island its own railway station for the first time and a third road access off the island.â€•

CONCLUSION

The Notes above were purely concerning objections to the LTC which have been raised for many years now.

However, I would like to add that at this crucial point in Climate Change I firmly believe that we do not need to keep building more major roads.

We need plans and investment for integrated sustainable travel and transport options. Investment is needed in Public Transport, including the possibility of introducing more Tram Systems ensuring that in future these will be adequate, efficient and affordable.

Investment to facilitate Commercial rail freight to render it a viable, affordable option including to and from the ports has the potential for substantially reducing road traffic and congestion.

England has many Ports which could be brought in to good use, creating job opportunities where they are lacking.

Instead of spending Billions of pounds on new roads, the focus should be on ensuring our existing roads are repaired and reinforced to render them fit and safe for use by the ever increasing size and weight of today's Commercial, Construction and Agricultural vehicles. Materials used should be top grade and the jobs should be undertaken by skilled labour with highly trained professional supervision. Once road upgrades are completed they need to be well managed and maintained professionally and efficiently. Recent years have seen a decline in the way repairs are carried out on our strategic and local road networks. Minor repairs often take too long and are often incomplete and of poor quality. This is also the case in a lot of 'major' repairs, which results in the same issues occurring after just a relatively short period. It seems to be a cost cutting exercise, which in the long term results in higher cost, more disruption and congestion on the roads, thus creating more carbon emissions. The quality of our roads today is Poor compared with many other countries including those where extreme weather conditions exist as a matter of course. Discussions could be had with their road building Teams to gain insight into rebuilding a quality road network in the UK.