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***Manor House Neighbourhood
Residents Association***

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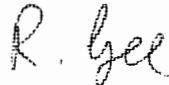
5-5-2005

Persona Associates
Attn Mr. Graham Groom, Programme Officer, Thames Gateway Bridge Public Inquiry
West Point
Horsham
RH12 2PD

Dear Sir,

Please find enclosed 6 copies of the opposing case of the Sidcup "Manor House Neighbourhood Residents' Association".

Yours faithfully



R. Gee (Mr.)
Chairman

✓

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Planning Appeal Application Ref: APP/G5750/V/05/1174146 & APP/E5330/V/05/1174147

& DN5002/55/12M/1, 55/7/1 & 60/1/03

From the Sidcup "Manor House Neighbourhood Residents Association"

To the Inspector and Assistant Inspector

Gentlemen

This objection is on behalf of the members of the Manor House Neighbourhood Residents' Association. The objection has been tabled by the Chairman, Ronald Gee, who is a chartered Physicist by profession. He also has qualifications in Transport Studies i.e. a University of London Certificate and Diploma

Sidcup is a township to the south of the London Borough of Bexley and lies about 6 miles from the proposed Bridge. Our objection concurs with that of Bexley Council, Action Group against the Bridge, Friends of the Earth, Thames Gateway Forum and most other objectors. We object to the lack of provision of adequate highways to the south of the Bridge. Highway improvements in Bexley Borough should be provided in order to deal with the increase in traffic utilising the local residential roads arising as a result of the Bridge. Otherwise there will be a rise in toxic pollution and ill-health because of the traffic congestion that will be endemic to the lack of adequate highway provision. I do not propose to re-iterate what other witnesses have already stated on these matters. However I would draw the Inspectors' attention as to how Sidcup and other towns to the south of the Borough will be affected by the proposals.

TfL admit (P10) that east of the Woolwich Ferry "*Travellers have to use a variety of lower capacity routes*" and that "*opportunities for north-south movement are limited particularly south of the Thames*". This would still apply to routes to the south of Bexley Borough. South of the Thames the report states that "*the main link is the A2*". Inevitably motorists will gravitate towards the A2 via Knee Hill and Brampton Road. In contrast to the northern approaches to the Bridge, which features motorways, flyovers and 4 lane carriageways, traffic on the south side of the Bridge will be canalised into a narrow two lane residential road which has not been improved since it was dedicated centuries ago. Such canalisation will render Knee Hill a deterrent to cyclists, pedestrians and other non-car users contrary to PPG13. Such canalisation will lead to stationary traffic jams and generate more noise and pollution contrary to PPG 24. As far as people living in the south of Bexley Borough are concerned such congestion arising from the lack of road improvements will negate any attempts by TfL to introduce high-quality bus services because the bus services will just be stuck in traffic jams. If this Sidcup resident uses a bus service to the Bridge, then he is likely to be trapped in a traffic jam. If instead he uses a car, then

he will at least be able to choose an alternative, less congested route according to the circumstances occurring on the day. Thus this Sidcup resident, together with others, will tend to use his car contrary to policies in PPG13. TfL or its predecessor London Transport (often referred to as "Transport of Last Resort") has a woeful record of providing orbital bus services. Those bus services through Blackwall and Rotherhithe tunnels (Nos 108 and 395) are only a few miles long. One of the last surviving Greenline routes (orbital route number 726) has been curtailed so that it no longer runs through Bexley Borough due to the increase in traffic congestion. A few decades ago it used to run through Bexley in triplicate in peak periods. Bus services through Dartford Tunnel have a similar sorry history. The 721 soon ceased. None of its successors lasted very long (e.g. EN 402, GL785). The promises of TfL to run quality bus routes have been empty ones in the past.

To summarise, the lack of improvements to Knee Hill or Brampton Road or the failure to provide radical solutions such as a tunnel between the bridge and the A2 will generate increased car traffic with its endemic environmental damage, but little or no non-car mode traffic. The lack of provision of an enhanced route for traffic south of the Bridge is the reason for the objection for people living in the southern part of Bexley Borough.

A further consequence is that the extra traffic and endemic environmental pollution in Brampton Road and other roads in Bexley Borough will lead to reductions in Council tax valuations and precepts along the roads concerned. This reduction will have to be made good by increases in Council tax elsewhere in the Borough. As such, this will affect residents in the South of Bexley Borough, who will have to pay more tax than would be the case if new highways and/or tunnels are constructed on the southern approaches to the Bridge.

Our objection is based on the lack of new infrastructure on highways to pass through or to bypass Bexley Borough. In April 2005, the Prime Minister visited Gravesend where he promoted plans for the Thames Gateway and pledged that he would ensure that *"We will put the investment into schools, hospitals and transport systems"*.

The Inspectors are exhorted to place conditions on the proposal. This should include a condition requiring that radical new roads infrastructure are constructed thus preventing congestion occurring on the existing local narrow residential roads. Such a condition would ensure environmentally compatible highway links are available to the SE of the Bridge and make an honest man of Mr. Blair, otherwise he will continue to be known as Mr. Blair in the South-East!

Ronald Gee. C. Phys, M. InstP

Chairman, Manor House Neighbourhood Residents' Association, Sidcup

24, Elm Road, Sidcup, DA14 6AD

PM's investment pledge

Pupils take a Thames trip with Mr Blair

PM Tony Blair and Deputy Prime Minister John Prescott made a whistlesstop visit to Gravesend amid a whirl of tight security at the town's Port of London Authority site. Reporters Helen Wagstaff and Lauren Abbott and photographer Matt Reading were in the thick of the action.

THE THAMES Gateway was given a £6 billion pre-election windfall as Tony Blair unveiled a package of measures to transform the Thames Gateway.

In a hush-hush tour just days before the general election was announced, Mr Prescott dubbed the scheme the biggest brown-field development in Europe.

The two were in town on a whistlesstop tour to launch a £5 billion programme for transforming the Thames Gateway.

Arriving via the River Thames, on a boat full of special guests, including Gravesend residents, school children and business leaders, a wind-swept Mr Blair stopped only to straighten his hair before entering the packed pier at The Port of London Authority in Royal Pier Road.

Leader of the council John Burden welcomed the two to Gravesend. Then Mr Prescott recalled memories of the town from his merchant navy days, before launching into government plans for the area. He

pledged support for retaining and increasing the green belt around the Thames Gateway, adding: "This is the biggest example of brownfield development in Europe."

Mr Blair spoke next and said he understood concerns about whether the government would put in place enough schools, health services and transport links to support the area.

Taking the opportunity to ease fears, Mr Blair said: "We will put the investment into the schools, hospitals and transport system. People can have that reassurance."

The visit from Britain's top politicians coincided with Gravesend Borough Council's launch of its Town Centre Strategy, which is set to become the keystone of regeneration and development with Gravesend town centre.

With the eyes of the national media watching, Cllr Burden said: "The visit has been great news for the area and it's great that we are getting recognition for what we have been doing."



'They should have stayed longer'

TINA Chapman, from Northfleet, was on the boat with Tony Blair and John Prescott.

Although the 44-year-old from Wallis Park wasn't allowed to ask any questions, Mr Blair did say "good morning" and she had her picture taken with him.

Mrs Chapman said she was in favour of the Thames Gateway development, adding: "The

regeneration is a good thing. I really hope the development improves the quality of life and provides more opportunities for all by attracting businesses to the area."

Of the day she said: "Overall, it was a brilliant day, but I don't think they spent long enough in the area. If they come back, they should spend a day visiting the whole borough. They

should go to places like Northfleet and Swanscombe to see the reality of what living here is really like and exactly what is needed to improve things."

Elizabeth Alice, also from Wallis Park, was on the boat, too. She said: "The day was interesting and satisfying. The boat trip was very nice, and Tony Blair and John Prescott were also very pleasant."

■ Prime Minister Tony Blair and Deputy Prime Minister John Prescott at the press conference at the PLO Pier during their visit to Gravesend.

Not impressed

by flying visit

NOT everyone was impressed with Mr Blair's flying visit to Gravesend.

Parliamentary candidate for the Conservative Party, Adam Holloway, expressed an interest in the timing of the visit.

He said: "I understand Mr Blair did not talk to any of the normal people. If he had spoken to the residents, perhaps they would have told him he would have been better off staying in London and working out some proper policies."