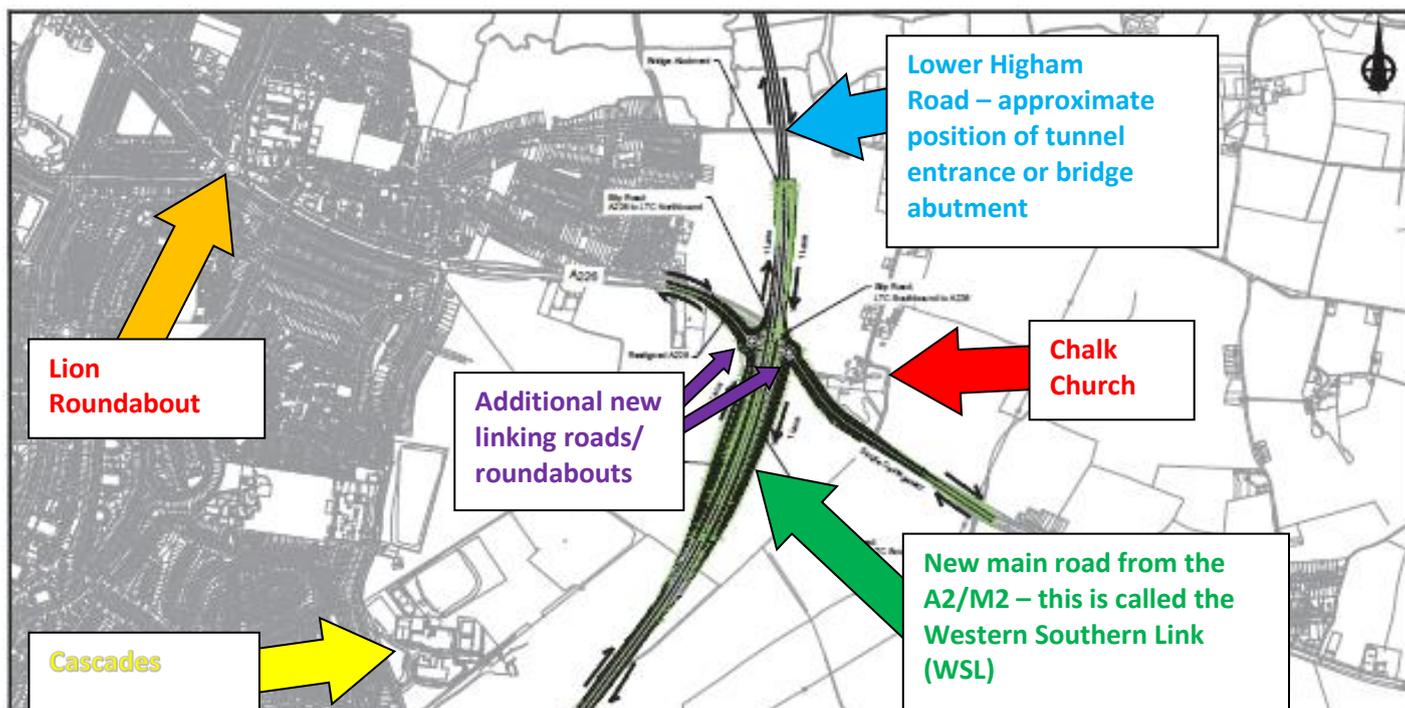


Re Lower Thames Crossing Consultation

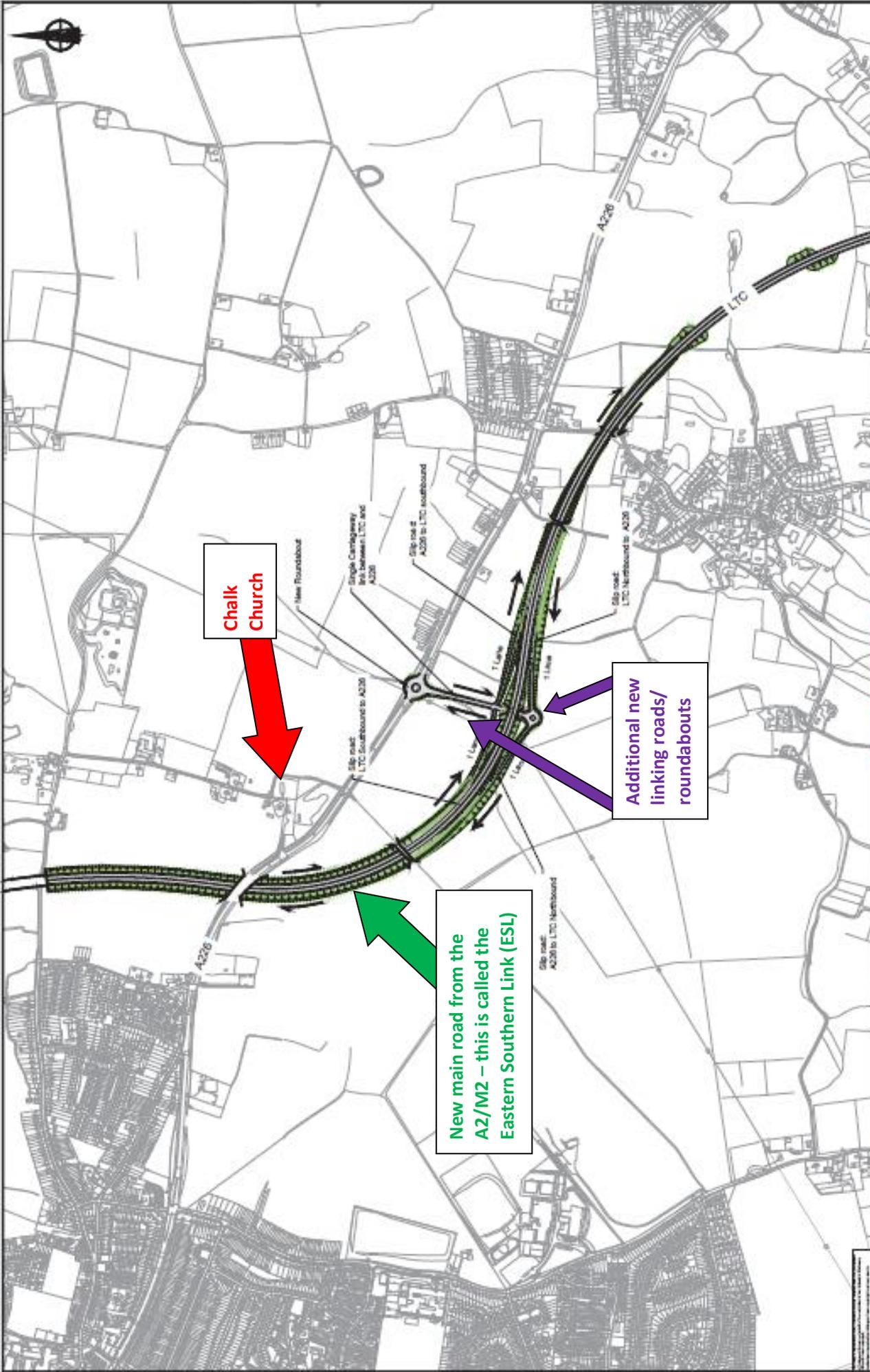


Above: One of the detailed maps showing a possible route of the Western Southern Link (WSL) of Option C. The possibility above links to a bridge. (A tunnel is probably more likely but not definite.) All the current Option C ideas have approach and access roads which are similarly close to the church and, in the tunnel options, the tunnel portal, comes essentially at the Lower Higham Road. The alternative (eastern) road (ESL) goes through Shorne and is, if possible, even more damaging generally but, again, the route still goes by Chalk Church much as above but probably worse, with the main road coming close to us over a longer distance. Highways England seems to want the ESL but for us, the choice of ESL or WSL seems like expressing a preference for being eaten either by a lion or a tiger. Most of the detailed maps seem not to label the church or cover the church with a label pointing out a footpath. **It is probably best to “strongly oppose” all of Highways England’s proposals in the Consultation Questionnaire.**

Overleaf: A tunnel route with the Eastern Southern Link (only the church has been highlighted). The tunnel and bridge approach roads are similar; what changes is whether the route also goes through Shorne (ESL) or Thong (WSL). Further pages give guidance (& commentary – ***in bold, underlined & italicized***) on how we can respond either on the website - **www.lower-thames-crossing.co.uk** or put **Lower Thames Crossing Consultation** in a search engine - or a printed form usually available weekday mornings in Chalk Parish Hall.

This booklet advises on how you can use the Consultation to say No to Option C.

Various ideas on what we are doing and how to make a response are in this booklet and at Chalk Church’s website **www.chalkchurch.org.uk**



Chalk Church

New main road from the A2/M2 - this is called the Eastern Southern Link (ESL)

Additional new linking roads/roundabouts

Key:

- Direction of traffic flow
- Structures
- Existing road stopped up
- Local road diversion

NOTES:

- The design shown on these drawings is illustrative and may be subject to change in later stages of the scheme development.

ILLUSTRATIVE DESIGN

LOWER THAMES CROSSING

Eastern Southern Link

A226 Grade Separated Junction

Halcrow Hyder Joint Venture

Address: 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000

Page 1

About you

The following questions will help us to understand the range of people and organisations who have responded to this consultation and to identify local issues. The information you provide will not be used for any purpose other than assessing responses to this consultation and for other reasons explained in this questionnaire.

- 1 Name (Optional)
 - 2 Postcode
 - 3 Email address
This is optional but will allow us to update you with any news on the consultation.
 - 4 Are you responding on your own behalf or on behalf of an organisation or group?
 - Providing my own response [Tick/click here for an individual response](#)
 - Providing a response on behalf of an organisation or group [\(The church will click here for its collective response\)](#)
-

Page 2

Crossing location

Our proposal is a crossing at Location C, east of Gravesend and Tilbury.

- 5 On balance, do you agree or disagree with our proposal for the location of a crossing at Location C?
 - Strongly agree
 - Tend to agree
 - Neither agree nor disagree
 - Tend to disagree
 - Strongly disagree – [This is your opportunity to strongly disagree with Option C](#)
 - Don't know

Please provide the reasons for your response

This is your opportunity to give the reasons why you disagree with Option C. Use your own words, but you might consider using some the following reasons:

Option C:

- Is expensive and fundamentally it will not resolve the congestion at Dartford.
- Devastates the environment and the community.
- Keeps pollution at Dartford and adds to it elsewhere.
- Cuts off the Church and the *de facto* village green at Chalk from its community

Page 3

Routes north of the river

We are seeking your views on three routes north of the river. Each route would perform similarly with respect to solving the transport challenges and unlocking economic potential. Each would directly, to some extent, affect greenbelt and areas of ancient woodland.

- 6 There are three route options north of the river in Essex – Routes 2, 3 and 4. Where do you think the route should be located north of the river?

(Respondents from Kent may not have a strong view on this, but it is a further opportunity to express our opposition to Option C and possibly press for a new bridge at Dartford. The best answer is probably 'None of these' or possibly 'Another route'.)

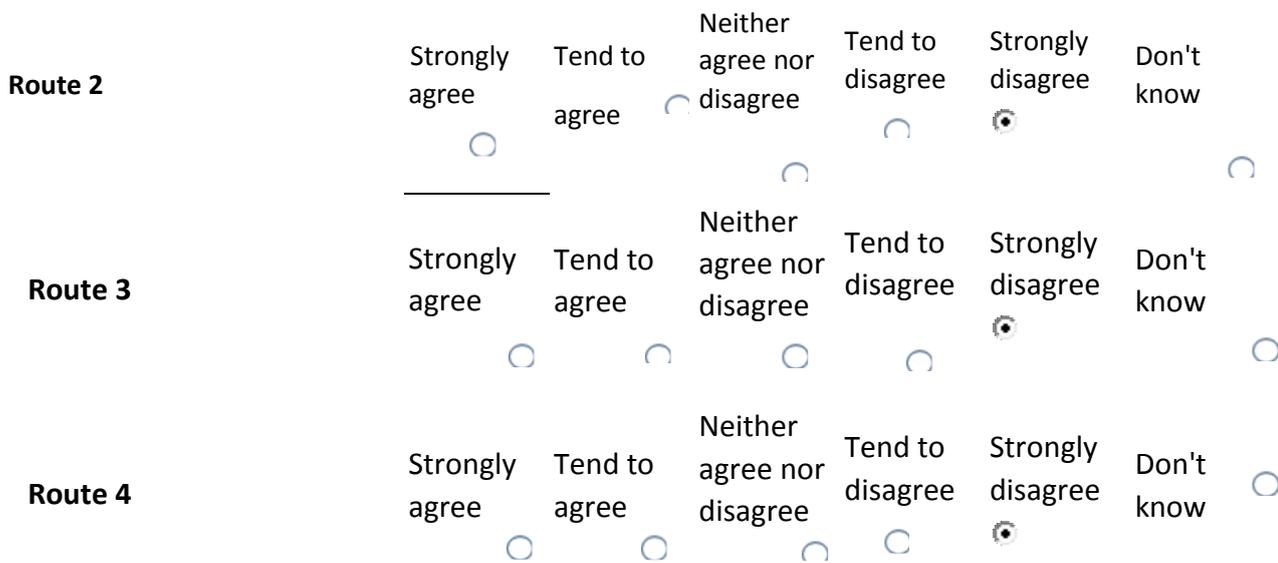
- Route 2
- Route 3
- Route 4
- Another route
- None of these
- Don't know

Please provide the reasons for your response.

Possible Answers:

All of these routes will cause devastation to the environment and the communities in their way, without solving the problems at Dartford.

7 Thinking about the three route options north of the river, on balance do you agree or disagree with our proposal for each of these?



Page 4

Routes south of the river

We are seeking your views on two alternative routes south of the river. These would both have an impact on existing communities and protected sites, but differ in terms of impacts on transport and economics.

8 There are two route options south of the river in Kent – the Western Southern Link and the Eastern Southern Link. Where do you think the route should be located south of the river?

This is a tricky question, and you need to consider very carefully how you respond. Any vote for the Western Southern Link or the Eastern Southern Link is, in effect, a vote in favour of some form of Option C. It might be better to vote for 'None of these' before giving your reasons.

- Western Southern Link
- Eastern Southern Link
- Another route
- None of these
- Don't know

Please provide reasons for your response.

Possible responses:

- I do not want any form of Option C. I am not in favour of either WSL or ESL.
- The answer I want to give is Option A at Dartford but this “consultation” has denied me that choice.
- I would have wanted to express an opinion about a tunnel to the A2/M2 but again the consultation does not allow this as a choice of routes.

If you feel very strongly about protecting your own immediate locality, you may feel it necessary to express this.

In the next question, you should strongly disagree with the route that you are vehemently against.

With regards to the other route, it might be better to either abstain, or indicate that you neither agree nor disagree. Bear in mind that if you indicate that you agree with it, you are in effect voting for Option C.

9 Thinking about the two route options south of the river, on balance do you agree or disagree with our proposal for each of these?

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
Eastern Southern Link	Strongly agree <input type="radio"/>	Tend to agree <input type="radio"/>	Neither agree nor disagree <input type="radio"/>	Tend to disagree <input type="radio"/>	Strongly disagree <input checked="" type="radio"/>	Don't know <input type="radio"/>
Western Southern Link	Strongly agree <input type="radio"/>	Tend to agree <input type="radio"/>	Neither agree nor disagree <input checked="" type="radio"/>	Tend to disagree <input type="radio"/>	Strongly disagree <input checked="" type="radio"/>	Don't know <input type="radio"/>

Page 5 Proposed scheme

Our proposed scheme would be a dual carriageway connecting junction 1 of the M2 to the M25 between junctions 29 and 30. This crosses under the River Thames just east of Gravesend and Tilbury. Of our potential options, this route would provide a 70mph motorway-to-motorway connection with the greatest improvement in journey times and a modern, high quality road along its entire length.

A **bored tunnel** would provide the required capacity and would have the least impact of all crossing types on local communities, protected habitats and species. It would have two lanes in each direction with space for future capacity and would be about two miles long.

Route 3 would pass to the west of East Tilbury and then between Chadwell St Mary and Linford. The route would cross the A13 where an upgraded junction would be provided. To the north of the A13 it would pass to the west of Orsett and then pass north of South Ockendon before connecting with the M25 with a one-way junction allowing travel to and from the north on the M25.

The **Eastern Southern Link** would provide a direct connection with junction 1 of the M2 thereby creating a motorway-to-motorway link. It would pass to the east and north of Shorne, with some sections in deep cutting, before connecting to a junction with the A226 east of Chalk.

10 Having evaluated the options, our proposed scheme is a new bored tunnel road crossing at Location C, following Route 3 north of the river and the Eastern Southern Link south of the river. On balance, do you agree or disagree with our proposed scheme?

- Strongly agree
- Tend to agree
- Neither agree nor disagree
- Tend to disagree
- Strongly disagree**
- Don't know

Please provide the reasons for your response.

Possible Responses:

- Option C is expensive and will devastate the environment and the community.
- No Option C route will sufficiently resolve the congestion (or pollution) at Dartford.
- You have overly focused on resilience to the extent that it has blinded you to the extent of the damage Option C causes and lack of a solution to congestion at Dartford.
- You have also overly focused on the demands (not needs) of road hauliers rather than residents.
- Other solutions to the movement of freight should have been sought.
- The addition of A226 access/exit roads since the last consultation shows clearly that interests of road hauliers rather than residents has been prioritized.

Page 6 Junctions

We are proposing to create junctions with existing roads including the M2/A2, A226, A13 and M25. We would like to hear your views on whether you believe additional junctions would be beneficial.

- 11 We would welcome any comments you may have on our proposals for junctions.
Feedback on additional junctions

There is no need to answer this question, but you may wish to consider the following points:

- The inclusion of access/exit roads to the A226 is particularly and would cause more misery to local people.
- Any local access etc should be from the A2/M2.

Page 7 Any other comments

- 12 We would welcome any other comments you may have on our proposals

Your chance to tell Highways England what you think of this consultation and their Option C proposals and routes.

1. **All Option C ideas bring unacceptable noise and damage to the village communities.**
2. **While a tunnel is less offensive than a bridge, the positioning of the tunnel's southern portal so far from the A2/M2 connection makes the suggested tunnel a non-starter.**
3. **Option C will bring gridlock to Gravesham and surrounding villages. Connections to A226 are very unwelcome.**

Also, these ideas may be worth a mention:

4. **Option A (Dartford) could be cheaper** (especially when the obviously necessary upgrades to, roads connecting the M2 and M20 are included in Option C, eg A249, A228 & A229), **more effective with normal congestion & less environmentally damaging.** A long tunnel at Dartford would also add resilience, providing a separate route for local and M25 traffic.
5. **More freight on rail would be an even more strategic solution.**
6. **The Consultation is flawed. It "sells" Option C with misleading & partial information.**