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Thames Gateway Bridge

Dear Mr Gregory

As you are no doubt aware, the findings of the Public Enquiry are, I believe, due soon. My interest is based on the fact that I spoke at the enquiry against the bridge back in 2005. My concerns were always related to congestion issues and environmental impact.

I have always agreed that more ways to cross the river are essential, but they must be properly thought out and executed. Unlike the proposals currently outlined for the south side of the river, if and when the TGB is commissioned.

I am now extremely worried about various events that are stacking up which I feel will either change the emphasis of that enquiry or at the least, colour peoples judgements when the results are published. I feel that the following issues have purposely been brought forward after the enquiry to twist peoples views and influence decision after the enquiry has been published. These are;

- 1 The proposed toll increase for the Dartford Crossing.
- 2 Cross Rail and the need to widen Knee Hill
- 3 The suspension of the tidal flow at the Blackwall Tunnel
- 4 Rumoured tolling of the Blackwall Tunnel
- 5 The Mayors comments regarding extending the Congestion Zone to Greenwich
- 6 The deteriorating/unreliable service at the Woolwich Ferry

It has been well documented that an increase in the toll by 50p at the Dartford Crossing is on the cards despite anger and protest from locals and councillors from all around. If this goes ahead, the differential between Dartford and the Thames Gateway Bridge will be eroded and make the TGB more attractive to drivers from further a field.

Knee Hill was a contentious issue at the enquiry and we were told categorically that it would not be touched. Now that Cross Rail has been approved and mitigation measures have been discussed, there is a proposal to widen the road over its entire length and add a footpath. This alone should start the ball rolling for another Public Enquiry.

The recent and cynical suspension of the Tidal Flow at the Blackwall Tunnel has many implications, despite being blamed on safety issues. Firstly it will enable TFL in due course, to call for Tolling due to congestion. This will then lead to demands for the TGB to be built due to the huge swing in traffic flow, which was not considered at the enquiry. Again, if the tolling goes ahead the TGB will become more attractive due to little or no differential between the crossings.

Also, a possible extension of the Congestion Zone has not been ruled out, this may or may not include the Blackwall Tunnel, either way, again it will probably push drivers towards the TGB.

Lastly, I have noticed an increase in traffic using the Woolwich Ferry and a perceived decline in its reliability due to staff shortages and emergency repair/equipment failure. I feel that this may well be contrived!!!

All in all, these issues/changes affect the evidence presented to the Public Enquiry, so whatever the outcome of the enquiry, the results will be totally outdated and incorrect. Discussions should be re opened relating to traffic flow forecasts and traffic congestion through the Borough of Bexley. In deed the Public Enquiry should be resumed to look at the new issues and their effects on the evidence presented to that enquiry by TFL.

I look forward to your comments on how this will affect the enquiries decision and what else should now be done.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Glenn Cook', written in a cursive style.

Glenn Cook