

TRO10032 LOWER THAMES CROSSING

RESPONSE TO ISH3 ACTION POINT 7 QUESTION For Deadline 4 (19th September 2023)

SHORNE PARISH COUNCIL (IP ref 20035603)

Question:

“A2/ M2/ LTC Intersection: local connections. Are there additional local routes which the applicant has not shown in [AS-145] but which Shorne and Higham residents frequently take? It would be helpful if annotated maps and/or descriptions with road numbers and names were used in the response.”

Response:

1. General Points:

The question is actually difficult to answer, because:

- There are so many permutations and combinations of possible routes that these are too numerous to describe or map.
- With apologies for stating the extremely obvious, the answer depends on exactly where in the Parish drivers are starting from and where exactly they are ultimately wanting to get to;
- Due to the inherent unreliability of the local road network, particularly the A2/M2 and A289, with secondary consequences for the A226, local residents are used to checking Google traffic or using Satnav's to warn them of likely difficulties before leaving home or work locations, and they will then vary segments of their routes or their entire routes as needed.
- There will also be variation of routes if residents are constrained to particular timings (school runs, work destinations commuting, other appointments) or if they can be more flexible (leisure);
- There are choices, depending on the cause of jams, between sitting it out or diverting off, sometimes making wide loops to get around problems.
- Due to the latter we disagree with the Applicant's view that drivers will not opt for routes that are longer in distance and time taken – in our experience this is a standard circumstance locally.
- The LTC will cause residents to use available routes differently due to the extra difficulty and congestion on the connector routes being provided, which will alter traffic flows and propensity for congestion.
- We do not believe that the above can be predicted by the Applicant's modelling, but we do believe that in response to difficulty and congestion on the new routes being provided, drivers will choose routes that are outside of what the Applicant imagines.
- In the With-LTC scenario, as well as the routes shown in APP-145 (with reversed priorities on Slide 23), and those mentioned below, there are routes through Gravesend (not necessarily using the A226) and south of the A2 which will be used instead of the connector roads as these latter are discouraging to local traffic due to the obvious greater difficulty and degree of congestion leading to risk of their being blocked. For example, residents will travel using minor routes

through Gravesend if they want to get to Bluewater or to supermarkets when the A2 is compromised, and in reverse to avoid the entire Gravesend East and LTC junction.

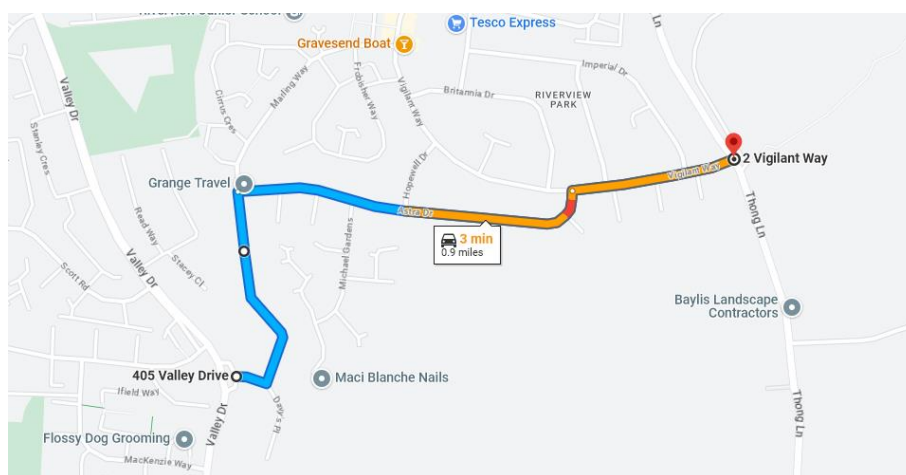
- As we have said elsewhere, the Applicant insists that they are providing all the same functions as currently but we have commented repeatedly that what they are providing is not functional (has low useability as other IP's have said to express the same opinion).

2. Shorne issues and examples:

- The different parts of Shorne Parish (we have 5 areas – please Appendix A below) are all adversely affected by the project but to different degrees and in different ways, although the principal difference is between Shorne West residents and other parts of Shorne.

2a. Shorne West residents:

- For Shorne West residents, only a potential route using Valley Drive to the A289 was shown in APP-145 however residents also currently and interchangeably use Thong Lane to the Brewers Road on-slips (and back).
- The important inter-tlink here was driven on the ASI: Using Marling Way, Astra Drive and Vigilant Way (and back) to move between Valley Drive and Thong Lane.



- If Shorne West residents want the M2 eastbound they might, instead of using Valley Drive to Gravesend East, both of which will be more congested than at present, head north to use the A226. This could put additional pressure on:
 - Valley Drive, Old Road East and the Lion roundabout, and then the A226, or
 - Thong Lane north, right turn on to A226
 - Both of those then use the A226 eastbound through Higham to the A289 where turn right on the (congested and delay prone) A289 southbound then take the slip road to the M2 eastbound.
- If Shorne West residents want the A2 westbound, then those who currently use Thong Lane to reach the Halfpence Lane roundabout, then direct onto the A2 westbound would probably instead use Valley drive and Gravesend East so increasing congestion at Gravesend East.

- For Shorne West residents coming back home on the eastbound A2, there will be pressure to use Gravesend East and cut back across Marling Way etc rather than risking the northern eastbound connector road.

2b. Shorne Village (etc) residents:

- For Shorne Village etc residents wanting the A2 westbound there is a handy additional route that avoids the southern two-way connector road and all its difficulties, this is the same as the during-Construction route shown for when Brewers Road bridge is closed, as shown in REP1-175, Page 70, Plate 4.9. The route would use Brewers Road southbound to the northern connector road eastbound, to the A2/Watling Street Strood, U-turn at the Three Crutches roundabout and return to the A289/A2/M2 line westbound.



- For Shorne Village residents coming back home on the eastbound A2, there will also be pressure to use Gravesend East and back across Marling Way etc, then Thong Lane southbound to the southern two-way connector road then to Brewers Road bridge, or to use Shorne Ifield Road, rather than risking the poorly functioning northern eastbound connector road.

2c. All Shorne residents:

- If actually wanting the A289, then a northern route using the A226 is more likely to be used.
- If wanting the M2 for the A228, then difficulties can be avoided by using Brewers Road southbound, Halfpence Lane, Cobhambury Road, Warren Road, Bush Road Cuxton and turning right onto the A228 southbound.
- Other ways to reach the M20 and M26 for the M25 clockwise are to use either Cobham Street, Sole Street, Camer Road to Meopham A227 or Cobhambury Road then country lanes to join the A227 further south.

3. Other routes not shown/shown incorrectly:

- For Cobham residents wanting the A2 westbound or the M2 eastbound, unlike Slide 20 in APP-145, it will be easier to use Henhurst road to reach the southern two-way connector road and Gravesend East as that cuts out several roundabouts and reduces risk of getting stuck due to congestion. This will put further pressure on Henhurst Road.

- For Cobham residents wanting the A289, there is risk/likelihood that having reached Brewers Road bridge they will continue straight on and use Pear Tree Lane and then turn right to the A226, thereby increasing queue problems on Pear Tree Lane and A226 traffic volumes.
- Higham residents wanting the A2 westbound currently tend to use Pear Tree Lane to Brewers Road southbound but are in future likely to use the A226 eastbound then A289 southbound then A289/A2/M2 westbound so as to avoid the southern two-way connector road.

We hope that this response has provided the information requested but obviously if not please ask us for more examples and other information.

Shorne Parish Council,
19th September 2023.

