

Submission ID: 20684

Instead of responding in layman's terms, NH repeatedly references multiple page documents which are too complicated for many people to understand.

I still maintain that air and noise pollution will rise if the LTC goes ahead, causing higher risk of health issues. As NH state it is their most Major Project and there will be approx 6 years of slow moving traffic due to traffic management controls during the construction period alone, substantially increasing carbon emissions. As a matter of course to carry out the works, there will also be a vast increase in traffic movements from employees' vehicles to construction vehicles, HGV's and LGV's.

I believe that there will always be significant dust & noise levels emanating from any construction compounds and that it is virtually impossible to alleviate these satisfactorily.

Hoarding as Construction Screening may be what is statutory to requirements, but is not aesthetic and The Stifford Clays Road Compound East (Bordering Green Lane) will be in situ for the duration of the construction, some 6 years, obliterating the views of the countryside from our property. Tree or hedgerow planting would be less harsh on the eye and at the same time create a more wildlife friendly environment.

I have watched the Fly-through videos of the LTC numerous times, and it all looks very nice and almost perfect. However, I am still of the opinion that a landscaped scale model showing the residential and business communities along its route should have been provided at the Public Consultations to give absolute clarity as to the enormity of the project and how it would impact local communities and surrounding areas. In fact, before, during (showing works compounds etc) and after models would have been helpful and much appreciated.

Although NH maintain that the A122 LTC will be an APTR not a Motorway, it has every appearance of being a 'Smart Motorway' by stealth. Yes, commuters travel daily on many road which have no hard shoulder or even a footpath beside them, but these roads were planned and built many years ago. New Major Roads should incorporate in their design, a hard shoulder for safety reasons . The building of any new Smart Motorways has been halted because of safety issues.

With regard to the escalating cost of the LTC there has been no assurance that the current estimation of £9-10 Billions will not increase over the next 6 to 8 years when completion is expected due to 2 year delay.

The current huge Estimated Financial Cost of the LTC's 14.3 Miles of new road is equal to between 629.37 & 699.30 Million Pounds Sterling Per 1 Mile. I can see no justification for this especially with the economic climate as it is today.

Will National Highways please confirm that they have given due consideration to the weight and volume of traffic which would use our roads in future years and that any new roads will be of an adequately reinforced structure, using high quality materials and labour to carry out the works within their current budget.

How do NH propose to maintain the road to a high standard.

The condition of many UK Major roads and Motorways has changed since the LTC Project was put forward. In fact a high percentage of all UK's roads at this time is appalling and resemble those of third world countries. Whilst repairs are being seen to be carried out, they are often

minor, temporary or incomplete and many resemble Patchwork Quilts. Besides the millions of deep Pot Holes there are many roads which are subsiding substantially, telling the story of the modern day

HGV's and Farm Machinery which use the routes. Many give the impression that "sink holes" will appear before too long. These roads are at risk of being the cause of major or minor road traffic accidents and endangering lives. At the very least, vehicles unable to avoid the defective areas, probably sustain substantial and costly damage.

At this time there is an urgent need for our current road networks to be brought up to standard and thus be fit for purpose to accommodate the size, weight and volume of modern day HGV's, Construction and Farm Vehicles & Machinery. It needs to be established that there is adequate funding to be allocated for repairing and reinforcing UK's National & Local Road Networks as soon as possible.

This should be the utmost priority for NH. Traffic cannot be guaranteed to move freely and safely on our roads in the condition they are in.

The negative impact of the LTC on the Environment, Local Communities, greenbelt and wildlife etc. outweighs any benefits of a new Â£10 Billion road, 14.3 miles in length.