

Mrs J Barter
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Mr P Gregory,
Dept. for Communities and Local Government,
Zone 3/J1 Eland House,
Bressenden Place,
London SW1E 5DU
Wednesday, 07 March 2007

Dear Mr Gregory,

I am a resident in the London Borough of Bexley and am writing to you in connection with my objection to the Thames Gateway Bridge.

I am also a volunteer worker with Lesnes Abbey Conservation Volunteers (registered charity number 1058188) who, in a letter to Greenwich Council on 22nd November 2004, expressed their concerns about the negative impact, road widening would have on nesting birds and the conservation objectives of the woodland.

In my objection (number 264) I expressed my fear that mitigation measures, such as road widening could encroach upon Green Belt land and that increased traffic levels would make the road dangerous for local pedestrians.

In the rebuttal to these points in my objection (TfL/REB/264!) it was stated (6.1) that 'It is not envisaged that significant (if any) further measures to increase general capacity would be provided' and 'It is noted that measures to increase junction capacity would result in 'even more car trips'. It also stated (6.2) that there was no mention of any significant 'highway improvements' in the London Borough of Bexley or in fact any other boroughs. It said that as Knee Hill is a London Distributor 'A' road with no pedestrian access alongside the road there would be little impact on the safety of pedestrians along its length and that (7.3) schedule 3 of the revised draft five boroughs agreement (TfL/22A) allows for the possibility of a lorry ban on Knee Hill.

In my reply to (TfL/REB/2052/3) I recommended that the inspectors look again at Knee Hill as I could see signs of preparations for road widening on the Greenwich side of the road.

Now I find that in the mitigation measures for Crossrail at Abbey Wood station (page 34 5.3) include 'widening Knee Hill carriageway over its whole length to 7.3m with provision for a footway on its western side for pedestrians.

Surely these proposals for road widening and a footway (albeit in connection with Crossrail rather than Thames Gateway Bridge) negate the above assurances made by TfL to the TGB Inquiry and, as this information was not available to the inspector advising on that inquiry, the matter of the impact of TGB needs to be reconsidered.

Mrs Jacqueline Barter