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To: <Pim.Gregory@communities.gsi.gov.uk>
Date: 06/02/2007 22:38:20
Subject: Thames Gateway Bridge Inquiry - Objector No. 1544 (Mr Roy Alfred Carrier)

Dear Mr Gregory

The attachment to this message is a report by Mouchel Parkman on the Highway Impact of Crossrail at Abbey Wood commissioned by the London Borough of Greenwich (Greenwich). After many requests I finally received a copy thereof on 31 January 2007.

Mouchel Parkman's Interim Report was dated 5 May 2006. As you know the TGB Inquiry closed on 3 May. The attachment to this message is the Final Report which is dated 8 August 2006.

Evidence was given to the Inquiry by Greenwich's witness, Mr Chard, that a consultant (I now know that was Mouchel Parkman) had been appointed to look into the issues (including the traffic flows on Knee Hill) (Day 88 Transcript 26 April 2006 page 109 line 22).

One of the conclusions in my Proof of Evidence was: "The application for planning permission should not be further considered until the scheme's conflict with Crossrail and Greenwich Waterfront Transit (GWT) schemes has been appraised."

If it can be financed, Crossrail is due to be completed at about the same time as the Bridge. It would therefore be shameful if the matters that have come to light as a result of Mouchel Parkman's report were not to be taken into account by the Inspector. Just for the sake of emphasis I have listed as follows some of the matters that I have in mind:-

1. Greenwich's position is that GWT and the Thames Gateway Bridge have to be considered in the transport baseline assumed in TA for Abbey Wood Station.
2. With the introduction of Crossrail, the Knee Hill approach from the south to the junction of Harrow Manorway Way (A2041) / Knee Hill (A2041) / McLeod Road (B213) will be over capacity in the morning peak hour.
3. Greenwich consider that almost from opening, the effect of a Crossrail station would be to overload the adjacent highway network; even if the indicative TGB highway works are built and even if GWT highway works do not reduce capacity for general traffic.
4. The capacity of the wider highway network and across the Harrow Manor Way Viaduct needs further consideration.
5. TfL and Crossrail should consider in more detail what infrastructure might be necessary as far as south as the A206 to ensure reliable and convenient access to the station by 160 buses per hour including bus stops, bus stands, turnback arrangements and bus-priority measures.
6. Improvements would be required to the A206 Bostall Hill/Knee Hill traffic

signal junction.

7. The TGB has already been through a Public Inquiry and since the scheme has support from TfL it has to be included in the baseline assumptions.

8. Harrow Manor Way will need to be a four lane highway along its entire length, with all lanes available for use by general traffic. Additional widening may be required at the approach to junctions or at bus stops.

9. The highway network to the south of the station will be put under strain and will require widening of some highway links and major works to increase capacity at key road junctions.

10. The combination of GWT and TGB mitigation measures would result in the widening of Harrow Manor Way to two lane dualling over its entire length, but that GWT would then monopolise one lane in each direction for at least the peak traffic hours, if not the whole working day.

11. To accommodate the additional general traffic and bus movements Knee Hill would need widening to 7.3m plus a 2m wide footway on its western side.

12. Greenwich requires the promoters or someone other than the local highway authority should mitigate the impact of the additional demand attributable to Crossrail.

13. Initial estimates of the highway improvements required to mitigate the impact of Crossrail at Abbey Wood indicate a cost range of £17.5M to 29.3M.

The purpose of this message is to respectfully ask you place it before the Inspector for his consideration.

With many thanks

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