

I have been overwhelmed with all the literature following the DCO hearings and Deadlines and have therefore been unable to respond as fully as I would have liked and my oral representations stumbled over the hurdles. Thankfully, TCAG have been able to make Representations and Submissions on behalf of all their supporters, which has been a great relief.

Thanks to the PINS Team who have conducted the DCO process in such a way that all IP's including members of the public and TCAG have been encouraged to take part throughout the process.

TCAG have my full support and thanks for their DCO submissions.

My closing comments

I believe that the LTC is a Smart Motorway under the guise of an A Road

I do not think that the LTC is fit for purpose and it will not fulfill it's original objective to ease congestion at the Dartford Crossing, but instead will cause further widespread congestion.

I believe that NH have not adequately carried out all assessments related to project impacts overall.

Safety aspects with the Emergency Services have not been resolved.

If the tunnels do not include an adequate filtration system, then I feel this should be addressed prior to final decision.

It does not represent good value for the Billions of pounds it will cost and the length of time to construct.

I do not believe it will be of any benefit to the local communities.

I do not believe it will provide long term opportunity for local employment.

There are still no actual physical scale models of the LTC Project -

One at Construction stage which should include Compounds in a working state and show properties which have been or will be purchased by Highways England/National Highways, and those of them which will be demolished.

The other model should be of the finished product, to include lighting and road signage, particularly at Junctions.

Such models would have enabled anyone interested in or affected by the LTC to have visualised the negative and/or positive impacts along the whole route. The various maps which were available at Consultations are confusing to the inexperienced eye, especially with regard to the Major A2/M2 & Orsett Cock Junctions. Will road signage be adequate and would drivers be able to safely read all the signage, as they are driving at considerable speed, in time to make a decision on what road to take to reach their intended destination and avoid making an error.

One wonders how many drivers would inadvertently find themselves heading for the Tunnels and be unable to leave the LTC, thus incurring Tolls each way and extra mileage, additional fuel costs, wear and tear There is also the additional journey time to take into account, which could have a number of negative results (missing appointments, funerals, weddings, etc.) other than just losing precious time.

If I truly believed the LTC would be of benefit to the many rather than the few, I would be supporting it, but I have always believed and still feel without doubt, that the Department for Transport/Highways England/National Highways (whatever title is or has been used) got it totally wrong with this Route Option.

A road plus rail option would serve far more purpose than the LTC. As well as giving commuters an option to access job opportunities on a wider scale, it could provide an alternative means for transporting freight by rail.