

A2 Bean and Ebbsfleet Junction Improvements

Report on Public Consultation

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Executive Summary

Introduction

A public consultation on the A2 Bean and Ebbsfleet Junction Improvements (A2BE) scheme was undertaken between 21 February and 04 April 2018 and provided an opportunity for stakeholders, including local authorities and landowners, and members of the public to comment on the preliminary scheme proposals.

The A2BE scheme comprises improvements at Bean and Ebbsfleet junctions on the A2 in north Kent to support the level of development in the region. Highways England is seeking consent for the scheme through the Highways Act 1980.

Principles of stakeholder engagement

Throughout the development of the scheme, Highways England has actively engaged with key stakeholders. A public consultation was held in 2017 and the Preferred Route Announcement was made later in the year. The preliminary design took into account feedback from that consultation.

2018 consultation

The purpose of the 2018 consultation was to seek feedback on the preliminary design of the A2 Bean and Ebbsfleet junctions, including environmental impact and mitigation, provision for pedestrians and cyclists and other non-motorised users. We also sought to learn about travel patterns and gathered information on equality and diversity.

The consultation process included:

- A Statement of Community Consultation was published on the Highways England website and was available at deposit points/public exhibitions
- Notifications were placed in the national and local press and letters were sent to statutory consultees, including affected land owners
- A consultation brochure and questionnaire were made available on the Highways England website and at key locations within the local community as well as at public exhibitions
- Over 330 people attended public information exhibitions held at locations within the community, including Bluewater and Ebbsfleet International, where members of the team with specific expertise on topics including land and property, traffic modelling and environment were on hand to answer questions

Responses from the consultation

A total of 209 responses were received and logged during the consultation period. The results were analysed by an independent specialist company. Participants rated their overall opinion of the scheme using a five-point scale which ranged from very unfavourable to very favourable:

- 66% viewed the scheme either favourably or very favourably
- 21% regarded it either unfavourably or very unfavourably
- A further 11% were neutral about the proposals

The consultation responses showed that respondents were generally in favour of most of the elements suggested for Bean junction, with 90% favouring the option to retain the existing B255/A296 slip road. This has been reflected in the preliminary design.

Again, the majority of people responded favourably to the proposals at Ebbsfleet junction. In this case, although 68% people preferred the option of two separate slip roads from Ebbsfleet east roundabout, Highways England is proceeding with the one slip road option because of improved driver safety, reduced land take and impact on archaeology.

Consultees were also asked to provide comments on scheme elements such as gantry relocations and pedestrian and cycling route proposals. 60% of respondents stated that the proposed gantry relocations would have no impact on them and although very few people claimed to cycle or walk at either junction, those that did requested a review of the proposed provision. As a result of the consultation, the route across the A2 at Bean junction will be on the new southbound bridge instead of the existing bridge. Users will cross at a signalised crossing of the new A2 on-slip instead of crossing Bean North Roundabout (as previously shown).

Following the consultation, working in collaboration with other stakeholders and using feedback gathered from the consultation a number of proposals were developed around the area for cycling and walking routes. Highways England has secured funds to carry out feasibility studies for these improvements that are outside the scope of the current scheme.

Highways England acknowledge all views given during this consultation and will work through detailed design to mitigate adverse impacts wherever possible.

Ongoing consultation

To support the 2018 consultation period Highways England has also overseen technical meetings comprising host local authorities and statutory environmental bodies in order to offer a means for Highways England to seek the technical and local expertise of stakeholders on relevant issues.

There has also been engagement with community representative groups including Bean Residents Association and Bluewater Community Forum.

Where land needs to be acquired for the scheme, Highways England has discussed the proposals with landowners and advised them of the options available to them. We have also been in contact with all landowners whose property could be affected either temporarily during construction or permanently.

Results of consultation to date

As a result of the public consultations and ongoing stakeholder engagement, the scheme design incorporates the changes shown in the table below.

Area	Changes since consultation
Bean South roundabout	The enlarged roundabout is closer to the current location rather than nearer to Hope Cottages.
Reinstatement of slip road from B255 to A296	The existing slip road will be kept open. For enhanced safety, we have introduced a barrier on the B255 to separate traffic accessing the A2 via Bean North roundabout and the new eastbound on-slip.
Narrow lanes on the A2	Extension of narrow lanes up to Swanscombe bridge.
Ebbsfleet A2 Eastbound on-slip	The exit from Ebbsfleet East roundabout to A2 eastbound and Pepperhill splits in a similar way to the current arrangement.
Bean Junction – pedestrians, cyclists etc.	A two-way cycle track has been added to the east side of the A260 north of Ebbsfleet junction to provide a more direct route towards Ebbsfleet International Station.
Designated Funds for improvements to routes for pedestrians, cyclists etc	Working in collaboration with other stakeholders, Highways England has granted Designated Funds to carry out feasibility studies for route improvements for pedestrians and cyclists that are outside the scope of the current scheme.
Gantry positions	Most gantries are to be retrained. One portal gantry is being removed and two new cantilever gantries are to be provided.
Car park, NW Bean Triangle	Indicative amendments to entry and exit, including a new access route to Bean Pond and adjustment of bus stop locations on Bean Lane.
Bean Pond	This is being shifted north to accommodate the new slip road and a new retaining wall will be built to replace the existing wall.
Ebbsfleet Westbound on-slip	The existing, single lane merge layout will remain.
Maintenance access routes	Developed to enable access to existing ponds, pylons and drainage features at Bean and Ebbsfleet.
Veteran tree measures	Retaining wall at the new A2 Bean on-slip moved closer to the A2 to avoid as many veteran trees as possible. Eastern Bean pond changed to avoid veteran trees. Western Bean pond enlarged to compensate for smaller eastern pond.

Next steps

Following the statutory process outlined in the Highways Act 1980, Orders for the works that are required for the scheme and the compulsory acquisition of land are being prepared for publication in early 2019. Information will be published in local and national press and made available at deposit points in the local community and on Highways England website. Those affected by this process will be contacted directly.

After the draft orders have been published there will be a six-week period during which representations and objections can be made to the Department for Transport about the proposed scheme.

Highways England is continuing to engage with stakeholders throughout the design of the scheme.

1 Introduction

1.1 Purpose of this report

1.1.1 This document is intended to provide a summary of the responses received to the consultation on the A2 Bean and Ebbsfleet junction improvements scheme. The consultation, which was undertaken between 21 February and 4 April 2018, provided an opportunity for local authorities, landowners, the local community and other interested parties to comment on the proposals. Highways England has considered the comments raised by consultees and this document summarises its response to those comments.

1.2 Background to the consultation

1.2.1 Highways England is proposing to improve the A2 junctions at Bean and Ebbsfleet in north Kent to support the level of development proposed in the region. Without improvements to these junctions, significant future traffic congestion will have an adverse impact on the A2 and will constrain economic development and housing growth in the area.

1.2.2 The scheme objectives were developed in conjunction with the Department for Transport and local authorities. Improving the junctions will:

- Support economic and housing growth in north Kent, including Ebbsfleet Garden City
- Increase capacity of the junctions and minimise the impact on the A2
- Improve journey times
- Improve road safety
- Minimise impact on the environment
- Provide value for money

1.2.3 Highways England held a public consultation from 18 January to 1 March 2017. The purpose was to gather feedback about the route options to support design development of the scheme. After the Preferred Route Announcement was made in August 2017, the preliminary design stage refined the preferred design.

1.3 Obtaining consent for the scheme

- 1.3.1 Highways England had intended to make an application to the Secretary of State for Transport for a Development Consent Order (DCO) for the scheme under the Planning Act 2008. Following the public consultation in spring 2018, we have been refining the scheme design, taking into consideration feedback from the consultation. A review of the planning process concluded that the scheme no longer falls within the definition of a nationally significant infrastructure project as set out in the Planning Act 2008, and that the Highways Act 1980 is therefore the most appropriate way to proceed.
- 1.3.2 Highways England is seeking the orders that it needs to implement the scheme through the Highways Act 1980 and the Acquisition of Land Act 1981. This will involve preparing and publishing line and side road orders and a compulsory purchase order, which will be submitted to the Secretary of State for Transport for making/confirmation.
- 1.3.3 The Highways Act 1980 provides a further opportunity for stakeholders and the local community to comment on the scheme. When the Orders have been published, objections to the proposals can be made to the Department for Transport.

1.4 Stakeholder engagement to date

- 1.4.1 Throughout the development of the scheme, Highways England has engaged with key stakeholders outside of official periods of consultation.
- 1.4.2 This has included establishing a series of technical meetings comprising representatives of Highways England, host local authorities and statutory environmental bodies. The purpose of these meetings has been to offer a means for Highways England to seek the technical and local expertise of stakeholders on relevant issues.
- 1.4.3 There has also been engagement with community representative groups including Bean Residents Association and Bluewater Community Forum, which meet regularly with representatives from over 60 local organisations. We have also been in discussion with stakeholders regarding provision of routes for pedestrians, cyclists and other non-motorised road users.
- 1.4.4 Where land needs to be acquired for the scheme, Highways England has discussed the proposals with landowners and advised them of the options available to them. We have also been in contact with all landowners whose property could be affected either temporarily during construction or permanently.

Figure 1 - Overview of consultation activities since projection inception



2 Conducting the consultation

2.1 What the 2018 consultation was about

2.1.1 The purpose of the consultation was to seek feedback on the design of the Bean and Ebbsfleet junctions, including environmental impact and mitigation, and provision for pedestrians and cyclists. We also sought to learn about travel patterns and gathered information on equality and diversity.

2.2 How the consultation was carried out

Statement of Community Consultation

2.2.1 The consultation period took place between 21 February – 04 April 2018. During this period Highways England consulted on the draft Statement of Community Consultation (SoCC) with Kent County Council, Dartford Borough Council, Gravesham Borough Council, Ebbsfleet Development Corporation, and Swanscombe and Greenhithe Town Council. The SoCC sets out how Highways England intended to consult the community and stakeholders. During the consultation period the SoCC was published on Highways England website; a notice explaining where it could be viewed was published in local and national newspapers; and it was available at deposit points and public exhibitions. A copy of the SoCC is in Appendix E.

Notifications and letters

2.2.2 Highways England placed notices about the consultation in the national and local press on 21 February 2018, and wrote to statutory consultees, including affected land owners, on the same date.

2.2.3 Highways England hand-delivered over 93,000 letters to postcodes in Dartford, Longfield, Greenhithe, Swanscombe and Gravesend on 21 February 2018. The postcodes were agreed with the local authorities. A full list is in the SoCC in Appendix E.

Consultation brochure and questionnaire

2.2.4 A consultation brochure and questionnaire, along with information about the proposals were available from the following points during the consultation period:

- Highways England website
- Highways England Citizen Space webpage
- Locations within the local community (see SoCC in Appendix E)
- Public exhibitions
- Highways England Customer Contact Centre

How we promoted the consultation

- 2.2.5 A press release was issued to the media with information about the consultation and how feedback could be given. Media were invited to a preview on the first day of the consultation (21 February 2018). A preview was also held for local authorities, elected members, parish councillors and stakeholders.
- 2.2.6 In addition to this, Highways England also promoted the consultation in a number of ways including:
- Advertisements were placed in the national and local press
 - Posters were sent to over 100 local community organisations and venues
 - Emails were sent to over 5,000 local community representatives, businesses, environmental bodies, other prescribed parties and those who responded to the previous consultation and asked to be kept informed about the scheme
 - Details of the consultation were published on Highways England website <https://highwaysengland.co.uk/projects/a2-bean-and-ebbsfleet-junction-improvements> and Highways England's consultation website <https://highwaysengland.citizenspace.com/he/a2-bean-and-ebbsfleet-statutory-consultation>
 - Information was available by emailing, calling or writing to Highways England Customer Contact Centre
 - Bean Residents' Association publicised the consultation and events in their newsletter
 - To further raise awareness and encourage responses, Highways England sent out email reminders (four weeks and one week to go) and used Twitter to reach the 68,000+ followers
 - Local authorities raised awareness throughout their communities including via social media, articles on their websites and newsletters. The combined social media reach of the local authorities is over 10,000
 - During the consultation period Highways England held briefings and Q&A sessions with Bluewater Community Forum and Bean Residents Association
 - During the consultation, Highways England became aware of additional landowners with an interest in the land. Letters were sent to them notifying them of the consultation, how their land might be affected and the deadline for responses

Public information exhibitions

- 2.2.7 Six public information exhibitions were held during the consultation period at venues chosen in response to suggestions made during engagement for the SoCC. Members of the project team with specific expertise on topics, including land and property, traffic modelling and environment were on hand to answer questions. Over 330 people attended the events and a number of landowners took the opportunity to have one-to-one meetings with property specialists.

Table 1 - Public information exhibitions

Event	Date	Location
Drop in session for media	21 February 2018; 10.30am – 12pm	Heritage Community Hall, Craylands Lane, Swanscombe, DA10 0LP
Drop in session for statutory consultees, councillors and community groups	21 February 2018; 12pm – 2pm	
Drop in session for the public	21 February 2018; 2pm – 6pm	
Drop in session for the public	24 February 2018; 10am – 3pm	Bean Youth and Community Centre, High St, Bean, DA2 8AS
Drop in session for the public	10 March 2018; 10am – 3pm	Eastgate, Springhead Parkway, Northfleet, DA11 8AD
Drop in session for the public	15 March 2018; 7am – 9am / 3pm – 7pm	Ebbsfleet International Station, Dartford, DA10 1EB
Drop in session for the public	17 March 2018; 10am – 2pm	Stone Pavilion, Hayes Road, Stone, DA9 9DS
Drop in session for the public	24 March 2018; 9am – 9pm	Bluewater Shopping Centre, Dartford, DA9 9ST

Other consultation materials

2.2.8 Highways England prepared a suite of information about the scheme, which was available between 21 February – 04 April 2018, at two deposit points (see SoCC in Appendix E), consultation events and on the consultation website:

- Public consultation brochure (see Appendix B)
- Public consultation questionnaire (see Appendix C)
- Preliminary Environmental Information Report (PEIR)
- A non-technical summary of the PEIR
- SoCC
- Scheme factsheet
- DCO process factsheet
- Maps of the proposed junctions
- Needs case
- Technical Appraisal Report 2017
- Scheme Assessment Report 2017

- Previous consultation feedback report 2017
- Information boards
- A video showing a representation of the scheme

How people gave us their views

2.2.9 Representative organisations, businesses and the general public were invited to register their views before 04 April 2018 by:

- Completing the questionnaire online through Citizen Space at <https://highwaysengland.co.uk/projects/a2-bean-and-ebbsfleet-junction-improvements>
- Attending a public consultation event and completing a questionnaire
- Completing the questionnaire included with the brochure and sending it to Highways England's freepost address (Freepost A2BE public consultation)
- Email: A2BeanandEbbsfleetJunctionsImprovements@highwaysengland.co.uk

Government consultation principles

2.2.10 The consultation was carried out in accordance with the Government's Consultation Principles, which are available at:

<https://www.gov.uk/government/publications/consultation-principles-guidance>

2.2.11 If you have reason to believe this consultation did not comply with these consultation principles, please write to our consultation coordinator at the address below, setting out the areas where you believe this consultation did not meet the principles:

Damian Greenfield
Consultation and Engagement Manager
Highways England
Bridge House
1 Walnut Tree Close
Guildford
GU1 4LZ
Email: damian.greenfield@highwaysengland.co.uk

3 Responses to the consultation

3.1 Format of responses

3.1.1 Highways England accepted responses to consultation via the consultation questionnaire, letters (hard copy and electronic) and emails.

3.2 Consultation questionnaire

3.2.1 The questionnaire contained ten questions, some with multiple parts. Most questions provided space for additional comments. The questionnaire also included a section on equalities and diversity. The questions and an analysis of the responses are provided below.

3.3 Responses received

3.3.1 A total of 209 responses were received:

- 164 questionnaire responses from private individuals (via Highways England online platform and hardcopy responses)
- 20 responses from non-statutory stakeholders, including 14 by questionnaire and the remaining six by letter, email or written reports
- 25 responses from statutory stakeholders via report, email, letter and questionnaire

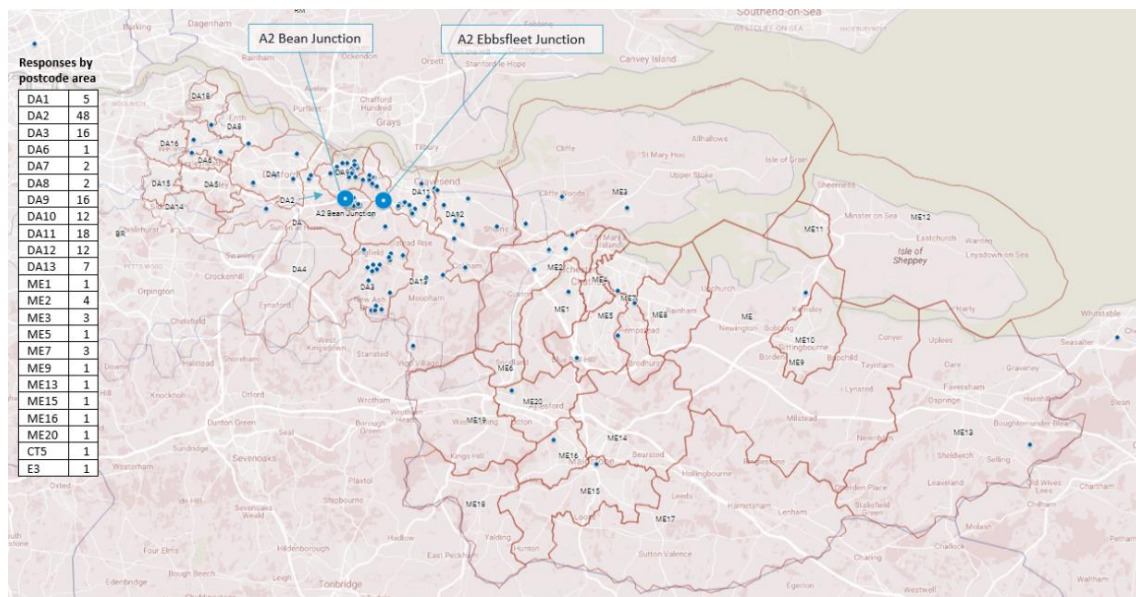
3.3.2 A full list of statutory and non-statutory respondents is in Appendix A.

3.4 Information about the respondents

3.4.1 Participants were also asked about equality and diversity. All target demographics were represented apart from East Asians. The findings are as follows:

- Most participants (87%) were aged 35 and above
- More males took part (69%) than females (29%)
- Most participants (94%) were British
- 41% followed a religion or faith, 44% did not follow a religion or faith, 16% preferred not to say
- Some described themselves as disabled (7%), while most did not (87%). The rest preferred not to say
- Most responses were received from private individuals living near the two junctions as shown below

Figure 2 - Map showing geographical area of responses received



3.5 Analysis and reporting methodology

- 3.5.1 Questionnaire-based responses were received either electronically (104), or as paper documents (78). The data from hard copy responses were entered manually and combined with the electronic responses before being analysed.
- 3.5.2 The data from responses submitted independently of questionnaires were entered into a separate file for analysis.
- 3.5.3 One private individual made comments in addition to those in the questionnaire, and these were included in the analysis.
- 3.5.4 One non-statutory stakeholder submitted a questionnaire and separate additional open comments. These were combined as one single response.
- 3.5.5 Two branches of a non-statutory organisation submitted responses. These were treated as two separate submissions. One other participant responded as coming from another non-statutory organisation and provided a home address.
- 3.5.6 All open-ended responses were read and coded into themes in order to assess the types of views expressed. The themes were developed from aspects of the comments that came up repeatedly and were grouped into categories if appropriate. The draft code frame went through a number of iterations. The final code frame is attached as Appendix F.
- 3.5.7 Some of the quantitative questions in the questionnaire were followed up with requests for participants to give further open comments to explain the reasons for the answers given. These findings are presented in the context of these earlier questions.

-
- 3.5.8 A large number of comments were made later in the questionnaire, at Question 8 “Is there anything else you would like to tell us about the proposed scheme?” and at Question 10d “Do you have any other comments on this consultation?” If these responses are clearly linked to themes addressed earlier in the questionnaire, they are presented in the relevant sections of this report. Where this is not possible, the findings are shown separately.
 - 3.5.9 The quantitative findings have been analysed based on the participants who answered each quantitative question.
 - 3.5.10 All percentages are rounded to the nearest whole number.
 - 3.5.11 Some tables sum to more than 100% as participants could give more than one answer to the questions asked.
 - 3.5.12 As the number of questionnaire-based responses from non-statutory stakeholders was 14, frequencies have been used to describe the quantitative responses received from this group.
 - 3.5.13 The remainder of this chapter provides an analysis of the responses to the consultation, showing each question and a summary of responses received, followed by a response from Highways England.

3.6 Responses from the public

3.7 Question 1

Question 1: Bean junction: To what extent do you agree or disagree that the following aspects of the scheme will address current issues and why?

1. Enlarging the two roundabouts
2. A new southbound bridge
3. Using traffic signal controls to improve traffic flow
4. An additional slip road for eastbound traffic
5. Removal of the hard shoulder between Bean and Ebbsfleet junctions

3.7.1 In all cases more agreed than disagreed that each part of *the* scheme will address current issues, but in many cases a sizeable minority were neutral in their views.

Enlarging the two roundabouts

3.7.2 66% agreed with this part of the scheme and 18% disagreed with it. 14% were neutral:

Table 2 - Question 1: Enlarging the two roundabouts will help address current issues

Answer choices	Responses	Total
Strongly agree	26%	43
Agree	40%	64
Neutral	14%	23
Disagree	8%	13
Strongly disagree	10%	16
Don't know	2%	3
Total	100%	162

A new southbound bridge

3.7.3 82% agreed that this aspect of the scheme will address current issues. 9% disagreed and 8%, were neutral:

Table 3 - Question 1: A new southbound bridge will help address current issues

Answer choices	Responses	Total
Strongly agree	49%	79
Agree	33%	53
Neutral	8%	13
Disagree	4%	7
Strongly disagree	4%	7
Don't know	1%	2
Total	100%	161

Using traffic signal controls to improve traffic flow

3.7.4 More agreed with this part of the scheme than disagreed (48% vs 32%). 18% were neutral:

Table 4 - Question 1: Signal control to improve traffic flow will help address current issues

Answer choices	Responses	Total
Strongly agree	23%	37
Agree	25%	41
Neutral	18%	29
Disagree	14%	22
Strongly disagree	19%	30
Don't know	1%	2
Total	100%	161

An additional slip road for eastbound traffic

3.7.5 76% agreed that the proposal will address current issues, 13% disagreed and 9% were neutral:

Table 5 - Question 1: An additional slip road for eastbound traffic will help address current issues

Answer choices	Responses	Total
Strongly agree	45%	72
Agree	31%	50
Neutral	9%	14
Disagree	6%	10
Strongly disagree	7%	11
Don't know	2%	4
Total	100%	161

Removal of the hard shoulder between the Bean and Ebbsfleet junctions

3.7.6 This part of the scheme had the least support. Almost the same proportion agreed and disagreed that it will address current issues (35% vs 34%). 29% were neutral:

Table 6 - Question 1: Removal of the hard shoulder between the junctions will help address current issues

Answer choices	Responses	Total
Strongly agree	14%	23
Agree	20%	33
Neutral	29%	46
Disagree	14%	23
Strongly disagree	19%	31
Don't know	3%	5
Total	100%	161

Additional comments received

3.7.7 A total of the 124 individuals made additional comments on the options. Many simply repeated the answer they gave to the closed question without elaborating. Among those who did elaborate, a number cited reasons for supporting or not supporting the proposals. Some also gave suggestions for amending or adding to the project.

Queries raised

3.7.8 There was concern about the safety of removing the hard shoulder. This included dangers to vehicles of stopping in the inside lane and reduced access for emergency vehicles. Some participants commented in favour of removing the hard shoulder.

3.7.9 Another area of concern was the traffic signals causing tailbacks or no improvements.

3.7.10 A number of participants did not believe that enlarging the roundabouts will address congestion.

3.7.11 Some felt the existing east bound slip roads were adequate and did not need changing.

3.7.12 Some felt that the proposed lane drops would add to congestion through bottlenecks.

3.7.13 Some felt the scheme would have negative environmental impacts including air pollution, litter and adverse effects on the ecology.

3.7.14 Other comments centred on the project being inadequate or was the wrong solution.

3.7.15 Some were against land take from the horse sanctuary and the demolition of residential properties. This latter point was made again later in the questionnaire at Question 8.

3.7.16 Some comments were received about disruption during construction, the impacts on local businesses and congestion caused by the Ebbsfleet housing development.

Positive comments

3.7.17 There was a view that the scheme would improve access to Bluewater.

3.7.18 Participants perceived that the scheme would enable traffic flow or reduce congestion.

3.7.19 Some thought the scheme would improve safety.

Suggested changes or enhancements

3.7.20 A number of participants made suggestions for amending or adding to the scheme. Some made them as a follow up to the relevant questions about Bean

junction (at Question 1), others made them later in the questionnaire at Questions 8 and 10d.

Suggestions made at Question 1

- 3.7.21 It was suggested that traffic signals be used only in certain circumstances, for example during peak weekly or seasonal traffic flows.
- 3.7.22 Some suggested modifications to the south bound bridge, including additional lanes or realignment to avoid demolition of properties.
- 3.7.23 Others requested keeping open the B255/A296 slip road.
- 3.7.24 Some requested additional lanes on new and existing slip roads and to the A2. This included dualling west bound slips on the A2, an additional slip for eastbound traffic and improving the A2 to motorway standard.
- 3.7.25 Some wanted the A296 widened and others wanted further improvements to Bluewater's access.
- 3.7.26 There were suggestions to modify the Hope Cottage roundabout.
- 3.7.27 Suggested safety enhancements included requests for clearer signage in order to improve lane discipline, yellow boxes in conjunction with traffic lights to reduce congestion and policing to ensure junction rules are followed.

Suggestions made at Questions 8 and 10d

- 3.7.28 Several comments were made about Bluewater. This included support for retaining the B255/A296 slip road to ease access from Bluewater and widening the B255 from the roundabout to Bluewater. Suggestions were made to add more access points to Bluewater including direct access from the A2. There was a view that the scheme does not address problems of traffic between Bluewater roundabout and into Greenhithe.
- 3.7.29 There were comments about the A2 capacity. This included, the scheme not addressing the bottleneck in the A2 three-lane section at Bean Lane Bridge. It was suggested that the A2 eastbound should be dual carriageway, but three lanes going west.
- 3.7.30 It was suggested that the Bean west exit bridge over the A2 needs to be four lanes.
- 3.7.31 It was suggested that that the A296 should be one way east bound. Another was to make the A296 east bound two lanes.
- 3.7.32 Other suggestions included stopping lorries parking overnight at Bean. There was a view that St Clements Way needed to be widened northbound and that the roundabout at B259 and A2260 needs better markings.
- 3.7.33 Finally, there was a view that pedestrian crossings in the Bean scheme generally needed to be improved. Improvement to the Sandy Lane subway was suggested.

Other comments

- 3.7.34 One person requested more information on the positioning and use of traffic lights. One requested more information on traffic flows. Two had difficulty in understanding the plans.

Q1 Bean Junction: Highways England's response

The consultation responses show that people are generally in favour of most of the elements listed in the question. Our traffic modelling shows that enlarging the roundabouts and controlling with traffic signals will provide additional capacity, improve safety and improve the operation of the junction, particularly where flows in different directions are uneven.

For the appraisal of the junction improvement options considered, the operation of the junction was tested for the average future peak periods to check for congestion on the roundabouts. Based on the operational modelling that has been carried out, signalling the roundabouts will result in better operation during peak periods than without signals.

As a result of the options selection and assessment process, including engagement and consultation with stakeholders and the community, the preferred route was announced in 2017. This option requires the acquisition of the 11 dwellings at Ightham Cottages. We are liaising with the owners of the affected properties, including Dartford Borough Council who own the land owner comprising the Spirits Rest Horse Sanctuary, regarding the acquisition and compensation in line with government and Highways England policies.

Noise modelling has identified no significant effects on local receptors from daytime construction noise or vibration. There will only be a significant effect from night time construction noise. The frequency of these impacts can be reduced if night time construction works are limited to essential works only and contractors will be required to undertake formal consultation with the local planning authority. No significant effects have been identified during operation. Mitigation measures including noise barriers and low noise road surfacing are included in the scheme.

It has not been possible to retain the hard shoulder for a length of approximately 1km on the A2 where the new Bean slip road is provided because of the slip road itself and also due to scheme constraints. We will carefully undertake the design, particularly road markings and signs, to make the road layout as safe and as clear as possible for drivers.

As a result of feedback from the consultations and after further design work, the existing slip road will be kept open. For enhanced safety, we have introduced a barrier on the B255 to separate traffic accessing the A2 via Bean North roundabout and the eastbound on-slip from traffic accessing the A296.

Highways England is committed to minimising impact where practicable during construction for the local community and users. We will work with stakeholders

Q1 Bean Junction: Highways England's response

including Bluewater, the emergency services, local authorities and community representatives to develop a traffic management plan.

3.8 Question 2

Question 2: For Bean junction we have provided two drawings and reasons for and against keeping the slip road open or closing it from the B255 to the A296. Which of the two options below do you prefer and why?

Option 1 - Slip road from B255 to A296 – Kept open.

Option 2 - Slip road from B255 to A296 – Closed.

3.8.1 154 participants responded to this question, of which 90% favoured option 1 whereby the slip road from the B255 to A296 would be kept open:

Table 7 - Question 2: Preferred Bean junction design

Answer choices	Responses	Total
Option 1 - slip road from B255 to A296 kept open	90%	138
Option 2 - slip road from B255 to A296 closed	10%	16
Total	100%	154

Additional comments received on preferring option 1

3.8.2 A total of 119 participants gave additional comments on their preference for option 1 (keeping the slip road between the B255 and A296 open).

3.8.3 Many simply restated their previous agreement with the option without elaborating.

3.8.4 This option was preferred because participants perceived it gives better access to Bluewater. It was also preferred because it was perceived to enable better traffic flow in general. There was a perception that that the slip road is needed for emergency vehicles and /or hospital access.

3.8.5 Other reasons cited for keeping it open were because the current design was perceived to work, it was a better option for local road users or that it would lead to longer journeys if closed. Some believed it was good to have a choice of routes.

3.8.6 There were safety related comments, including that it filters/separates traffic and keeps traffic away from junctions and roundabouts.

- 3.8.7 Some said the slip road protects local businesses.
- 3.8.8 Some felt that closing the slip road would shift congestion and pollution elsewhere including Bean and Swanscombe. Some believed keeping it open facilitated access to the A2.
- 3.8.9 It was suggested that additional measures were needed, including upgrading the A296 capacity, preventing lorry parking on A296 and additional measures to prevent lane swapping and congestion e.g. barriers and signage. Some felt that access to roundabout should be closed to improve traffic flow, that an additional east end roundabout is needed to ease congestion and that existing lanes be widened further. Additional access for Bluewater was suggested as was greater traffic light control.
- 3.8.10 One participant requested direct contact with Highways England to confirm the need for the project. One wanted more information on the need for a lorry park. One had difficulty understanding the plans.

Additional comments received on preferring option 2

- 3.8.11 A total of 14 participants gave additional comments on their preference for option 2 (closing the slip road between the B255 and the A296).
- 3.8.12 There was a perception that this option enabled traffic flow or reduced congestion. Some felt it facilitated access to the A2. Others believed it encouraged more use of the A2.
- 3.8.13 Other comments stated that it was necessary for accessing Bluewater, that it separates or filters traffic, it keeps traffic away from junctions and roundabouts and it is necessary for emergency vehicles and access to the hospital.

Q2 Bean Junction slip roads: Highways England's response

As a result of feedback from the consultations and after further design work, the existing slip road will be kept open.

For enhanced safety, we have introduced a barrier on the B255 to separate traffic accessing the A2 via Bean North roundabout and the eastbound on-slip from traffic accessing the A296.

3.9 Question 3

Question 3: Ebbsfleet Junction: To what extent do you agree or disagree the following aspects of the scheme will address current issues and why?

1. Enlarging the two roundabouts
2. Using traffic signal controls to improve traffic flow
3. The link road widened between the roundabouts from a single carriageway to a two-lane carriageway
4. Widening the eastbound slip road to the A2
5. Widening the westbound slip road to the A2
6. Retaining the slip roads off the A2

3.9.1 More agreed than disagreed that each part of the scheme will address current issues, but in many cases a sizable minority were neutral.

Enlarging the two roundabouts

3.9.2 Over half (56%), agreed that enlarging the two roundabouts at Ebbsfleet junction would address current issues. 14% did not agree and 24% were neutral:

Table 8 - Question 3: Enlarging the two roundabout will help address current issues

Answer choices	Responses	Total
Strongly agree	25%	39
Agree	31%	49
Neutral	24%	37
Disagree	8%	13
Strongly disagree	6%	9
Don't know	6%	10
Total	100%	157

Using traffic signal controls to improve traffic flow

3.9.3 This had the lowest level of support. A total of 39% agreed with this part of the scheme and 32% disagreed that it would address current issues. Almost a quarter (23%) were neutral:

Table 9 - Question 3: Using traffic signals to improve traffic flow will help address current issues

Answer choices	Responses	Total
Strongly agree	18%	29
Agree	20%	32
Neutral	23%	36
Disagree	16%	25
Strongly disagree	16%	25
Don't know	7%	11
Total	100%	158

The link road widened between the roundabouts from a single carriageway to a two-lane carriageway

3.9.4 Almost two thirds (66%), agreed that this aspect of the scheme would address current issues and 6% disagreed. 21% were neutral:

Table 10 - Question 3: Widening the link road to two carriageways will help address current issues

Answer choices	Responses	Total
Strongly agree	33%	51
Agree	33%	51
Neutral	21%	32
Disagree	1%	2
Strongly disagree	5%	7
Don't know	8%	12
Total	100%	155

Widening the eastbound slip road to the A2

3.9.5 60% agreed with this part of the proposals and 8% disagreed. 25% were neutral:

Table 11 - Question 3: Widening the eastbound slip road to the A2 will help address current issues

Answer choices	Responses	Total
Strongly agree	32%	50
Agree	28%	43
Neutral	25%	39
Disagree	4%	6
Strongly disagree	4%	7
Don't know	7%	11
Total	100%	156

Widening the westbound slip road to the A2

3.9.6 Just over half (54%), agreed that this aspect of the scheme will address current issues. 11% disagreed and 28% were neutral:

Table 12 - Question 3: Widening the westbound slip road to the A2 will help address current issues

Answer choices	Responses	Total
Strongly agree	27%	43
Agree	26%	41
Neutral	28%	44
Disagree	4%	7
Strongly disagree	7%	11
Don't know	7%	11
Total	100%	157

Retaining the slip roads off the A2

- 3.9.7 70% agreed that retaining the slip roads off the A2 would address current issues and 5% disagreed. 19% were neutral:

Table 13 - Question 3: Retaining the slip roads off the A2 will help address current issues

Answer choices	Responses	Total
Strongly agree	34%	54
Agree	36%	56
Neutral	19%	30
Disagree	2%	3
Strongly disagree	3%	5
Don't know	6%	9
Total	100%	157

Additional comments received

- 3.9.8 A total of 93 participants used the consultation questionnaire to make further comments on the proposed improvements. Many simply repeated the answer they gave to the closed question without elaborating. Among those who did elaborate, a number cited reasons for supporting or not supporting the proposals, some also gave suggestions for amending or adding to the project.

Queries raised

- 3.9.9 As was the case with Bean Junction, there was concern that traffic light controls may not improve traffic flow but may cause tail backs. Some perceived that the junction currently works well and that the work is not needed. There were concerns about increasing pressure on the A2 with the extra access.
- 3.9.10 Some felt that the scheme was inadequate for current and future developments in the area, including Bluewater and the London Resort.
- 3.9.11 Some had concerns about the environmental impacts including air pollution.

Positive comments

- 3.9.12 There was a perception that the scheme will improve traffic flows or reduce congestion.
- 3.9.13 Some felt it was needed to cope with Bluewater and some that it would enable the London Resort/London Paramount development.

- 3.9.14 There was a view that the scheme is unlikely to affect local archaeology or that such heritage could be removed. Some felt that the land take would not have adverse effects.
- 3.9.15 Another view was that the scheme would reduce traffic speed and therefore improve road safety.

Suggested enhancements or improvements

- 3.9.16 A number of participants made suggestions for amending or adding to the scheme. Some made them as a follow up to the relevant questions about Ebbsfleet junction (at Question 3), others made them later in the questionnaire at Questions 8 and 10d.

Suggestions made at Question 3

- 3.9.17 As was seen for the Bean junction, participants favoured using traffic lights in certain circumstances to manage peak traffic flows.
- 3.9.18 Some requested wider roads to access Ebbsfleet and Northfleet. Some wanted better access from Foxhounds Lane to Ebbsfleet. There was a suggestion to close Park Corner Road as it is over used if there are traffic incidents affecting the A2.
- 3.9.19 Some felt there should be further segregation of traffic leaving the A2 for Ebbsfleet and Hall Road. Some felt that the A2 should be widened as part of the scheme. It was suggested that longer slip roads are needed to prevent congestion.
- 3.9.20 Retaining local access off the westbound slip road was requested for local access to Betsham and Southfleet.

Suggestions made at Questions 8 and 10d

- 3.9.21 A number of additional suggestions were made. This included having dedicated access to the Ebbsfleet development at both the A296 and A2 and adding a new slip road to replace the old coast road on the slip close to Swanscombe footbridge. Closing access to Park Corner Road was suggested as was the lane gain at the A296 exit being changed to a give way. There was specific reference to lorries: a view was to have the westbound A2 from Ebbsfleet to Bean junctions separated for cars and lorries. There was a view that lorries exiting Ebbsfleet needed to have their speed reduced.

Other comments

- 3.9.22 Two people requested further information on the needs for traffic lights. One had difficulty in understanding the plans.

Q3 Ebbsfleet Junction: Highways England's response

The scheme supports regeneration of the North Kent Thameside region including Ebbsfleet Garden City. The traffic forecasts have been developed in line with Department for Transport guidance and through discussions with the local authorities regarding developments within their Local Plans.

The scheme does not include London Resort because it is not a committed development in the Local Plans; it does not have planning permission; and it is not at a sufficient level of development whereby it can be included.

We are committed to engaging with all stakeholders including London Resort. Our proposed improvements for Bean and Ebbsfleet junctions are designed to accommodate average future traffic flows up to 2038, including known developments at Bluewater Shopping Centre, Ebbsfleet Garden City and Lower Thames Crossing.

The consultation responses show that people are generally in favour of most of the elements listed in the question. Enlarging the roundabouts and controlling with traffic signals will provide additional capacity, improve safety and improve the operation of the junction, particularly where flows in different directions are uneven.

For the appraisal of the junction improvement options considered, the operation of the junction was tested for the average future peak periods to check for congestion on the roundabouts. Based on the operational modelling that has been carried out, signalling the roundabouts will result in better operation during peak periods than without signals.

It is not possible to widen the westbound slip road to the A2 because of an existing bored pile wall buried in the eastbound verge that would prevent the relocation of the gantry close to the existing one. There are also safety risks. Relocating the gantry further away would put the direction signs beyond the standard distance from the junction slip roads, and a history of landslips in the eastbound verge presents a safety risk during construction. Replacing the existing gantry would also incur excessive cost.

With the application of appropriate mitigation during construction, significant effects due to dust at nearby receptors would be unlikely to occur. Additional traffic during construction is considered unlikely to affect air quality due to the relatively low numbers of vehicles expected each day during the construction period.

During operation, the assessment shows that no significant adverse effect on air quality is expected with the scheme in place, and that there is a low risk of non-compliance with the EU Air Quality Directive. In the scheme opening year, the annual average nitrogen dioxide concentrations are expected to be above the national objective at eleven properties, whether the scheme is built or not. However, only one of these properties is expected to experience a small increase in concentrations with the scheme. This will be a result of an increase in traffic near the new slip road onto the A2 from Bean Junction.

Q3 Ebbsfleet Junction: Highways England's response

Furthermore, annual mean NO_x concentrations and rates of nitrogen deposition are expected to decrease at the Darenth Wood SSSI because of less traffic on the adjacent section of the A2.

3.10 Question 4

Question 4: For Ebbsfleet Junction we have provided two drawings and reasons for and against combining the two slip road accesses to Hall Road and the A2. Which of the two options do you prefer and why?

Option 1 – One single slip road from Ebbsfleet east roundabout that divides to serve both Hall Road and the A2.

Option 2 – Two separate slip roads from Ebbsfleet east roundabout, one to Hall Road and the other.

3.10.1 More than twice the proportion favoured the two-slip road solution compared with the one slip road option:

Table 14 - Question 4: Preferences between the alternative Ebbsfleet junction designs

Answer choices	Responses	Total
Option 1 - one single slip road from Ebbsfleet east roundabout that divides to serve both Hall Road and the A2	32%	43
Option 2 - two separate slip roads from Ebbsfleet east roundabout, one to Hall Road and the other to the A2	68%	93
Total	100%	136

Additional comments received on preferring option 1

- 3.10.2 A total of 28 participants explained the reasons for preferring option 1 (the one slip road option).
- 3.10.3 This option was perceived to reduce the potential for confusion and/or accidents. In addition, there was a perception that two slip roads were confusing and/or unsafe. Another view was that having more than one lane accessing the A2 could lead to accidents.
- 3.10.4 Some felt that the current format works and does not need changing. Conversely, some felt that the scheme would increase flow onto a congested A2 and would be unsafe.
- 3.10.5 Some felt this has a better environmental impact than the other option. There was a perception that this option minimises the impact on archaeology. Another view was that it would adversely affect it.
- 3.10.6 This option was seen as reducing the number of people changing lanes, so would be safer.
- 3.10.7 Some made suggestions for further improvements. Some said there would be a need for good or better signage. There was a suggestion that there should be

traffic light control. An alternative scheme was suggested whereby there would be separate junctions serving Ebbsfleet and Northfleet.

Additional comments received on preferring option 2

- 3.10.8 A total of 74 participants explained the reasons for preferring option 2 (the two-slip road option).
- 3.10.9 There were comments that two slip roads reduce confusion or accidents. Another view was that it would reduce the number of people changing lane. Some agreed that this solution would improve traffic flow and/or reduce congestion. There was a view that this option would be the easier or simpler one.
- 3.10.10 This design was felt to offer a better merge with the A2.
- 3.10.11 There was a view that this option would have less impact on archaeology.
- 3.10.12 There was a view expressed that the design would lead to an unsafe sharp bend onto the A2 slip road from the roundabout.
- 3.10.13 Concerns were expressed about current traffic speed.

Suggestions for enhancing option 2

- 3.10.14 A number of participants made suggestions on enhancing the scheme further.
- 3.10.15 It was suggested that good signage was needed to make this option work.
- 3.10.16 There were comments about the need to ensure access to Springhead Nurseries. This included a perception that it would be safer if there were to be two lanes in the section that passes the entrance to the property.
- 3.10.17 It was suggested that the roundabout be designed to avoid lane cross overs. There was also a view that tailgating up the slip road to Sainsbury's/Hall Road may need a 40mph speed limit. It was also suggested that part time traffic lights would be needed.
- 3.10.18 Later in the questionnaire at Question 8, it was suggested that the local traffic slip road should have the speed limit moved closer to roundabout.

Q4 Ebbsfleet Junction slip roads: Highways England's response

Although more people expressed a preference at consultation for a two-slip road option on the eastbound off-slip onto the A2 at Ebbsfleet Junction, we will be proceeding with the one slip road option because of improved driver safety and less land will be taken. Traffic modelling has shown that this option will meet for forecast growth in traffic.

3.11 Question 5

Q5: Some gantries (overhead signs) are being relocated. Will this have any impact on you?

- 3.11.1 60% did not think that relocating the gantries would have an impact on them, 7% thought they would. One third did not know:

Table 15 - Question 5: Will the relocation of some gantries have any impact on you?

Answer choices	Responses	Total
Yes	7%	11
No	60%	96
Don't know	33%	52
Total	100%	159

- 3.11.2 Those who said it would impact on them were asked to explain why. A total of 9 participants responded. Some stated that it would be important for them to be in strategic locations, particularly in relation to signing HGVs.
- 3.11.3 Some were happy with the new locations, others were happy with the current locations. There was a requested a change or addition to the siting.
- 3.11.4 There was a view that less distracting or confusing signage is needed and a suggestion for a smart technology solution.
- 3.11.5 Concern was expressed about the visibility of the signage from residential properties.

Q5 Gantries: Highways England's response

Gantry layouts have changed since the preferred route announcement because of constraints including ancient woodland and existing retaining walls. Most gantries will be retained. One portal gantry (east of Ebbsfleet Junction) will be removed and two new cantilever gantries will be installed (one at Ebbsfleet Junction and one between the junctions). Care will be taken in the design of the location of the gantries to minimise impact on residential properties.

3.12 Question 6

Q6: We are looking to include pedestrian and cycle routes in the scheme. To help us work out routes for you please tell us the route(s) you usually take for walking and or cycling journeys at the junctions indicating where you start and finish.

3.12.1 Less than a fifth walked or cycled at Bean Junction and around a tenth walked or cycled at Ebbsfleet Junction.

Table 16 - Question 6: Walking and cycling at Bean and Ebbsfleet junction

Answer choices	Responses	Total
Bean junction walking	18%	29
Bean junction cycling	14%	23
Ebbsfleet junction walking	7%	11
Ebbsfleet junction cycling	11%	17
Total	100%	159

Note: more than one mode and junction could be mentioned.

Table 17 - Start and end locations, and preferred routes for walkers and cyclists at Bean junction

Bean Junction							
Location	Start		End		Preferred route		
	Walking	Cycling	Walking	Cycling	Route name	Walking	Cycling
Bean Village	10	4	3	3	Road bridge	9	3
Beacon Drive, Bean	3	-	-	-	A2	9	6
Bluewater	2	-	16	11	A296	4	3
Greenhithe / Knockhall	2	-	5	6	Ightham Cottages, Bean	4	2
Bean Lane	2	-	-	-	Hope Cottages, Bean	3	-
Fallowfield, Bean	-	2	-	-	Bean Lane	3	-
Mounts Rd, Greenhithe	-	2	-	-	Beacon Drive, Bean	2	-
Kings Ferry Coach Stop	-	-	4	-	B255	2	-
Ightham Cottages, Bean	-	-	3	-	Cycle route NCN 1	-	3

Bean Junction							
Darent Valley Hospital	-	-	2	2	Bluewater	-	2
Dartford	-	-	-	5	Greenhithe	-	2
Other	8	12	4	4	Cycle route NCN 177	-	2
					Sandy Lane, Bean	-	2
					Watling St, Dartford	-	2
					Other	6	9

Table 18 - Start and end locations, and preferred routes for walkers and cyclists at Ebbsfleet junction

Ebbsfleet Junction							
Location	Start		End		Preferred route		
	Walking	Cycling	Walking	Cycling	Route name	Walking	Cycling
Bean Village	2	3			A2	2	4
Bluewater				2	Cycle route NCN 1		2
Candy Dene, Ebbsfleet	2				Cycle route NCN 177		2
Dartford				3	Ebbsfleet		3
Spring River, Ebbsfleet			5		Non-named cycle route		2
Springhead Nursery, Northfleet			3		Hall Road, Dartford		2
Ebbsfleet Station			2	6	Other		7
Ebbsfleet				2			
Other	5		4	5			

Q6 Walking and cycling: Highways England's response

The scheme will improve routes for pedestrians and cyclists. We have been in discussion with stakeholders, which includes a workshop held in May 2018.

As a result of consultation, the route across the A2 at Bean junction will be on the new southbound bridge instead of the existing bridge. Users will cross at a

Q6 Walking and cycling: Highways England's response

signalised crossing of the new A2 on-slip instead of crossing Bean North Roundabout (as previously shown).

Also as a result of consultation, a two-way cycle track has been added to the east side of the A2260 north of Ebbsfleet junction to provide a more direct route towards Ebbsfleet International Station.

Working in collaboration with other stakeholders, Highways England has granted funds to carry out feasibility studies for pedestrian and cycle route improvements that are outside the scope of the current scheme.

3.13 Question 7

Q7: Overall what is your opinion of the scheme?

- 3.13.1 Participants rated their overall opinion of the scheme using a five-point scale which ranged from very unfavourable to very favourable. 66% viewed the scheme either favourably or very favourably. 21% regarded it either unfavourably or very unfavourably, with a further 11% being neutral:

Table 19 - Question 7: Overall opinion of the scheme

Answer choices	Responses	Total
Very favourable	25%	39
Favourable	42%	66
Neutral	11%	18
Unfavourable	9%	14
Very unfavourable	12%	19
Don't know	1%	2
Total	100	158

Q7 Overall opinion of the scheme: Highways England's response

We acknowledge the views given at consultation, where the majority of respondents felt favourably or very favourable towards scheme.

We also acknowledge the views of those who expressed less favourable or neutral views and will work through detailed design to address all points raised wherever possible and mitigate adverse impacts wherever possible.

3.14 Question 8

Q8: Is there anything else you would like to tell us about the proposed scheme?

- 3.14.1 A large number of comments were made elsewhere in the questionnaire. A total of 81 participants took the opportunity to respond to Question 8 “Is there anything else you would like to tell us about the proposed scheme?” A further 61 comments were received in response to Question 10d “Do you have any other comments on this consultation?”.
- 3.14.2 Views expressed about specific elements of the proposals that were addressed earlier in the report have been described in the relevant preceding sections, as far as possible.
- 3.14.3 This section covers more general comments or ones that relate to both junctions. The comments are grouped into themes:
- Need for the scheme
 - Scope of the scheme
 - Traffic modelling
 - Design features
 - Environmental impacts
 - Non-motorised traffic
 - Construction impacts
- Need for the scheme**
- 3.14.4 There was recognition that the scheme would be needed to address current and future needs of the area, including specific developments. Another view was that it would be inadequate for these developments.
- 3.14.5 There was a view that the scheme is needed to enable traffic flow or reduce congestion in general. There was specific reference to the benefits of the scheme in improving access to Bluewater and that it would be needed for the Ebbsfleet housing development.
- 3.14.6 Another view was that it would give inadequate for accessing Bluewater and that additional entrances and exits are needed. There was a perception that the project will not improve access to the Ebbsfleet housing development. Another was that it would be inadequate for the London Resort development if it were to go ahead.
- 3.14.7 The need for the scheme was queried and alternatives were suggested including, greater emphasis on public transport and the need to reduce travel in general.
- 3.14.8 There were comments about needing reassurance that traffic capacity needs now and, in the future, are correct.

Q8 Need for the scheme: Highways England's response

The scheme supports regeneration of the North Kent Thameside region including Ebbsfleet Garden City. The traffic forecasts have been developed in line with Department for Transport guidance and through discussions with the local authorities regarding developments within their Local Plans.

The scheme does not include London Resort because it is not a committed development in the Local Plans; it does not have planning permission; and it is not at a sufficient level of development whereby it can be included.

We are committed to engaging with all stakeholders including London Resort. Our proposed improvements for Bean and Ebbsfleet junctions are designed to accommodate average future traffic flows up to 2038, including known developments at Bluewater Shopping Centre, Ebbsfleet Garden City and Lower Thames Crossing.

Scope of the scheme

- 3.14.9 At a strategic level comments were received that the scheme was inadequate and needed better future proofing.
- 3.14.10 There was specific reference that the scheme does not adequately addressing A2 capacity constraints.
- 3.14.11 There were concerns expressed about land take, adverse impact on the local community and on local businesses.
- 3.14.12 There was reference to the relationship of this scheme to the current and future Dartford crossings. This included hopes that the scheme will have positive knock on effects in reducing congestion at the Dartford crossing. Another view was that the scheme needs to be coordinated with developments at the Dartford crossing. There was also the view that the scheme needs to prevent rat running in the area when there are Dartford crossing closures.
- 3.14.13 Reference was made to the impact of the scheme further afield. This included the scheme shifting traffic problems to the Gravesend exits of M25/A2. Access to Swanscombe and Northfleet areas were seen as inadequate.

Q8 Scope of the scheme: Highways England's response

The scheme supports regeneration of the North Kent Thameside region including Ebbsfleet Garden City. The traffic forecasts have been developed in line with Department for Transport guidance and through discussions with the local authorities regarding developments within their Local Plans.

The scheme does not include London Resort because it is not a committed development in the Local Plans; it does not have planning permission; and it is not at a sufficient level of development whereby it can be included.

Q8 Scope of the scheme: Highways England's response

We are committed to engaging with all stakeholders including London Resort. Our proposed improvements for Bean and Ebbsfleet junctions are designed to accommodate average future traffic flows up to 2038, including known developments at Bluewater Shopping Centre, Ebbsfleet Garden City and Lower Thames Crossing.

As a result of the options selection and assessment process, including engagement and consultation with stakeholders and the community, the preferred route was announced in 2017. This option requires land acquisition including 11 dwellings at Ightham Cottages. We are liaising with all affected landowners and residents, including Dartford Borough Council who own the land comprising Spirits Rest Horse Sanctuary, regarding the acquisition and compensation in line with government and Highways England policies.

While improvements to the A2 mainline capacity and the wider network are outside the scope of this scheme, we will continue to review capacity requirements within the £15bn allocated in Road Investment Strategy 1.

Our scheme has been coordinated with the works at the new Dartford Crossing (Lower Thames Crossing) so that the anticipated effects on traffic flows within the area have been taken into account. Regarding the issues that arise when the existing Dartford Crossing experiences difficulties, our scheme is intended to improve access to and from the Bean and Ebbsfleet junctions and the A2. During these times of unusual demand and traffic routing, our scheme will not prevent people from leaving the A2 to use alternative routes through Dartford town centre or other local roads.

Traffic modelling

- 3.14.14 Some respondents stated they perceived that supporting traffic data was missing in general. Specific reference was made in relation to the capacity of the Bean junction roundabouts. A view was expressed that decisions over the choice of one or two slip roads to the A2 at Ebbsfleet should be based on traffic modelling and not on preferences expressed in the consultation.

Q8 Traffic modelling: Highways England's response

The traffic forecasting data that was provided during the consultation was set out in the Technical Appraisal Report and Scheme Appraisal Report. The traffic model has been developed to inform the ongoing design.

Design features

- 3.14.15 Views were expressed about the safety aspects of the scheme. These included, a need for appropriate policing to avoid poor driving practices. It was felt that the scheme did not address HGV issues including lane blocking, weaving and litter. A need was expressed about enabling smart speed limits at the A2 M25 junction at Pepperhill.

- 3.14.16 The capacity of the scheme was commented upon, specifically that adding lanes at roundabouts then merging again afterwards would add to congestion.

Q8 Design features: Highways England's response

We are committed to engaging Kent County Council, developers and other stakeholders on the technical aspects of the proposals.

To get to our preferred solution, we developed and assessed a wide range of potential solutions to identify options that were technically feasible. We tested these against the scheme objectives, taking into account traffic flow forecasts, using computer models to calculate reductions in journey times and congestion.

These options were appraised against technical, economic, communities, environmental and traffic criteria as well as cost and value for money. As a result of the options selection and assessment process, including engagement and consultation with stakeholders and the community, the preferred route was announced in 2017.

While addressing capacity issues on the A2 is outside the scope of the project, we are improving junction signage westbound to help vehicles move into the correct lane sooner to address the issues of weaving.

Environmental impacts

- 3.14.17 There were concerns that the scheme will not improve noise pollution or litter and about impact on woodlands and biodiversity. Conversely, there was a view that the scheme would have positive environmental impacts.

Q8 Environmental impacts: Highways England's response

Noise modelling has identified no significant effects on local receptors from daytime construction noise or vibration. There will only be a significant effect from night time construction noise. The frequency of these impacts can be reduced if night time construction works are limited to essential works only and contractors will be required to undertake formal consultation with the local planning authority. No significant effects have been identified during operation. Mitigation measures including noise barriers and low noise road surfacing are included in the scheme.

The scheme will result in the loss of deciduous woodland, none of which is listed as ancient woodland on the Ancient Woodland Inventory. The biodiversity assessment has shown that the loss of deciduous woodland during construction will result in temporary slight adverse effects on hazel dormice. However, due to the habitat creation that will be carried out as part of the scheme mitigation, long-term slight positive effects are anticipated on the hazel dormouse population once these habitats have become established.

Q8 Environmental impacts: Highways England's response

Overall the scheme will lead to an increase in the area of terrestrial and aquatic habitats. The majority of habitat creation will replace arable farmland, providing an area of greater biodiversity value and will extend the total area of deciduous woodland to the south-east of Bean Junction. The total area of species-rich grassland and scrub will also increase, and new native hedgerow will be established. The two ponds will increase in size and be planted with marginal vegetation.

Non-motorised traffic

- 3.14.18 A number of views were expressed that the cycling, walking and riding infrastructure need greater consideration. This included a lack of any safe and walkable paths from Bean to Bluewater. For cyclists, the southern side of the A2 road westbound was felt to be dangerous where the Ebbsfleet traffic joins. There was concern that existing shared use pedestrian and cycle routes are being shown on the scheme plans as pedestrian only. There was also concern that inadequate plans were shown for non-motorised traffic in general. The need for routes to be child friendly was expressed, as was a lack of pedestrian crossings at Bluewater or Greenhithe bus stations. Upgrading National Cycle Network 1 which runs alongside the A296 and A2 from the Bean interchange to Ebbsfleet interchange was cited. A separate foot/cycle route to Bluewater and beyond at the roundabouts was seen as being needed. Other examples included, keeping the footway on the east side of Bean Lane bridge and there being no plans to address the Number 1 Cycle route having to cross the B255 from the A296 in both directions. In addition, there was a view that Non-Motorised User routes would not be used.

Q8 Non-motorised traffic: Highways England's response

The scheme will improve routes for pedestrians and cyclists. We have been in discussion with stakeholders, which includes a workshop held in May 2018.

As a result of feedback from the consultations, the route across the A2 at Bean junction will be on the new southbound bridge instead of the existing bridge. Users will cross at a signalised crossing of the new A2 on-slip instead of crossing Bean North Roundabout (as previously shown).

Also as a result of consultation, a two-way cycle track has been added to the east side of the A2260 north of Ebbsfleet junction to provide a more direct route towards Ebbsfleet International Station.

Working in collaboration with other stakeholders, Highways England has granted funds to carry out feasibility studies for pedestrian and cycle route improvements that are outside the scope of the scheme.

Construction impacts

3.14.19 Concerns were expressed over the disruption that would be caused during the upgrade, including, timing, duration and coordination of different aspects of the scheme. Bluewater access was cited as an example, as was the A296 eastbound to the A2. Making the A296 one way to reduce congestion during construction was also suggested. There were fears that three years of building work could cause Bluewater and Springhead nursery to close. There was a hope that none of the works will be undertaken simultaneously. Signposting should recognise the exceptional numbers of non-local drivers passing through the junctions and the necessity of quick access to and from the hospital. There was also a view that the scheme is needed sooner or is long overdue.

Q8 Construction impacts: Highways England's response

Highways England is committed to working with stakeholders including Bluewater, the emergency services, local authorities and community representatives to minimise the impact of construction on residents and road users.

This will include recognising the high level of traffic using Bluewater during peak and seasonal times. We will endeavour to adapt construction and traffic management accordingly and maintain the existing number of lanes throughout the construction period.

3.15 Question 9

Q9: Please let us know about your travel habits at both Bean and Ebbsfleet junctions

- 9a. How do you travel across Bean junction and Ebbsfleet junction, if at all?
- 9b. How often do you travel across Bean and Ebbsfleet junctions?
- 9c. At what time of day do you use Bean and Ebbsfleet junctions? (tick as many boxes as apply)
- 9d. What is the purpose of your journeys through the junctions? (tick as many boxes as apply)

3.15.1 The participants consisted almost entirely of users of the two junctions. Almost all were car users but were likely to have used other modes as well such as bicycle or bus. A wide spread of usage was captured in terms of frequency, purpose and timing of journeys.

3.15.2 Most travelled across the junctions:

- Bean (94%)
- Ebbsfleet (92%)

3.15.3 Almost all travelled across the junctions by car, with bicycle and bus being the next two most frequently used methods. Users of vans, lorries and motorcycles were also represented:

Table 20 - Question 9a: Method of travelling across Bean and Ebbsfleet junctions

Method of travel across the junctions	Bean		Ebbsfleet	
	Responses	Total	Responses	Total
Car	98%	157	95%	146
Bicycle	13%	20	10%	15
Bus	14%	23	6%	10
Van	5%	8	5%	7
Motorcycle	5%	8	5%	8
Lorry	1%	1	1%	1
Do not travel through the junction	6%	9	8%	13
Total respondents		160		157

The percentages add to more than 100% as participants could use more than one mode of transport.

3.15.4 Among those who travelled across the junction, a range of frequency of use was represented in the responses. 151 participants responded about Bean junction and 139 about Ebbsfleet junction.

Table 21 - Question 9b: Frequency of travel across Bean and Ebbsfleet junctions

Frequency of travel across the junctions	Bean		Ebbsfleet	
	Responses	Total	Responses	Total
Every day	36%	54	14%	20
A few times a week	33%	50	39%	54
Once a week	9%	14	14%	20
Several times a month	14%	21	15%	21
Once a month	3%	4	7%	10
Several times a year	4%	6	6%	8
Rarely	1%	2	4%	6
Total	100%	151	100%	139

3.15.5 Users of the junctions at different times of the day and different days of the week were represented. 151 participants responded about Bean junction and 131 about Ebbsfleet junction.

Table 22 - Question 9c: Time of day when Bean and Ebbsfleet junctions are used

Time of day	Bean		Ebbsfleet	
	Responses	Total	Responses	Total
Weekdays 8am to 9am	42%	62	38%	50
Weekdays 5pm to 6pm	44%	64	37%	49
Weekdays outside these times	83%	122	79%	104
Weekends at any time	82%	121	68%	89
Total respondents		151		131

The percentages add to more than 100% as participants could give more than one answer.

3.15.6 A range of journey purposes were represented among those who travelled across the junctions. Unsurprisingly, given the proximity of Bluewater, many more used the Bean junction for shopping than the Ebbsfleet junction. 149 participants responded about Bean junction and 131 about Ebbsfleet junction:

Table 23 - Question 9d: The purposes of journeys through Bean and Ebbsfleet junctions

Purpose of journey	Bean		Ebbsfleet	
	Responses	Total	Responses	Total
Shopping	81%	120	50%	66
Leisure/recreation	68%	102	75%	98
Travelling to or from work	38%	57	36%	47
Business/commercial	15%	23	24%	31
School run	8%	12	2%	3
Total respondents		149		131

The percentages add to more than 100% as participants could give more than one answer.

Q9 Travel habits: Highways England's response

The responses have reinforced the importance of encouraging walking and cycling in the area and helped to make the case for our improvements such as the wider north-south footway/cycleway across Bean Junction.

3.16 Question 10

Q10: About the consultation

- 3.16.1 A large majority of those responding through the questionnaire found the materials and exhibitions useful in answering their questions. Some additional comments were made about the consultation process itself.

10a. How did you find out about this consultation?

- 3.16.2 A large majority of private individuals found out about the consultation through letters or emails from Highways England (62%). The next most cited source was through social media (10%).

Table 24 - Question 10a: Method of finding out about the consultation

Answer choices	Responses	Total
Received a letter or email from Highways England	62%	101
Social Media	10%	17
From a or as a representative (e.g. MP, council)	8%	13
Local newspaper article	7%	11
Highways England Website	6%	9
Local council website	5%	8
A newspaper advert	4%	7
At Bluewater	4%	6
At Ebbsfleet station	4%	2
A poster	1%	1
Other (no further information given)	8%	13
Total		162

The percentages add to more than 100% as participants could give more than one answer.

10b. Have you found the brochure and other printed materials and web information helpful in answering your questions?

- 3.16.3 Most (60%), found the brochure and printed materials helpful in answering their questions. 34% felt they helped to some extent and 6% did not find them helpful:

Table 25 - Question 10b: Usefulness of the brochure and other printed materials in answering questions

Answer choices	Responses	Total
Yes	60%	98
To some extent	34%	56
No	6%	9
Total	100%	163

10c. Have you found our public exhibitions helpful in answering your questions?

- 3.16.4 Just over half of the respondents attended the public exhibitions (57%). Among those who attended, most found them useful:

Table 26 - Question 10c: Usefulness of the public exhibitions in answering questions

Answer choices	Responses	Total
Yes	32%	52
To some extent	18%	29
No	7%	12
Did not attend	43%	69
Total	100%	162

10d. Do you have any other comments on this consultation? If so, please provide details below.

- 3.16.5 Some participants gave additional comments about the consultation process at Questions 8 and 10d in the questionnaire.
- 3.16.6 Some were sceptical that their consultation views will have an influence. Some felt there was a bias towards scheme, some that the consultation was not wide enough and some that the was consultation held too early.

- 3.16.7 Some felt that staff involved in the consultation were ill-informed or didn't understand issues. Some would have liked to have seen models at the exhibitions. One did not understand the plans.
- 3.16.8 Others were happy with the consultation in general and some stated that it is important to listen to public opinion.

Q10 About the consultation: Highways England's response

The information given by respondents to these questions was very useful and will be used to help inform future consultations. We recognise that posting letters is the most effective way to reach people, and we will also think about how we can use more social media in future, particularly to help us reach a broader demographic of road users.

3.17 Responses from non-statutory stakeholders

- 3.17.1 Overall, 20 consultation responses were received from non-statutory stakeholders. Of these, 14 were made through the questionnaire and six through letters, reports or emails. The list of non-statutory participants is set out in Appendix A.
- 3.17.2 Below is an analysis of the responses to the consultation, showing each question and a summary of responses received, followed by a response from Highways England in a box.

3.18 Question 1

Q1: Bean junction: To what extent do you agree or disagree that the following aspects of the scheme will address current issues and why?

1. Enlarging the two roundabouts
2. A new southbound bridge
3. Using traffic signal controls to improve traffic flow
4. An additional slip road for eastbound traffic
5. Removal of the hard shoulder between the Bean and Ebbsfleet junctions

- 3.18.1 Most non-statutory stakeholders agreed with each of the proposals, except for using traffic signal controls to improve traffic flow, where half disagreed that it will address current issues. The findings are as follows:

Enlarging the two roundabouts

- 3.18.2 This too had much support, with eight out of 11 agreeing with this part of the scheme and three out of 11 disagreeing with it. No one was neutral:

Table 27 - Question 1: Enlarging the two roundabouts

Answer choices	Responses
Strongly agree	1
Agree	7
Neutral	0
Disagree	1
Strongly disagree	2
Don't know	0
Total	11

A new southbound bridge

- 3.18.3 This had the most support, with nine out of 11 agreeing that this part of the scheme will address current issues and two out of 11 disagreeing. No one was neutral:

Table 28 - Question 1: A new southbound bridge

Answer choices	Responses
Strongly agree	3
Agree	6
Neutral	0
Disagree	1
Strongly disagree	1
Don't know	0
Total	11

Using traffic signal controls to improve traffic flow

- 3.18.4 More non-statutory stakeholders disagreed with this this part of the scheme than agreed with it. Four out of 12 agreed that it will address current issues and six out of 12 disagreed. Two were neutral.

Table 29 - Question 1: Using traffic signals to improve traffic flow

Answer choices	Responses
Strongly agree	1
Agree	3
Neutral	2
Disagree	3
Strongly disagree	3
Don't know	0
Total	12

An additional slip road for eastbound traffic

3.18.5 This was another area of high support, with eight out of 12 agreeing with the proposal and four out of 12 disagreeing. No one was neutral:

Table 30 - Question 1: An additional slip road for eastbound traffic

Answer choices	Responses
Strongly agree	3
Agree	5
Neutral	0
Disagree	2
Strongly disagree	2
Don't know	0
Total	12

Removal of the hard shoulder between the Bean and Ebbsfleet junctions

3.18.6 The majority of non-statutory stakeholders agreed that this part of the scheme will address current issues (seven out of 12). Another four out of 12 did not agree that it will, and one was neutral:

Table 31 - Question 1: Removal of the hard shoulder between the Bean and Ebbsfleet junctions

Answer choices	Responses
Strongly agree	1
Agree	6
Neutral	1
Disagree	1
Strongly disagree	3
Don't know	0
Total	12

Additional comments received

- 3.18.7 A total of 10 non-statutory stakeholders made additional comments on the options and some made suggestions for amending or adding to the scheme.

Queries raised

- 3.18.8 Concern was expressed that traffic signals could cause tailbacks or result in no improvement in traffic flow. These views included Bean Parish Council, Southfleet Parish Residents Association and Handelsbanken.
- 3.18.9 There was also concern over the safety implications of removing the hard shoulder. This included comments from Bean Parish Council and Eastgate.
- 3.18.10 There was a view from CPRE Kent, Dartford and Gravesham that the existing eastbound slip road is adequate. There were comments against demolishing homes and taking land for the scheme by Bean Residents Association and Bean Parish Council.
- 3.18.11 There was a view that the project was the wrong solution (Vice Chair Big Local Northfleet).

Positive comments

- 3.18.12 Bean Residents Association stated that the scheme will enable traffic flow or reduce congestion and that it will improve access to Bluewater.

Suggested changes or enhancements

- 3.18.13 Participants made suggestions for amending or adding to the scheme. Some made them as a follow up to the relevant questions about Bean junction at Question 1, others made them later in the questionnaire at Questions 8 and 10d or through other written submissions.

Suggestions made at Question 1

- 3.18.14 It was suggested that traffic signals could be used in certain circumstances such as peak times (e.g. as stated by Handelsbanken and Bean Residents Association). Some suggested modifications to the south bound bridge, (as stated by Bean Residents Association and Bean Parish Council). There were suggestions to widen lanes on the proposed or existing roads including the A2 and B255 (as stated by, for example, CPRE Kent, Dartford and Gravesham, Eastgate and by Bean Parish Council). Modification of the Hope Cottage roundabout was requested by Bean Parish Council.

Suggestions made at Questions 8 and 10d

- 3.18.15 Bean Residents Association commented about the scheme not addressing the bottleneck in the A2 three-lane section at Bean Lane Bridge. They also suggested that St Clements Way needed to be widened northbound. There was a suggestion that the lane gain at A296 exit to A2 be made a give way. This was cited by Bean Parish Council. There was another comment which suggested that the A296 exit to A2 will be dangerous if it is a give way (e.g. as stated by Bean Residents Association). It was suggested that the a dedicated "Garden City" junction is needed on the A296 and A2 (Bean Parish Council and Bean

Residents Association both stated this). The capacity of the Bean eastbound slip road was queried by CPRE Kent, Dartford and Gravesham. There was reiteration about not closing the Bean hard shoulder (e.g. by Dartford and Gravesham Cycling Forum and Cycling UK).

Other comments

- 3.18.16 Bean Residents Association requested confirmation of receiving their submission.

Q1 Bean Junction: Highways England's response

The scheme supports regeneration of the North Kent Thameside region including Ebbsfleet Garden City. The traffic forecasts have been developed in line with Department for Transport guidance and through discussions with the local authorities regarding developments within their Local Plans.

The consultation responses show that people are generally in favour of most of the elements listed in the question. Enlarging the roundabouts and controlling with traffic signals will provide additional capacity, improve safety and improve the operation of the junction, particularly where flows in different directions are uneven.

For the appraisal of the junction improvement options considered, the operation of the junction was tested for the average future peak periods to check for congestion on the roundabouts. Based on the operational modelling that has been carried out, signalling the roundabouts will result in better operation during peak periods than without signals.

The chosen scheme option requires the acquisition of the 11 dwellings at Ightham Cottages. We are liaising with the owners of the affected properties, including Dartford Borough Council who own the land comprising Spirits Rest Horse Sanctuary, regarding the acquisition and compensation in line with government and Highways England policies.

It has not been possible to retain the hard shoulder for a length of approximately 1km on the A2 where the new Bean slip road is provided because of the slip road itself and also due to scheme constraints. We will carefully undertake the design, particularly road markings and signs, to make the road layout as safe and as clear as possible for drivers.

As a result of the options selection and assessment process, including engagement and consultation with stakeholders and the community, the preferred route was announced in 2017. This option requires the acquisition of the 11 dwellings at Ightham Cottages. We are liaising with the owners of the affected properties, including Dartford Borough Council who own the land comprising Spirits Rest Horse Sanctuary, regarding the acquisition and compensation in line with government and Highways England policies.

The A2 mainline capacity is outside the scope of this scheme, as is the capacity of the B255 beyond the junction.

Q1 Bean Junction: Highways England's response

The A296 merge onto the A2 will be a 'parallel merge' rather than a 'taper merge', providing more time for merging vehicles to find a sufficient gap.

3.19 Question 2

Q2: For Bean Junction we have provided two drawings and reasons for and against keeping the slip road open or closing it from the B255 to the A296. Which of the two options below do you prefer and why?

Option 1 - Slip road from B255 to A296 – Kept open.

Option 2 - Slip road from B255 to A296 – Closed.

- 3.19.1 A very large majority (11 out of 12) favoured option 1 whereby the slip road from the B255 to A296 would be kept open:

Table 32 - Question 2: Preference between the alternative junction designs

Answer choices	Responses
Option 1 - slip road from B255 to A296 kept open	11
Option 2 - slip road from B255 to A296 closed	1
Total	12

Additional comments received

- 3.19.2 Seven non-statutory stakeholders made additional comments about their preference for option 1 and there was one comment supporting the preference for option 2.
- 3.19.3 Option 1 was preferred for several reasons. This included perceptions that it is necessary for access to Bluewater and because it enables traffic flow in general (e.g. Shorne Parish Council gave this view). It was also seen as giving a choice of routes (e.g. as expressed by Connect Plus Services). CPRE Kent, Dartford and Gravesham perceived that this option keeps traffic away from junctions or roundabouts. It was also felt that it is important to keep access for local businesses (e.g. as stated by Bean Residents Association).
- 3.19.4 Some additional measures were suggested, including upgrading the A296 capacity (e.g. Handlesbanken) and preventing lane swapping and congestion by, for example, using barriers and signage (Southfleet Parish Residents Association). Traffic light control was suggested (Bean Residents Association).
- 3.19.5 Option 2 was preferred by Eastgate because it has the effect of filtering and separating traffic.
- 3.19.6 Southfleet Parish Residents Association disagreed with the premise of the question.

Q2 Bean Junction slip roads: Highways England's response

As a result of feedback from the consultations and after further design work, the existing slip road will be kept open.

For enhanced safety, we have introduced a barrier on the B255 to separate traffic accessing the A2 via Bean North roundabout and the eastbound on-slip from traffic accessing the A296.

3.20 Question 3

Q3: Ebbsfleet Junction: To what extent do you agree or disagree the following aspects of the scheme will address current issues and why?

1. *Enlarging the two roundabouts*
2. *Using traffic signal controls to improve traffic flow*
3. *The link road widened between the roundabouts from a single carriageway to a two-lane carriageway*
4. *Widening the eastbound slip road to the A2*
5. *Widening the westbound slip road to the A2*

3.20.1 There was strong support for each of the measures, apart from using traffic signal controls to improve traffic flows, where the majority did not agree with the proposal. The findings are as follows:

Enlarging the two roundabouts

3.20.2 This received slightly less support than the previously mentioned measures, but a large majority were still in favour of it. Eight out of 12 agreed it will address current issues and no one disagreed. A large number, four out of 12 were neutral.

Table 33 - Question 3: Enlarging the two roundabouts

Answer choices	Responses
Strongly agree	3
Agree	5
Neutral	4
Disagree	0
Strongly disagree	0
Don't know	0
Total	12

Using traffic signal controls to improve traffic flow

3.20.3 Half did not agree with this aspect of the scheme. A total of three out of 12 agreed it will address current issues, six out of 12 did not agree. A further three were neutral:

Table 34 - Question 3: Using traffic signals to improve traffic flow

Answer choices	Responses
Strongly agree	1
Agree	2
Neutral	3
Disagree	3
Strongly disagree	3
Don't know	0
Total	12

Dualling of the link road between the two roundabouts

3.20.4 This received a very high level of support, with 10 out of 12 agreeing and no one disagreeing it will address current issues. Two stakeholders were neutral about the proposal:

Table 35 - Question 3: Dualling of the link road between the two roundabouts

Answer choices	Responses
Strongly agree	3
Agree	7
Neutral	2
Disagree	0
Strongly disagree	0
Don't know	0
Total	12

Widening the eastbound slip road to the A2

3.20.5 This was the third option to receive the highest level of support. 10 out of 11 agreed it would address current issues and no one disagreed. One was neutral:

Table 36 - Question 3: Widening the eastbound slip road to the A2

Answer choices	Responses
Strongly agree	2
Agree	8
Neutral	1
Disagree	0
Strongly disagree	0
Don't know	0
Total	11

Widening the westbound slip road to the A2

3.20.6 This option also received the highest level of support, with 10 out 11 agreeing with this option and no one disagreeing. One was neutral:

Table 37 - Question 3: Widening the westbound slip road to the A2

Answer choices	Responses
Strongly agree	2
Agree	8
Neutral	1
Disagree	0
Strongly disagree	0
Don't know	0
Total	11

Retaining the slip roads off the A2

3.20.7 Ten out of 11 agreed with this option and no one disagreed. One was neutral. This was one of three of the proposals to receive the highest level of support:

Table 38 - Question 3: Retaining the slip roads off the A2

Answer choices	Responses
Strongly agree	1
Agree	9
Neutral	1
Disagree	0
Strongly disagree	0
Don't know	0
Total	11

Additional comments received

3.20.8 A total of nine participants used the consultation questionnaire to make further comments on the proposals. There was a mixture of comments as well as views on enhancing the scheme.

Queries raised

3.20.9 As was the case with Bean Junction, there was concern that traffic light controls may not improve traffic flow but may cause tail backs (e.g. as stated by Handelsbanken, Southfleet Parish Residents Association and Connect Plus Services). Some perceived that works should be kept to a minimum (Bean Residents Association). There was concern about adding lanes onto to the A2 which already had a lot of congestion and HGV traffic, as stated by Shorne Parish Council. This was perceived to increase the risk of accident.

3.20.10 There was also a view that the scheme would be inadequate for future developments in the area, particularly the London Resort (e.g. as cited by Southfleet Parish Residents Association). There was a view it would have to be redesigned if London Resort proceeded (e.g. as stated by Bean Residents Association).

Positive comments

3.20.11 CPRE Kent, Dartford and Gravesham saw the scheme as improving traffic flows or reduce congestion.

Suggested enhancements or improvements

3.20.12 Some participants made suggestions for amending or adding to the scheme. Some were received as a follow up to the relevant questions about Ebbsfleet junction at Question 3. No additional direct reference to the Ebbsfleet scheme

was made later in the questionnaire at Questions 8 and 10d or through open responses, separate from the questionnaires.

Suggestions made at Question 3

- 3.20.13 There was a view that traffic lights could be used in certain circumstances to manage traffic, for example at peak times. Another view was to widen roads giving access to Ebbsfleet and Northfleet. It was felt that the scheme needed to consider the impact of road developments in the Dartford area.

Q3 Ebbsfleet Junction: Highways England's response

The scheme supports regeneration of the North Kent Thameside region including Ebbsfleet Garden City. The traffic forecasts have been developed in line with Department for Transport guidance and through discussions with the local authorities regarding developments within their Local Plans.

The scheme does not include London Resort because it is not a committed development in the Local Plans; it does not have planning permission; and it is not at a sufficient level of development whereby it can be included.

We are committed to engaging with all stakeholders including London Resort. Our proposed improvements for Bean and Ebbsfleet junctions are designed to accommodate average future traffic flows up to 2038, including known developments at Bluewater Shopping Centre, Ebbsfleet Garden City and Lower Thames Crossing.

To get to our preferred solution, we developed and assessed a wide range of potential solutions to identify options that were technically feasible. We tested these against the scheme objectives, taking into account traffic flow forecasts, using computer models to calculate reductions in journey times and congestion. These options were appraised against technical, economic, communities, environmental and traffic criteria as well as cost and value for money. As a result of the options selection and assessment process, including engagement and consultation with stakeholders and the community, the preferred route was announced in 2017.

The consultation responses show that people are generally in favour of most of the elements listed in the question. Enlarging the roundabouts and controlling with traffic signals will provide additional capacity, improve safety and improve the operation of the junction, particularly where flows in different directions are uneven.

For the appraisal of the junction improvement options considered, the operation of the junction was tested for the average future peak periods to check for congestion on the roundabouts. Based on the operational modelling that has been carried out, signalling the roundabouts will result in better operation during peak periods than without signals.

3.21 Question 4

Q4: For Ebbsfleet Junction we have provided two drawings and reasons for and against combining the two slip road accesses to Hall Road and the A2. Which of the two options do you prefer and why?

Option 1 – One single slip road from Ebbsfleet east roundabout that divides to serve both Hall Road and the A2.

Option 2 – Two separate slip roads from Ebbsfleet east roundabout, one to Hall Road and the other.

- 3.21.1 For non-statutory stakeholders who responded through the questionnaire, there was greater preference for option 2:

Table 39 - Question 4: Preferences between the alternative junction designs

Answer choices	Responses
Option 1 - one single slip road from Ebbsfleet east roundabout that divides to serve both Hall Road and the A2	4
Option 2 - two separate slip roads from Ebbsfleet east roundabout, one to Hall Road and the other to the A2	7
Total	11

Additional comments received on preferring option 1

- 3.21.2 Two participants explained the reasons for preferring option 1 (the single slip road option).
- 3.21.3 Eastgate saw this option reducing the number of people changing lanes. Bean Residents Association expressed the view that two slip roads can be confusing and unsafe.
- 3.21.4 Additional comments received on preferring option 2.
- 3.21.5 A total of 7 participants explained the reasons for preferring option 2 (the two-slip road option).
- 3.21.6 This option was seen as reducing confusion or accidents and would reduce the number of people changing lanes (e.g. as cited by the Vice Chair Big Local Northfleet, Embridge Consulting and Shorne Parish Council). It was also seen to improve traffic flow and/or reduce congestion (as cited by CPRE Kent, Dartford and Gravesham). The Vice Chair Big Local Northfleet expressed concern about current traffic speeds.

Q4 Ebbsfleet Junction slip roads: Highways England's response

Although more people expressed a preference at consultation for a two-slip road option on the eastbound off-slip onto the A2 at Ebbsfleet Junction, we will be proceeding with the one slip road option because of improved driver safety

Q4 Ebbsfleet Junction slip roads: Highways England's response

and less land will be taken. Traffic modelling has shown that this option will meet for forecast growth in traffic.

3.22 Question 5

Q5: Some gantries (overhead signs) are being relocated. Will this have any impact on you?

- 3.22.1 Most (six out of 14) did not think that relocating the gantries would have an impact on them, four thought they would and another four did not know if it would:

Table 40 - Question 5: Will the relocation of some gantries have any impact on you?

Answer choices	Responses
Yes	4
No	6
Don't know	4
Total	14

- 3.22.2 Those who said it would impact on them were asked to explain why. A total of 3 participants responded. These were Connect Plus Services, CPRE Kent, Dartford and Gravesham and Bean Residents Association.
- 3.22.3 A view was expressed that they are happy with the current locations of the gantries. It was felt that there is a need for less confusing signage and that clearer signage is needed to identify crawler lanes. There was also concern about the signage being visible from residential properties.

Q5 Gantries: Highways England's response

Gantry layouts have changed since the preferred route announcement because of constraints including ancient woodland and existing retaining walls. Most gantries will be retained. One portal gantry (east of Ebbsfleet Junction) will be removed and two new cantilever gantries will be installed (one at Ebbsfleet Junction and one between the junctions). Care will be taken in the design of the location of the gantries to minimise impact on residential properties.

3.23 Question 6

Q6: We are looking to include pedestrian and cycle routes in the scheme. To help us work out routes for you please tell us the route(s) you usually take for walking and or cycling journeys at the junctions indicating where you start and finish.

3.23.1 Most did not walk or cycle at either junction.

Table 41 - Question 6: Walking and cycling at Bean and Ebbsfleet junctions

Answer choices	Responses
Bean junction Walking	5
Bean junction Cycling	4
Ebbsfleet junction Walking	3
Ebbsfleet junction Walking	3
Total	14

Bean Junction

3.23.2 Only three of the five that walked at Bean junction gave their origin, route and destination. Two gave a range of routes including Bean village to Bean Lane Bridge, Bean Village to Darent Valley Hospital, Bean Village to Bean Lane via footpath DR19 and Bean Village via Sandy Lane Underpass to Watling Street and Bean Lane. One mentioned Medway to M25 Junction 1a via the A2 and A259.

3.23.3 Only three of the four that cycled at Bean junction gave their origin, route and destination. One was from Singlewell Road, Gravesend to Crossways Business Park via a route to the north of the A2. One mentioned Istead Rise to Bean and Bluewater but did not give the route. Bean Residents Association pointed out that there was currently no cycle route on bridge or south of it.

Ebbsfleet Junction

3.23.4 Two of the three that walked at Ebbsfleet junction gave their origin, route and destination although one just answered Northfleet. The Residents Association said that some members jog between Bean and Ebbsfleet via Swanscombe Cutting Footbridge and the use the path beside the A2.

3.23.5 Two of the three that cycled at Ebbsfleet junction gave a response and both referred to their answers from Bean junction: Singlewell Road, Gravesend to Crossways Business Park and Istead Rise to Bean and Bluewater.

Q6 Walking and cycling: Highways England's response

The scheme will improve routes for pedestrians and cyclists. We have been in discussion with stakeholders, which includes a workshop held in May 2018.

As a result of consultation, the route across the A2 at Bean junction will be on the new southbound bridge instead of the existing bridge. Users will cross at a signalised crossing of the new A2 on-slip instead of crossing Bean North Roundabout (as previously shown).

Also as a result of consultation, a two-way cycle track has been added to the east side of the A2260 north of Ebbsfleet junction to provide a more direct route towards Ebbsfleet International Station.

Working in collaboration with other stakeholders, Highways England has granted funds to carry out feasibility studies for pedestrian and cycle route improvements that are outside the scope of the scheme.

3.24 Question 7

Q7: Overall what is your opinion of the scheme?

- 3.24.1 In all, seven out of 13 viewed the scheme either favourably or very favourably. A further four out of 13 regarded it either unfavourably or very unfavourably. Two were neutral.

Table 42 - Question 7: Overall opinion of the scheme

Answer choices	Responses
Very favourable	2
Favourable	5
Neutral	2
Unfavourable	1
Very unfavourable	3
Don't know	0
Total	13

Q7 Overall opinion of the scheme: Highways England's response

We acknowledge the views given at consultation, where the majority of respondents felt favourably or very favourable towards scheme. We also acknowledge the views of those who expressed less favourable or neutral views.

3.25 Question 8

Q8: Is there anything else you would like to tell us about the proposed scheme?

- 3.25.1 A number of comments were made elsewhere in the questionnaire. A total of 10 added views at Question 8 “Is there anything else you would like to tell us about the proposed scheme?”. Others have further feedback at Question 10d “Do you have any other comments on this consultation?” A total of 14 responses were included in this section, including the five submissions received by letter, email or in a report.
- 3.25.2 As far as possible, any views expressed about specific elements of the proposals that were addressed earlier in the report have been described in the relevant preceding sections.
- 3.25.3 This section covers more general comments or ones that relate to both junctions. The comments are grouped into themes:
- Need for the scheme
 - Scope of the scheme
 - Traffic modelling
 - Design features
 - Environmental impacts
 - Heritage impacts
 - Non-motorised traffic
 - Construction impacts
- Need for the scheme**
- 3.25.4 There was recognition that the scheme would be needed to address current and future needs of the area. Others did not think it goes far enough or that alternative solutions are needed.
- 3.25.5 A view was expressed that the scheme will enable economic growth (e.g. as cited by London Resort Holding Company). It was felt that it is needed for accessing Bluewater and to facilitate access to the Ebbsfleet housing development (e.g. as stated by Connect Plus and Southfleet Parish Residents Association).
- 3.25.6 There was a view that it will not improve access to Bluewater (e.g. Bean Parish Council and Bean Residents Association). London Resort Company Holdings stated that greater consideration should be given to their road upgrade proposal.
- 3.25.7 Another perception was that a public transport solution was needed (e.g. Vice Chair Big Local Northfleet).

Q8 Need for the scheme: Highways England's response

The scheme supports regeneration of the North Kent Thameside region including Ebbsfleet Garden City. The traffic forecasts have been developed in line with Department for Transport guidance and through discussions with the local authorities regarding developments within their Local Plans.

The scheme does not include London Resort because it is not a committed development in the Local Plans; it does not have planning permission; and it is not at a sufficient level of development whereby it can be included.

We are committed to engaging with all stakeholders including London Resort. Our proposed improvements for Bean and Ebbsfleet junctions are designed to accommodate average future traffic flows up to 2038, including known developments at Bluewater Shopping Centre, Ebbsfleet Garden City and Lower Thames Crossing.

Scope of the scheme

- 3.25.8 In relation to the strategic role of the scheme, it was felt that a balance needs to be struck between local and national transport needs (Dartford and Gravesham Cycling Forum and CPRE Kent Dartford and Gravesham cited this). There was also a view that the scheme is inadequate for future developments in the area (Bean Residents Association).
- 3.25.9 It was felt that the scheme does not address A2 capacity constraints (Bean Residents Association and Bean Parish Council). It was also believed that this scheme needs to coordinate with developments at the Dartford crossing (Connect Plus Services).
- 3.25.10 There were comments on local impacts of the scheme, including adverse impacts on the local community, land take, demolition of property and the impact on local businesses (e.g. Bean Residents Association, Bean Horse Sanctuary, Southfleet Parish Residents Association and Bean Parish Council).

Q8 Scope of the scheme: Highways England's response

The scheme supports regeneration of the North Kent Thameside region including Ebbsfleet Garden City. The traffic forecasts have been developed in line with Department for Transport guidance and through discussions with the local authorities regarding developments within their Local Plans.

The scheme does not include London Resort because it is not a committed development in the Local Plans; it does not have planning permission; and it is not at a sufficient level of development whereby it can be included.

Our proposed improvements for Bean junction are designed to accommodate average future traffic flows up to 2038, including known developments at Bluewater Shopping Centre, Ebbsfleet Garden City and Lower Thames Crossing.

Q8 Scope of the scheme: Highways England's response

To get to our preferred solution, we developed and assessed a wide range of potential solutions to identify options that were technically feasible. We tested these against the scheme objectives, taking into account traffic flow forecasts, using computer models to calculate reductions in journey times and congestion. These options were appraised against technical, economic, communities, environmental and traffic criteria as well as cost and value for money. As a result of the options selection and assessment process, including engagement and consultation with stakeholders and the community, the preferred route was announced in 2017.

As a result of the options selection and assessment process, including engagement and consultation with stakeholders and the community, the preferred route was announced in 2017. This option requires the acquisition of the 11 dwellings at Ightham Cottages. We are liaising with the owners of the affected properties, including Dartford BC who are land owner of the property comprising the Spirits Rest Horse Sanctuary, regarding the acquisition and compensation in line with government and Highways England policies.

Improvements to the A2 mainline capacity and the wider network are outside the scope of this scheme.

Traffic modelling

- 3.25.11 Bean Residents Association expressed disappointment over a lack of traffic information to support proposals, as modelling is still in progress. London Resort Company Holdings reported that it is developing its own proposals for the Bean Junction and it will refine them once further traffic modelling is progressed.

Q8 Traffic modelling: Highways England's response

The traffic forecasting data that was provided during the consultation was set out in the Technical Appraisal Report and Scheme Appraisal Report. The traffic model has been developed to inform the ongoing design. The additional supporting modelling data as requested has been provided to Kent County Council (as the Highways Authority), Dartford Borough Council and Gravesham Borough Council.

Design features

- 3.25.12 There were a variety of comments in relation to the safety of the scheme (e.g. from Bean Residents Association, Bean Parish Council and the Vice Chair Big Local Northfleet). It was felt that the design does not address HGV issues, for example, lane blocking, weaving and litter. This was cited by Bean Residents Association and Bean Parish Council. It was felt that the design needs to ensure access to hospital, especially in an emergency (stated by the Holy Family Church). There was a view that appropriate signage is needed (e.g. as cited by Dartford and Gravesham Cycling Forum).

- 3.25.13 Bean Residents Association had concerns over the capacity of the scheme. They also suggested that appropriate traffic light control is needed to manage access to the junctions.

Q8 Design features: Highways England's response

The proposed scheme aims to improve resilience at both Bean and Ebbsfleet junctions to meet forecast demand and will provide additional capacity and improve safety. Changes are being made to the gantry-mounted signs and road markings on the westbound carriageway to encourage better lane discipline on this section of the A2.

As a result of feedback from the consultations and after further design work, the existing slip road from the B255 to A296 at Bean Junction will be kept open. For enhanced safety, we have introduced a barrier on the B255 to separate traffic accessing the A2 via Bean North roundabout and the eastbound on-slip from traffic accessing the A296.

The design has adequate signage on all the approaches to the roundabouts. Cycling signage will be addressed at the detailed design stage.

Environmental impacts

- 3.25.14 The Woodland Trust indicated that they will object to the scheme if it results in the loss of two ancient woodlands. They will also object if the two ancient woodlands are kept but are not protected from environmental impacts of the scheme.
- 3.25.15 There were other calls for appropriate protection of the environment including, screening, noise reduction, protection of woodland and protecting biodiversity. These included, Bean Residents Association, The Woodland Trust, London Resort Company Holdings, CPRE Kent, Dartford and Gravesham and Dartford and Gravesham Cycling Forum.
- 3.25.16 Another view was that the scheme will not improve the environment (Southfleet Parish Residents Association).

Q8 Environmental impacts: Highways England's response

The scheme design has been developed to ensure there will be no direct impact on ancient woodland at Darenth Wood Site of Special Scientific Interest (SSSI) nor The Thrift. Best practice guidance for reducing pollution impacts will be implemented to reduce dust and groundwater pollution.

The scheme has been designed to avoid the loss of ancient woodland and buffering vegetation adjacent to the ancient woodlands. Loss of veteran trees and deciduous woodland has been minimised as far as possible. Design measures have included the retention of existing gantries, maintenance access to gantries provided through existing access or lane closures, narrow lanes

Q8 Environmental impacts: Highways England's response

running eastbound on the A2, and restriction of the construction footprint for earthworks and the installation of environmental barriers/retaining walls.

Ancient woodlands will be protected during construction by existing buffering vegetation and measures to avoid/minimise air, noise, groundwater and water pollution.

Construction related works will be carried out under European Protected Species Mitigation licence for hazel dormice and precautionary methods of working will be implemented during construction to minimise risks to individual animals of other protected species.

Habitat creation resulting from the scheme will increase the total area of terrestrial and aquatic habitats, resulting in a potential long-term positive effect for habitats, hazel dormice and birds.

Heritage impacts

- 3.25.17 Concern was raised over the potential loss of archaeology (Bean Residents Association).

Q8 Heritage impacts: Highways England's response

The scheme and study area are located in a landscape area rich in archaeological remains from the Palaeolithic through to the Roman and early medieval periods, and assessment has identified a potential for encountering both known and unknown heritage of these dates during construction works.

However, an archaeological mitigation strategy is proposed which would be developed in consultation with relevant stakeholders. It would be informed by the results of recent archaeological investigations and include archaeological excavation, archaeological strip, map and sample, targeted watching briefs, monitoring of geotechnical works and geoarchaeological monitoring and sampling.

This mitigation would ensure preservation either in situ or by record of the known heritage assets within the site and would enable identification and preservation by record of any hitherto unrecorded archaeological remains. Implementation of mitigation would also contribute to ongoing regional and national archaeological / historical narrative of the early Palaeolithic and Roman settlement of the Ebbsfleet Valley.

Non-motorised traffic

- 3.25.18 There was a view that cycling and walking infrastructure needed to be enhanced and that the non-motorised traffic routes will not be used. Comments from CPRE Kent, Dartford and Gravesham suggested that motorists and non-motorists need to be kept separate. Where cyclist and pedestrians have to cross a road, they

need to be given priority (e.g. by using on-demand signals). Commuter cycling routes should be as short as possible (e.g. marking the route across the Bean north roundabout and the access route from the A296 with bollards. Also marking a crossing on the A296 At Ebbsfleet). The north edge of the project area should, in their view, have a dual use path. The shortest route to Bluewater should be marked, involving the minimum number of road crossings. There should be Toucan road crossings.

- 3.25.19 The Dartford Cycling Forum concluded that proposals for non-motorised traffic within the scheme at the statutory consultation stage have insufficient detail. They did not feel the proposals were coherent, direct, comfortable, attractive and safe. They believe that to achieve safe routes for Non-Motorised Users, appropriate segregation from motor traffic is needed and to avoid conflict between pedestrians and people cycling.

Q8 Non-motorised traffic: Highways England's response

The scheme will improve routes for pedestrians and cyclists. We have been in discussion with stakeholders, which includes a workshop held in May 2018.

As a result of feedback from the consultations, the route across the A2 at Bean junction will be on the new southbound bridge instead of the existing bridge. Users will cross at a signalised crossing of the new A2 on-slip instead of crossing Bean North Roundabout (as previously shown).

Also as a result of consultation, a two-way cycle track has been added to the east side of the A2260 north of Ebbsfleet junction to provide a more direct route towards Ebbsfleet International Station.

Working in collaboration with other stakeholders, Highways England has granted funds to carry out feasibility studies for pedestrian and cycle route improvements that are outside the scope of the scheme.

Construction impacts

- 3.25.20 There was concern over the level of disruption that would occur during the during the upgrade. For example, Southfleet Parish Residents Association wanted to see restrictions on construction traffic using country lanes as an alternative route when there is congestion on the A2. There was concern about the demolition of properties, cited by the Bean Residents Association and CPRE Kent Dartford and Gravesham.

Q8 Construction impacts: Highways England's response

Highways England is committed to working with stakeholders including Bluewater, the emergency services, local authorities and community representatives to minimise the impact of construction on residents and road users.

This will include recognising the high level of traffic using Bluewater during peak and seasonal times. We will endeavour to adapt construction and traffic

Q8 Construction impacts: Highways England's response

management accordingly and maintain the existing number of lanes throughout the construction period.

3.26 Question 9

Q9: Please let us know about your travel habits at both Bean and Ebbsfleet junctions

3.26.1 No comments were recorded for this question.

3.27 Question 10

Q10: About the consultation

10a. How did you find out about this consultation?

- 3.27.1 A large majority of non-statutory stakeholders who responded through the questionnaire found out about the consultation through a letter or emails from Highways England (9 out of 13). Far fewer found out about it by other means.

Table 43 - Question 10a: Method of finding out about the consultation

Answer choices	Responses
Received a letter or email from Highways England	9
Highways England website	2
A poster	2
Social Media	1
Local newspaper article	1
Local council website	1
A newspaper advert	1
At Bluewater	0
At Ebbsfleet station	0
Other (no further information given)	3
Total	13

10b. Have you found the brochure and other printed materials and web information helpful in answering your questions?

- 3.27.2 All non-statutory stakeholders who responded to the consultation through the questionnaire perceived that the brochure and other printed materials helped to answer questions completely or to some extent:

Table 44 - Question 10B: Usefulness of the brochure and other printed material in answering questions

Answer choices	Responses
Yes	8
To some extent	6
No	0

Answer choices	Responses
Total	14

10c. Have you found our public exhibitions helpful in answering your questions?

3.27.3 Thirteen of the 14 non-statutory stakeholders who responded through the questionnaire attended the public exhibitions.

Table 45 - Question 10c: Usefulness of the public exhibitions in answering questions

Answer choices	Responses
Yes	5
To some extent	7
No	0
Did not attend	2
Total	14

10d. Do you have any other comments on this consultation? If so please provide details below

3.27.4 Some participants gave additional comments about the consultation process at Questions 8 and 10d in the questionnaire or through separate submissions.

3.27.5 There were comments that it is important to listen to local opinion.

3.27.6 CPRE Kent, Dartford and Gravesham were sceptical that consultation views will have an influence on the design of the project. Another view was that the consultation is biased towards the scheme with no alternatives offered (cited by Bean Residents Association and CPRE Kent, Dartford and Gravesham). Bean Residents Association perceived that the consultation is not wide enough and that it has been held too early. There was also concern from London Resort Company Holdings that previous input to the consultation was not considered.

3.27.7 Bean Residents Association perceived that staff involved in the consultation were ill-informed or didn't understand issues.

3.27.8 The British Horse Society and the London Resort Company Holdings required further notice or involvement in future developments of the plans.

Q10 Comments on the consultation: Highways England's response

The feedback regarding the consultation process was very useful and will help to inform future consultations. All views submitted to the consultations have been considered by the project team during scheme development.

To get to our preferred solution, we developed and assessed a wide range of potential solutions to identify options that were technically feasible. We tested these against the scheme objectives, taking into account traffic flow forecasts, using computer models to calculate reductions in journey times and congestion. These options were appraised against technical, economic, communities, environmental and traffic criteria as well as cost and value for money. As a result of the options selection and assessment process, including engagement and consultation with stakeholders and the community, the preferred route was announced in 2017.

We recognise that posting letters is the most effective way to reach people, and we will also think about how we can use more social media in future, particularly to help us reach a broader demographic of road users.

3.28 Responses from statutory stakeholders

3.28.1 This chapter presents the responses of statutory stakeholders to the consultation. All but three of the submissions were through emails, letters or reports, so the analysis is structured around the themes of the comments received. These are:

- Need for the scheme
- Traffic modelling
- Design features
- Environmental impacts
- Heritage impacts
- Non-motorised traffic
- Construction impacts
- Perceptions of the consultation process

3.29 Need for the scheme

- 3.29.1 Comments were made supporting the principle of the scheme. This included Kent County Council, Dartford Borough Council, Natural England and HS1. Some stated that it will enable economic growth. This included Ebbsfleet Development Corporation and Kent County Council. These two organisations and HS1 perceived that it will improve traffic flow or reduce congestion. Dartford Borough Council, Ebbsfleet Development Corporation and Kent County Council held the view that the scheme needs to balance local and national transport needs. Some said that the scheme should be brought forward to realise the benefits sooner (e.g. as stated by HS1).
- 3.29.2 Several participants recognised that the scheme would be needed to address current and future needs of the area, including the London Resort, the Ebbsfleet housing development and Bluewater. These included, HS1, Ebbsfleet Development Corporation, Kent County Council and Ebbsfleet Investments General Partner.
- 3.29.3 There were also views questioning whether the proposals were adequate to meet the needs of these developments, including the scale of future developments, the effects of frequent accidents and seasonal variations in demand for access to the area, particularly to Bluewater (e.g. as cited by Kent County Council).

Need for the scheme: Highways England's response

The scheme supports regeneration of the North Kent Thameside region including Ebbsfleet Garden City. The traffic forecasts have been developed in line with Department for Transport guidance and through discussions with the local authorities regarding developments within their Local Plans.

The scheme does not include London Resort because it is not a committed development in the Local Plans; it does not have planning permission; and it is not at a sufficient level of development whereby it can be included.

We are committed to engaging with all stakeholders including London Resort. Our proposed improvements for Bean and Ebbsfleet junctions are designed to accommodate average future traffic flows up to 2038, including known developments at Bluewater Shopping Centre, Ebbsfleet Garden City and Lower Thames Crossing.

To get to our preferred solution, we developed and assessed a wide range of potential solutions to identify options that were technically feasible. We tested these against the scheme objectives, taking into account traffic flow forecasts, using computer models to calculate reductions in journey times and congestion. These options were appraised against technical, economic, communities, environmental and traffic criteria as well as cost and value for money. As a result of the options selection and assessment process, including engagement and consultation with stakeholders and the community, the preferred route was announced in 2017.

3.30 Traffic modelling

- 3.30.1 There were perceptions that more information is needed to inform judgements about the scheme.
- 3.30.2 Kent County Council and Gravesham Borough Council will object to the plans if they do not receive additional supporting data justifying the proposed highway capacity and design.
- 3.30.3 There were requests for updated or further traffic models or forecasts to inform views on the proposals. This included modelling to judge options for slip roads and whether there is a need for traffic lights at the Ebbsfleet junction. These requests came from, for example, Kent County Council, Gravesham Borough Council, Kent Police and Land Securities and Bluewater.
- 3.30.4 Some saw a need to provide greater clarity on predicted traffic growth (e.g. Swanscombe and Greenhithe Town Council and Land Securities and Bluewater).

Traffic modelling: Highways England's response

The additional supporting data as requested has been provided to Kent County Council (as the Highways Authority), Dartford Borough Council and Gravesham Borough Council.

3.31 Design features

3.31.1 There were comments about the following aspects of the design:

- Specific elements of the scheme
- Safety
- Impact on the local area

Bean Junction: reactions to the five proposals

3.31.2 Swanscombe and Greenhithe Town Council, Kent Fire and Rescue and DTG Elliott & Son Limited responded through the questionnaire and agreed that most of the Bean proposals would address current issues. Swanscombe and Greenhithe Town Council was neutral over the need for traffic signal control and DTG Elliott & Son Limited were not in favour of it. Swanscombe and Greenhithe Town Council was against closing the hard shoulder between the Bean and Ebbsfleet junctions.

3.31.3 From the non-questionnaire-based responses, a mixture of views was expressed about the proposals. There was support for the southbound bridge at Bean and for the Bean slip road proposals in general (e.g. from Kent Police). There was concern about traffic signals leading to congestion (e.g. from TfL). There were doubts over the capacity of the proposed roundabout changes (e.g. from Kent County Council). There were queries over the need to close the Bean hard shoulder (e.g. from Kent Police) and the capacity of the Bean westbound slip road (e.g. from Kent County Council).

3.31.4 It was also felt that the final scheme needs to ensure easy access for emergency vehicles and access to the local hospital (examples of those citing this include, Kent Police, Dartford Borough Council and Gravesham Borough Council).

Bean Junction alteration options

3.31.5 All three stakeholders who responded through the questionnaire supported the Bean junction option 1 alteration (i.e. keeping the slip road open). These were Swanscombe and Greenhithe Town Council, Kent Fire and Rescue and DTG Elliott & Son Limited. The reasons for preferring option 1 included the fact that it enables traffic flow, it was necessary for Bluewater traffic and because it gives access for emergency vehicles (it also was seen to facilitate hospital access) and because it gives a better choice of routes.

3.31.6 Outside of the questionnaire responses, the need to remove the B255/A296 slip road was queried (e.g. by Land Securities and Bluewater). Ebbsfleet Development Corporation asked that if the slip road from the B255 to the A296 must close, could access to the roundabout be made to provide a more direct route from the B255 to Darent Valley Hospital. This would be from the direction of Crossways Business Park and Bluewater Shopping Centre.

3.31.7 A view was expressed that participants could erroneously interpret option 2 as meaning it involves completely closing the A296 as a slip road onto the A2, rather than just closing the B255 slip road onto the A296.

Bean Junction: Highways England's response

Enlarging the roundabouts and controlling with traffic signals will provide additional capacity, improve safety and improve the operation of the junction, particularly where flows in different directions are uneven.

For the appraisal of the junction improvement options considered, the operation of the junction was tested for the average future peak periods to check for congestion on the roundabouts. Based on the operational modelling that has been carried out, signalling the roundabouts will result in better operation during peak periods than without signals.

Tying into the existing westbound entry and exit slip roads at Bean Junction does constrain the geometry. However, the visibility splays are being improved by providing widened verges, and the westbound exit slip road is being widened to three lanes on the approach to Bean South Roundabout. This in combination with the enlarged circulatory carriageway and traffic signals will significantly increase capacity through the roundabout.

As a result of feedback from the consultations and after further design work, the existing slip road from the B255 to A296 at Bean Junction will be kept open. For enhanced safety, we have introduced a barrier on the B255 to separate traffic accessing the A2 via Bean North roundabout and the eastbound on-slip from traffic accessing the A296.

It has not been possible to retain the hard shoulder for a length of approximately 1km on the A2 where the new Bean slip road is provided because of the slip road itself and also due to scheme constraints. We will carefully undertake the design, particularly road markings and signs, to make the road layout as safe and as clear as possible for drivers.

Ebbsfleet Junction: reactions to the six proposals

- 3.31.8 Two of the statutory stakeholders that responded through the questionnaire strongly agreed that most of the Ebbsfleet proposals would address current issues. These were Kent Fire and Rescue and Swanscombe and Greenhithe Town Council. Kent Fire and Rescue strongly agreed with widening the west bound slip road to the A2 and Swanscombe and Greenhithe Town Council strongly disagreed with the proposal. Kent Fire and Rescue strongly agreed with using traffic signal controls to improve traffic flow and Swanscombe and Greenhithe Town Council was neutral. DTG Elliott & Son Limited was neutral about each element of the proposals.
- 3.31.9 Among the non-questionnaire-based responses, there was support for enlarging the Ebbsfleet roundabouts. There were also doubts over the capacity of the proposed Ebbsfleet roundabouts changes and about the capacity of the slip roads (e.g. as expressed by Kent County Council).
- 3.31.10 One stakeholder would not support the additional Ebbsfleet slip roads to the A2 if they resulted in additional traffic on the A2.

- 3.31.11 HS1 were keen to understand how the full traffic signal control would be phased and whether it would be adjustable in favour of flows towards the International Station in the morning peak and away from the International Station in the evening peak.
- 3.31.12 HS1 also wished to understand Highways England's plans for signage from the A2 and through the roundabouts, which they said was paramount for their customers.

Ebbsfleet Junction alteration options

- 3.31.13 Of the three statutory stakeholders who responded through the questionnaire, Swanscombe and Greenhithe Town Council and Kent Fire and Rescue supported the Ebbsfleet junction option 2 alteration (separate slip roads for local and A2 traffic). Only Swanscombe and Greenhithe Town Council gave a reason for doing so, namely that it enables traffic flow. However, they also felt that it requires traffic signal management. DTG Elliott & Son Limited preferred option 1 because it involves lower land take.
- 3.31.14 Comments from Historic England supported the option which would have least impact on archaeological remains. Gravesham Borough Council stated that the separate slip road solution may provide better resilience but that has to be set against the implications for archaeology and other environmental factors. Kent County Council is seeking more traffic modelling information to inform its view.

Ebbsfleet Junction: Highways England's response

Enlarging the roundabouts and controlling with traffic signals will provide additional capacity, improve safety and improve the operation of the junction, particularly where flows in different directions are uneven.

We are improving junction signage westbound to help vehicles move into the correct lane sooner to address the issues of weaving.

Highways England is committed to minimising impact where practicable during construction for the local community and users. We will work with stakeholders including Bluewater, the emergency services, local authorities and community representatives to develop a traffic management plan.

Details about how to adjust traffic flows towards and away from Ebbsfleet International will be considered at a later design stage.

The additional supporting traffic data requested by Kent County Council has been provided to them as the Highways Authority, as well as Dartford Borough Council and Gravesham Borough Council.

Gantries

- 3.31.15 There was a view that visual and environmental impacts need to be considered in siting the gantries and street lighting (e.g. as expressed by Ebbsfleet Development Corporation).

Gantries: Highways England's response

Gantry layouts have changed since the preferred route announcement because of constraints including ancient woodland and existing retaining walls. Most gantries will be retained. One portal gantry (east of Ebbsfleet Junction) will be removed and two new cantilever gantries will be installed (one at Ebbsfleet Junction and one between the junctions). Care will be taken in the design of the location of the gantries to minimise impact on residential properties.

More general observations

- 3.31.16 Kent County Council expressed a view that local traffic patterns have not been adequately taken into account, including seasonal and weekly variations.
- 3.31.17 Kent County Council also perceived that traffic weaving was caused on the A2 Pepperhill by HGVs. They felt it reduced the number of free-flowing lanes and stated that this needs to be addressed in the scheme.
- 3.31.18 Kent County Council perceived that appropriate traffic management will be needed to minimise congestion. In addition, they believed that traffic signals should only be used in certain circumstances (e.g. peak times). They felt that the small size of junctions means that they will not work well with traffic signalling.
- 3.31.19 There was doubt expressed over traffic growth assumptions by Land Securities and Bluewater.

General observations: Highways England's response

The Stage 3 traffic models were developed using the Lower Thames Area Model as a basis, which represents a weekday peak hour model compared with the Stage 2 model, which was for an average peak period. Furthermore, the current model has been further calibrated and validated for the local study area and hence represents the local travel patterns.

In addition, based on the WebTAG requirements during the Stage 3, 'high' and 'low' growth scenarios have also been undertaken, which provide an indication on the impacts of these different growth levels on the economic benefits of the scheme.

During Stage 3 several iterations between LinSig and VISSIM modelling were undertaken to ensure that signals are coordinated well and no roundabout circulatory blocks back. Furthermore, lane allocation and destination road markings were also enhanced in Stage 3 to support with the future traffic demand. The potential for part time signals could be investigated later in the detailed design stage.

Stage 3 traffic forecasts have been developed using the committed developments information provided by Local Authorities.

General observations: Highways England's response

While addressing capacity issues on the A2 is outside the scope of the project, we are improving junction signage westbound to help vehicles move into the correct lane sooner to address the issues of weaving.

Highways England is committed to minimising impact where practicable during construction for the local community and users. We will work with stakeholders including Bluewater, the emergency services, local authorities and community representatives to develop a traffic management plan.

Safety

- 3.31.20 Kent County Council had reservations over the safety of tight bends to the junctions.
- 3.31.21 Kent County Council suggested minimising lane changing opportunities to avoid accidents. Kent Police felt that cone bins are needed to support incidents.
- 3.31.22 HS1 and Kent County Council saw it as important to have appropriate signage including smart signage solutions to manage traffic.

Safety: Highways England's response

Tight bends are an existing constraint and have not been made any worse in our design. Visibility splays have been improved where possible.

We are improving junction signage westbound to help vehicles move into the correct lane sooner to address the issues of weaving.

Impacts on the local area

- 3.31.23 It was seen as important for planners to understand and mitigate impact of the scheme design and construction on existing gas, electricity and water utilities infrastructure. This was cited by, for example, utility companies.
- 3.31.24 There were concerns from HS1 about the impact on access to Ebbsfleet station and rail services.
- 3.31.25 DTG Elliott & Son Limited had concerns over the level of land take. The need to demolish properties was queried (for example by Dartford Borough Council).
- 3.31.26 There were calls to further consider how to avoid adverse impacts on the local community from noise, air pollution and access problems due to congestion caused by accidents or general congestion. These were cited, for example, by DTG Elliott & Son Limited, The Forestry Commission, Historic England, Natural England and Kent County Council.
- 3.31.27 HS1 said they would welcome further discussion on how their infrastructure may be protected and their access rights maintained throughout the project.

Impacts on local area: Highways England's response

Highways England is committed to minimising impact where practicable during construction for the local community and users. We will work with stakeholders including Bluewater, the emergency services, local authorities and community representatives to develop a traffic management plan.

As a result of the options selection and assessment process, including engagement and consultation with stakeholders and the community, the preferred route was announced in 2017. This option requires the acquisition of the 11 dwellings at Ightham Cottages. We are liaising with the owners of the affected properties, including Dartford Borough Council who are land owner of the property comprising the Spirits Rest Horse Sanctuary, regarding the acquisition and compensation in line with government and Highways England policies.

Highways England is committed to reducing any environmental impacts. These will be assessed and reported in the Environmental Statement together with appropriate mitigation.

We are continuing to engage with all land and asset owners, and environmental statutory bodies.

3.32 Environmental impacts

- 3.32.1 The enlargement of the current roundabouts was seen as presenting opportunities for enhancing the natural environment, particularly through encouraging native flora and fauna. Concerns were raised that screening, noise reduction and reduced lighting have not been taken into account adequately in the design. Comments came from, for example, Ebbsfleet Investments General Partner, Southern Gas Networks PLC, Natural England, ESP Gas Group Ltd and Kent County Council.
- 3.32.2 Kent County Council indicated that that ecological mitigation needs to be informed by a survey. They also stated that appropriate consideration of ecology affected beyond the immediate site should be reviewed once the plans are clearer. Kent County Council also indicated that appropriate consideration of drainage will be needed once the plans for the junctions become clearer.
- 3.32.3 Kent County Council perceived that more information was needed to inform action to protect archaeological sites and other heritage.

Environmental impacts: Highways England's response

Ecology surveys have been undertaken during 2018 to gather information on the current condition of the environment and enable appropriate mitigation to be incorporated into the Scheme design.

Current mitigation for the scheme will lead to an increase in the area of terrestrial and aquatic habitats. The majority of habitat creation will replace arable farmland, providing an area of greater biodiversity value and will extend the woodland cover to the south-east of Bean Junction. The total area of species rich grassland and scrub will also increase, and new native hedgerow will be established. The two ponds will also increase in size and be planted with marginal vegetation.

New road lighting will be designed sensitively taking into consideration the presence of commuting and/or foraging bats and other wildlife, including measures to avoid and/or minimise light spill onto adjacent vegetation, particularly Darenth Wood SSSI and ancient woodland.

3.33 Heritage impacts

- 3.33.1 Kent County Council and Historic England were among those who sought more information to inform the need to protect archaeological and other heritage. Concerns were not just those associated with construction, but also longer-term. This included impacts of the scheme on flood risk, changes to ground water levels and changes to ground water conditions.
- 3.33.2 Ebbsfleet Development Corporation noted the proposal for the scheme to have minimal impact on the historic environment, but it did not consider that sufficient information has been provided to support this position.
- 3.33.3 Historic England stated that the revised designs have significantly reduced the potential for harm to archaeological sites.
- 3.33.4 Historic England also highlighted the nationally significant archaeological remains at the Springhead Roman sites. This would be affected by the choice of A2 slip road designs at Ebbsfleet and would prefer the one with the least impact. They also want planners to consider what additional impact changed noise or light levels may have on the setting of this monument.
- 3.33.5 Historic England also support a programme of non-intrusive and intrusive archaeological work to establish potential additional heritage.
- 3.33.6 Gravesham Borough Council were of the view that archaeological considerations must be part of the assessment of any alternative slip road schemes at Ebbsfleet.

Heritage impacts: Highways England's response

Geophysical survey has already been undertaken on the site and this is being followed by a programme of archaeological trial trenching to better characterise the archaeological resource. The results of these will help determine whether or not any further archaeological mitigation will be required.

The Environmental Statement is also addressing the potential setting effects on significance to the scheduled monument and other proximate designated heritage assets.

3.34 Non-motorised traffic

- 3.34.1 There were views that cycling, walking and riding infrastructure needs to be carefully considered in the light of current and future developments in the area (e.g. as stated by Kent County Council). Concerns raised by Ebbsfleet Development Corporation include the need for reduction in severance caused by the A2 and ensuring ease of access to surrounding areas from the Ebbsfleet housing development.
- 3.34.2 Kent County Council are seeking more information on the impacts on the Public Rights of Way network in the planning, construction and operational phases of the scheme, including ongoing monitoring. They also perceived that greater consideration of walking, riding and cycling infrastructure was needed.
- 3.34.3 HS1 were keen to understand whether the proposed scheme design had been developed in conjunction with Ebbsfleet Development Corporation and the two Local Authorities to enhance the pedestrian and cycle facilities in the local area. They noted that Sustrans routes 1 and 177 pass through the junctions and therefore expected to see an improved cycle network provided as part of the proposal.

Non-motorised traffic: Highways England's response

We are looking to minimise disruption to the existing Public Rights of Way network and avoid closures where possible. This will also be considered when working with stakeholders including Bluewater, the emergency services, local authorities and community representatives to develop a traffic management plan.

The scheme will improve routes for pedestrians and cyclists. We have been in discussion with stakeholders, which includes a workshop held in May 2018.

As a result of consultation, the route across the A2 at Bean junction will be on the new southbound bridge instead of the existing bridge. Users will cross at a signalised crossing of the new A2 on-slip instead of crossing Bean North Roundabout (as previously shown).

Also as a result of consultation, a two-way cycle track has been added to the east side of the A2260 north of Ebbsfleet junction to provide a more direct route towards Ebbsfleet International Station.

Working in collaboration with other stakeholders, Highways England has granted funds to carry out feasibility studies for pedestrian and cycle route improvements that are outside the scope of the scheme.

3.35 Construction impacts

- 3.35.1 There were concerns over disruption during the upgrade. Kent County Council indicated the need to mitigate construction impacts on existing routes by providing suitable alternatives. In addition, they highlighted that the scheme should consider the needs of commuter coaches which currently stop on the A296. They also stated there is a need to minimise disruption to Public Rights of Way during construction.
- 3.35.2 Royal Mail was concerned that its ability to provide an efficient mail sorting and delivery service to the public might be adversely affected by the construction works.

Construction impacts: Highways England's response

Highways England is committed to minimising impact where practicable during construction for the local community and users. We will work with stakeholders including Bluewater, the emergency services, local authorities, Royal Mail and other service providers, and community representatives to develop a traffic management plan.

3.36 Perceptions of the consultation process

- 3.36.1 The statutory stakeholders made observations on the consultation process.
- 3.36.2 There were comments that some stakeholders were happy with the consultation (e.g. from Public Health England).
- 3.36.3 There were specific requests to receive notice or be involved in further development stages of the plans, for example from Swanscombe and Greenhithe Town Council, ESP Gas Group Ltd, Royal Mail and Medway Council.
- 3.36.4 There were comments welcoming modifications made to the proposed scheme that were based on previous input from stakeholders (e.g. from Historic England and The Forestry Commission). There was also concerns that previous input was not taken into account (e.g. Historic England and HS1).
- 3.36.5 There was a view that the consultation has been held too early in the development of the scheme. This was cited by both Dartford Borough Council and Gravesham Borough Council.
- 3.36.6 Kent County Council stated that it is important to listen to public opinion.
- 3.36.7 Royal Mail noted that PEIR does not appear to formally acknowledge the need to ensure that major road users such as Royal Mail are not disrupted through full advance consultation by the applicant at the appropriate time in the development process.

Perception of the consultation: Highways England's response

The information given by respondents to these questions was very useful and will be used to help inform future consultations. We recognise that posting letters is the most effective way to reach people, and we will also think about how we can use more social media in future, particularly to help us reach a broader demographic of road users.

4 Conclusions

4.1 Changes since consultation

4.1.1 Over 330 people attended the consultation events and 209 responses were received to the public consultation. The project team have reviewed and considered the responses to the consultation. As a result of the two public consultations and on-going stakeholder engagement, the scheme design incorporates the changes shown in the table below.

Table 46 - Changes since consultation

Area	Changes since consultation
Bean South roundabout	The enlarged roundabout is closer to the current location rather than nearer to Hope Cottages.
Reinstatement of slip road from B255 to A296	The existing slip road will be kept open. For enhanced safety, we have introduced a barrier on the B255 to separate traffic accessing the A2 via Bean North roundabout and the new eastbound on-slip.
Narrow lanes on the A2	Extension of narrow lanes up to Swanscombe bridge.
Ebbsfleet A2 Eastbound on-slip	The exit from Ebbsfleet East roundabout to A2 eastbound and Pepperhill splits in a similar way to the current arrangement.
Bean Junction – pedestrians, cyclists, etc.	The route across the A2 at Bean junction will be on the new southbound bridge instead of the existing bridge. Users will cross at a signalised crossing of the new A2 on-slip instead of crossing Bean North Roundabout (as previously shown).
Ebbsfleet Junction – pedestrians, cyclists, etc.	A two-way cycle track has been added to the east side of the A2260 north of Ebbsfleet junction to provide a more direct route towards Ebbsfleet International Station.
Designated Funds for improvements to routes for pedestrians, cyclists, etc	The scheme will improve routes for pedestrians and cyclists. We have been in discussion with stakeholders, which includes a workshop held in May 2018. Working in collaboration with other stakeholders, Highways England has granted Designated Funds to carry out feasibility studies for

Area	Changes since consultation
	route improvements for pedestrians and cyclists that are outside the scope of the current scheme.
Gantry positions	Most gantries are to be retained. One portal gantry is being removed and two new cantilever gantries are to be provided.
Car park, NW Bean Triangle	Indicative amendments to entry and exit, including a new access route to Bean Pond and adjustment of bus stop locations on Bean Lane.
Bean Pond	This is being shifted north to accommodate the new slip road and a new retaining wall will be built to replace the existing wall.
Ebbsfleet Westbound on-slip	The existing, single lane merge layout will remain.
Maintenance access routes	Developed to enable access to existing ponds, pylons and drainage features at Bean and Ebbsfleet
Veteran tree measures	Retaining wall at the new A2 Bean on-slip moved closer to the A2 to avoid as many veteran trees as possible. Eastern Bean pond changed to avoid veteran trees. Western Bean pond enlarged to compensate for smaller eastern pond.

4.2 Next steps

- 4.2.1 Highways England proposes to progress the scheme using powers contained in the Highways Act. Orders for the works required for the scheme and the compulsory acquisition of land are being prepared for publication in February 2019. Information will be published in local and national press and made available at deposit points in the local community and on Highways England website.
- 4.2.2 After the orders have been published there will be a six-week period during which representations can be made to the Department for Transport about the proposals.
- 4.2.3 Highways England is continuing to engage with stakeholders about the design of the scheme. This includes engagement with host local authorities, affected landowners, community groups and other interested parties to understand their concerns.

Appendices

Appendix A: List of respondents to public consultation

This is a list of statutory and non-statutory stakeholders who responded to the public consultation. General Data Protection Regulations prevent us from listing the names of individuals who responded.

List of respondents to public consultation
Kent County Council
Dartford Borough Council
Ebbsfleet Development Corporation
Gravesham Borough Council
London Resort Company Holdings
Natural England
Royal Mail
HS1
Medway Council
National Grid
Kent Police
Bean Resident's Association
British Horse Society
Cadent Gas
Campaign for the Protection of Rural England
Dartford and Gravesham Cycling Forum
CBRE (on behalf of EIGP)
Health and Safety Executive
Public Health England
Southern Gas Networks (SGN)
Swanscombe and Greenhithe Town Council
Thames Water
Historic England
Woodland Trust
Bluewater (Land Securities' response)
Bean Parish Council
Kent Fire and Rescue
Forestry Commission
TfL
Esso
ESP Gas Group

List of respondents to public consultation
CMS
Holy Family Church
Handelsbanken
Big Local Northfleet Resident and Vice Chair
Retired Homeowner duty driver to Bluewater
DTG Elliott & Son Limited
Embridge Consulting
Shorne Parish Council

Appendix B: Public consultation brochure



A2 Bean and Ebbsfleet junction improvements

Statutory Public Consultation

Have your say



21 February to 4 April 2018

A2 Bean and Ebbsfleet junction improvements

Statutory Public Consultation

Have your say by completing
the consultation questionnaire

Highways England is the government company responsible for operating, maintaining and improving England's major A roads and motorways. We strive to improve our major roads and motorways - engineering the future to keep people moving today and moving better tomorrow.

This statutory public consultation about A2 Bean and Ebbsfleet junction improvements will run for six weeks from **21 February to 4 April 2018**

We look forward to hearing your views.

Please read this document and give us your feedback in the questionnaire. For details about how to submit your feedback to us please read page 3.

Investing in your roads

We want to make sure all our major roads are more dependable, durable and most importantly safe. That's why we're delivering £15 billion of investment on our national network – the largest investment in a generation. The A2 Bean and Ebbsfleet junction improvements scheme is part of this programme. The scheme will provide additional capacity at each junction to smooth traffic flow, improve journey times and increase safety, as well as support the level of development planned for the local area which is great news for the local and regional economy.

In this brochure we explain our proposals for the A2 Bean and Ebbsfleet junction improvements scheme. We also give details of how you can give us your feedback during this second and statutory public consultation.

How to respond

The consultation about our proposals will help to inform the development of the scheme. Your comments will help us better understand the local area and any potential impacts our scheme may have on the community.

The consultation will run for six weeks from 21 February to 4 April 2018, and there are lots of ways you can tell us what you think.

Please respond by 11.45pm on 4 April 2018 using one of the following methods

- Complete the consultation questionnaire online at www.highways.gov.uk/a2be
- Attend a public consultation event and complete a questionnaire
- Complete the questionnaire included with this brochure and send to us **Freepost A2BE public consultation**

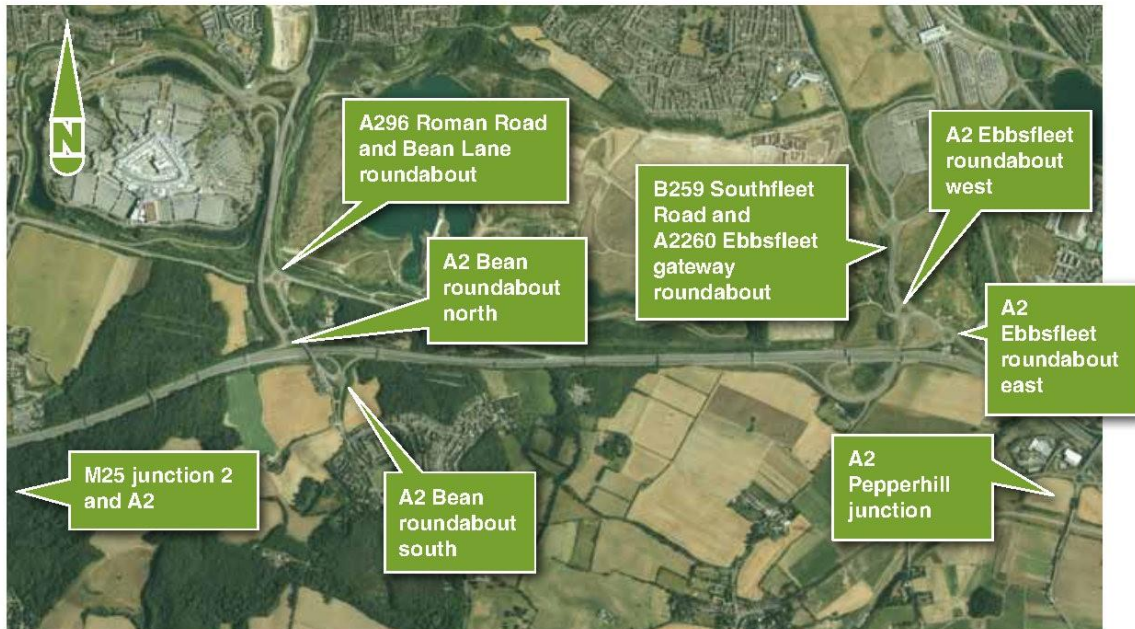
Public consultation exhibitions

One of the best ways to find out more about our proposals and have your say is to come to one of our public consultation exhibitions. Please come along and you will be able to find out more about the proposals and speak to members of the project team who will be happy to answer your questions.

Date	Location	Time
Wednesday 21 February	Heritage Community Hall, Craylands Lane, Swanscombe, DA10 0LP	2pm – 6pm
Saturday 24 February	Bean Youth and Community Centre, High St, Bean, DA2 8AS	10am – 3pm
Saturday 3 March	Bluewater Shopping Centre, Dartford, DA9 9ST	9am – 9pm
Saturday 10 March	Eastgate, Springhead Parkway, Northfleet, DA11 8AD	10am – 3pm
Thursday 15 March	Ebbsfleet International Station, Dartford, DA10 1EB	7am – 9am / 3pm – 7pm
Saturday 17 March	Stone Pavilion, Hayes Road, Stone, DA9 9DS	10am – 2pm

Introduction

We are proposing to improve the A2 junctions at Bean and Ebbsfleet. The improvements are committed within the Government's road investment strategy and are considered necessary to support the level of development proposed for this region.



Why Bean and Ebbsfleet junctions need improving

A2 Bean and Ebbsfleet junctions are on the A2 in north Kent, roughly 1.2 miles apart. Without improvements to these junctions, significant future traffic congestion will have an adverse impact on the A2 and will constrain economic development and housing growth in the area.

- Bean junction connects the A2 to the A296 and B255, giving access to Bluewater shopping centre and the wider area.
- Ebbsfleet junction serves Ebbsfleet International Railway Station and the wider area, connecting the A2 to the A2260. It will also provide access to the new and ongoing developments.

Local developments

The junctions will serve new housing developments and employment in the local area.

- The Ebbsfleet Development Corporation was established by the Department of Communities and Local Government in April 2015 to drive delivery of a new Garden City in Ebbsfleet, North Kent. The corporation's boundary covers an area of 1,026 hectares and new communities have already formed. The Ebbsfleet Development Corporation is the planning authority for the area. The corporation is tasked to deliver up to 15,000 new homes and 30,000 jobs are expected to be created. Improvement to the A2 junctions is a key deliverable for the EDC as more new homes are built.

- Additional growth in Dartford is also underway. 3,435 homes have been built in the last five years and a further 680 are under construction. Planning consent has been granted for up to 3,915 more homes (April 2017). Bean junction which is north of the A2 and east of Dartford town centre will give access to much of this housing.
- Additional growth in Gravesham is also underway. The Local Plan proposed the development of 6,170 homes between 2011 and 2028, along with the creation of a considerable number of jobs.

Preventing congestion

Traffic modelling shows that both junctions need improving. If this does not occur the road network will become more highly congested causing considerable delays and associated environmental issues. Without the scheme the following congestion is predicted:

- Bean junction (including A296): Traffic is forecast to increase by 50-60% during weekday and weekend peak periods by 2037 compared with 2014 traffic levels.
- Ebbsfleet junction: Traffic is forecast to increase by 170 – 200% during weekday peak periods by 2037 compared with 2014 traffic levels.

Scheme objectives

The objectives were developed in conjunction with the Department for Transport and local authorities. Improving the junctions will:

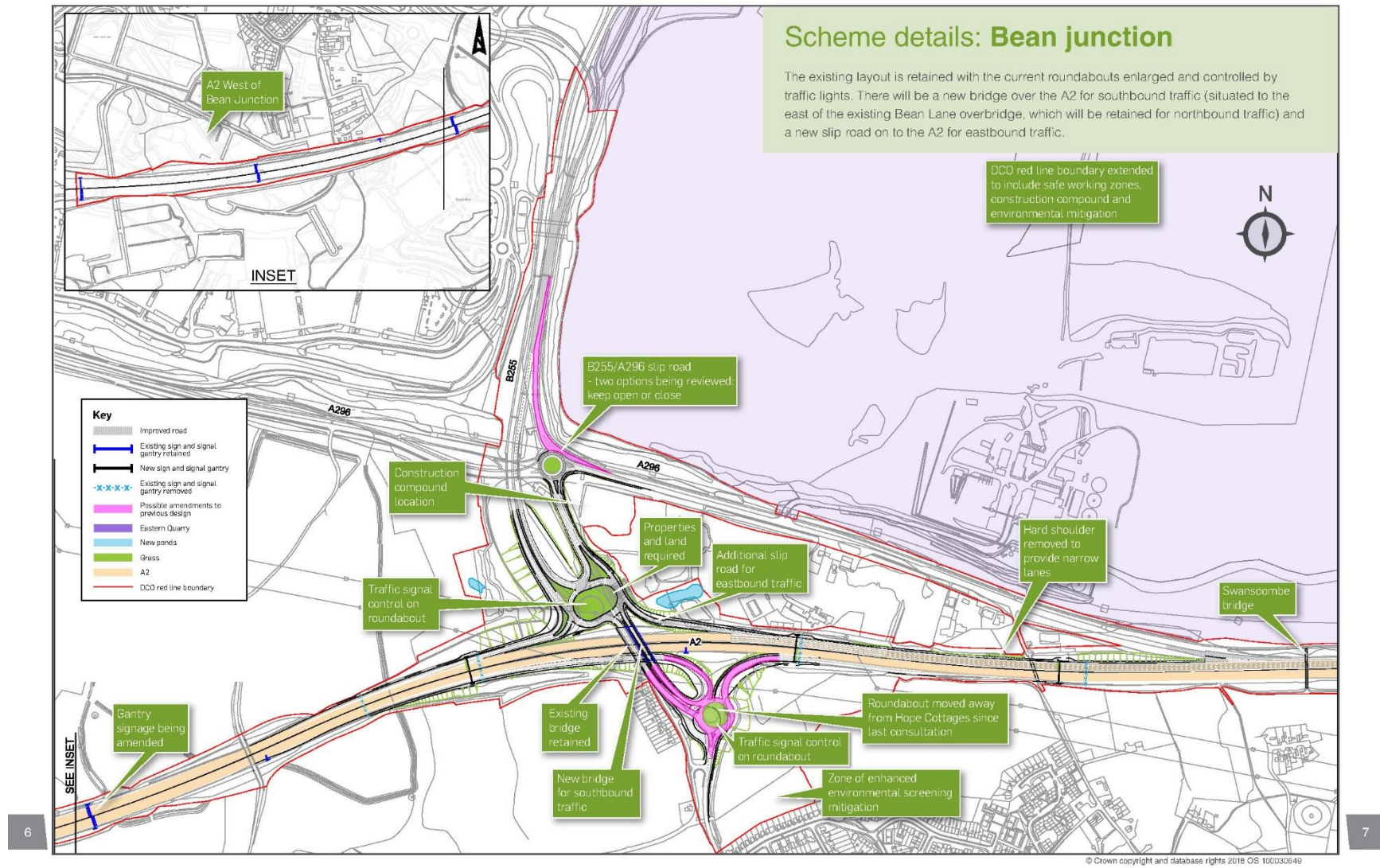
- Support economic and housing growth in north Kent, including Ebbsfleet Garden City
- Increase capacity of the junctions and minimise the impact on the A2
- Improve journey times
- Improve road safety
- Minimise impact on the environment
- Provide value for money

What we are doing now

Following our previous consultation in March 2017 and the preferred route announcement in August 2017, we are now undertaking a statutory public consultation to provide an opportunity for everyone to give feedback on the more developed design. This will help to ensure that the views of stakeholders are fully considered in the next design stage.



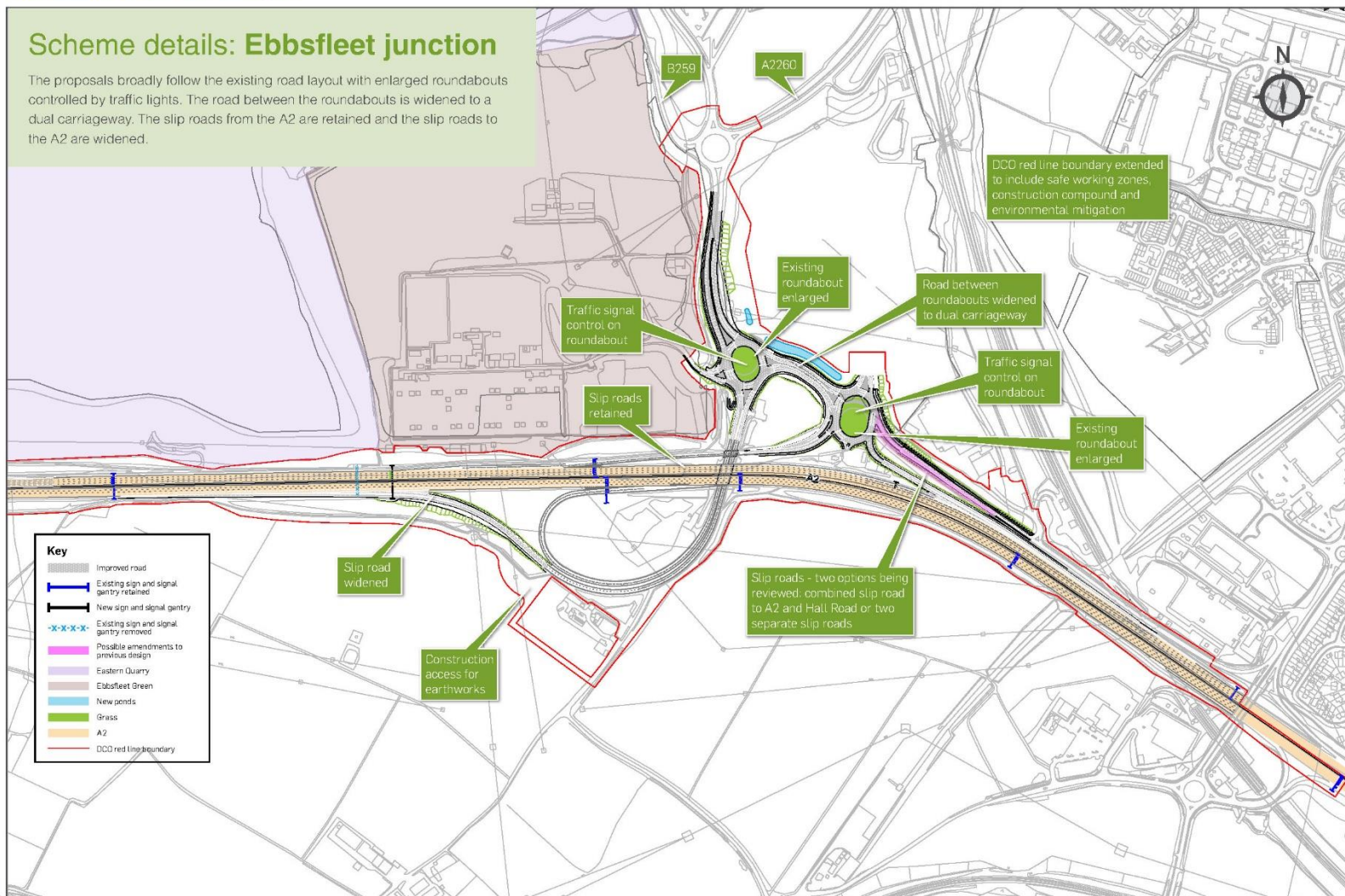
The scheme we are consulting on



The scheme we are consulting on

Scheme details: Ebbsfleet junction

The proposals broadly follow the existing road layout with enlarged roundabouts controlled by traffic lights. The road between the roundabouts is widened to a dual carriageway. The slip roads from the A2 are retained and the slip roads to the A2 are widened.



Landscape

We are proposing to have an extensive area of new native woodland and species rich grassland to the south of the A2 in the area of the Bean southern roundabout and slip roads.

It is intended to replace the highway planting removed during construction and help to screen views of the scheme in the longer term from nearby residents on the northern edge of Bean and some of the properties at Hope Cottages. We also plan to retain the public right of way that crosses this area, connecting Bean Lane and The Thrift.

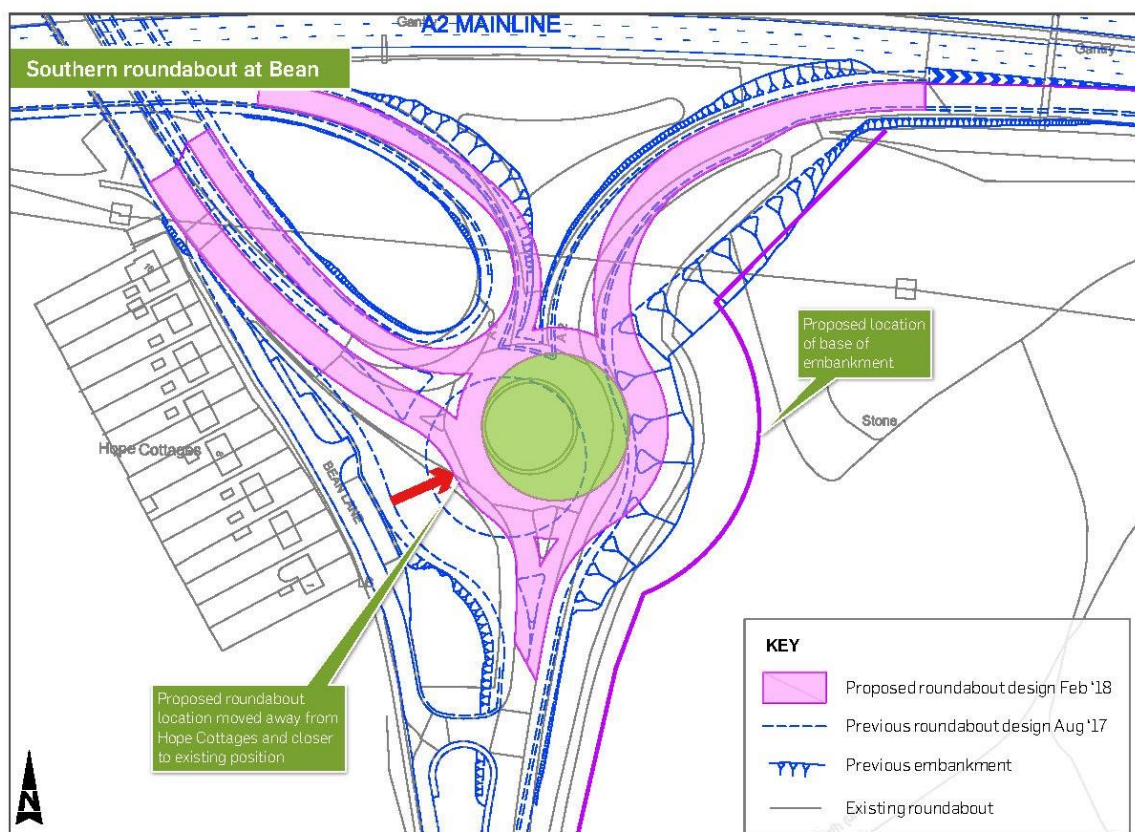
Embankments

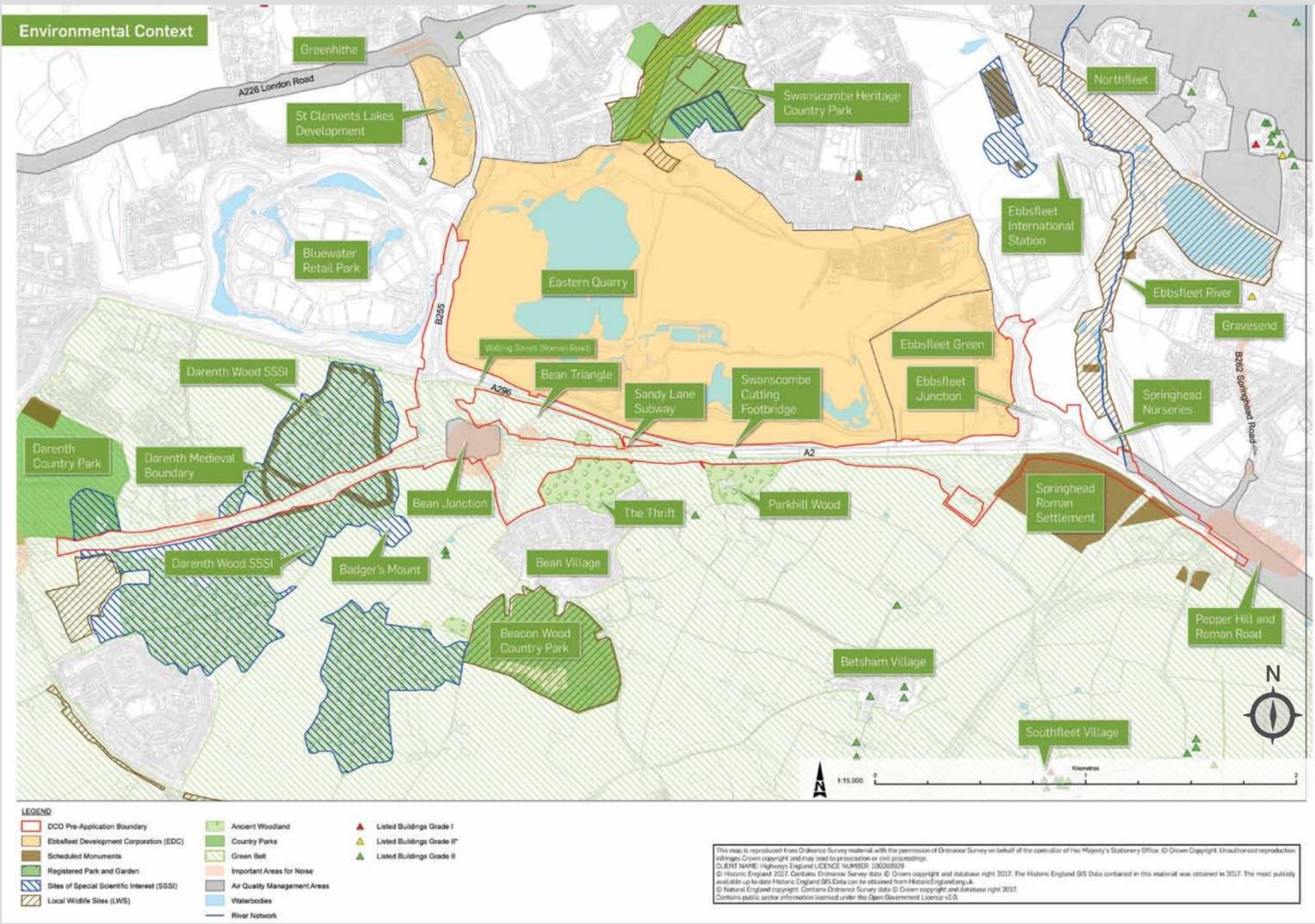
Retaining walls and embankments will be required for the scheme. We are working to understand where these structures will be required. Investigations into ground conditions are planned for later in the year which will help inform these elements of the design.

Noise and air quality

Since the preferred route announcement in August 2017 we have been working on the design to minimise the detrimental effects of air quality and noise.

An example is at the southern roundabout at Bean Junction which we are proposing to relocate by 20 metres to the east which will reduce the impacts on some of the residents of Hope Cottages. (See diagram below.)





Feature	Benefit/Effect
Road safety	Assessments have indicated that the scheme will improve safety and reduce accidents in which people are killed or seriously injured over a 60-year period. This is being reviewed as part of the design process.
Journey times and traffic congestion	The improvements provide additional capacity at each junction to smooth traffic flow and improve journey time reliability over a 60-year period. These figures are being reviewed to incorporate the impacts from the new Lower Thames Crossing.
Air quality	It is not anticipated that the proposed design will lead to a significant effect on air quality. At Hope Cottages we aim to minimise the increase in pollutant concentrations by moving the roundabout.
Noise	It is not anticipated that the proposed design will lead to a significant effect on noise. At Hope Cottages we aim to minimise the increase in noise by moving the roundabout.
Cultural heritage	We are seeking to avoid significant effects on cultural heritage assets, including those associated with the Springhead Roman settlement and the prehistoric period, through archaeological investigations and design development.
Landscape	We are aiming to avoid and mitigate adverse impacts through the retention of existing highway planting and the establishment of new native planting to provide screening. The proposed design will retain the 'gateway' landscape character around Ebbsfleet.
Biodiversity	No significant impacts on designated ecological sites are anticipated. We are aiming to avoid protected and notable species and improve their habitats where possible (examples include dormouse and ancient woodland).
Road drainage and the water environment	No significant impacts are anticipated. The design will incorporate sustainable drainage and other mitigation measures where practicable so there will be no increase in flood risk or impact on water quality.
Contaminated land	No significant effects are anticipated. If land contamination is identified during site investigations, the design will be developed to avoid adverse impacts on human health, controlled waters, property and ecology.
Materials and Waste	Materials will be reused within the scheme or recycled, where practicable to reduce CO2 emissions and traffic movements.
Construction duration and impacts	A construction period of up to 3 years is currently proposed. We hope to reduce this as the scheme is developed further. There will be significant traffic management (roadworks) during this period as the existing junctions are reconstructed.
Pedestrians, cyclists and equestrians	We are seeking to maintain routes for pedestrians, cyclists and equestrians where practicable during construction. We aim to improve the permanent routes by installing safer crossing points that will link the existing public rights of way.
Land take	There will be significant effects at Bean Junction due to the demolition of residential properties and the land take from the horse sanctuary.
Current cost estimate	£125m
Climate change	The scheme design seeks to be resilient to climate change. Predictions of climate change impacts and assessment of emissions associated with implementation of the scheme will be included in the modelling used in the scheme development.
People and communities	The proposed scheme requires the demolition of 11 properties and some land-take at Bean Junction impacting on the horse sanctuary. Overall the scheme will improve accessibility, connectivity and reduce severance for the wider local community and facilitate the growth planned for the local area. Driver stress is likely to be reduced due to the scheme's enhanced capacity to cater for traffic, reduce queueing, congestion and risk of conflicts and collisions.

Scheme funding and delivery

The proposed scheme is being delivered by Highways England. It is funded by the Department for Transport with Section 106 contributions provided via the Kent Thameside Strategic Transport Programme and the Ebbsfleet Development Corporation.

The Kent Thameside Strategic Transport Programme consists of a number of improvement schemes (including this scheme) that will be delivered as developer contributions come forward to Gravesham Borough Council, Dartford Borough Council and the Ebbsfleet Development Corporation. The programme is administered by Kent County Council.

Relationship to other local projects

Lower Thames Crossing

Highways England's Lower Thames Crossing project is a separate proposal to the Bean and Ebbsfleet junction improvements. However, the teams are working closely together. The Preferred Route Announcement was made on 12 April 2017. The planned route will run from the M25 near North Ockendon, cross the A13 at Orsett before crossing under the River Thames east of Tilbury and Gravesend. A new link road will then take traffic to the A2 near Shorne, close to where the route becomes the M2. The improvements at Bean and Ebbsfleet are designed to be compatible with this route.

London Resort

London Resort Company Holdings is developing a theme park at Swanscombe Peninsula. This is a privately-funded scheme which will be supported by transport infrastructure including improvements to the Bean and Ebbsfleet junctions. These improvements are separate from the current proposals being consulted on by Highways England.

At this stage, London Resort still needs to go through the statutory planning process. As we are a statutory consultee we are working with them to understand the impact of their proposals on the roads we manage and any mitigation measures required. London Resort is also engaging with local authorities and the community about the projected impact of their development on the local road network.

Bluewater

Our proposed improvements for Bean junction are designed to accommodate average future traffic flows up to 2038, including known developments at Bluewater Shopping Centre.

Where can I find documents relating to this statutory public consultation?

The following documents which support our consultation are online at:

www.highways.gov.uk/a2be

- Statement of Community Consultation (SoCC)
- Consultation brochure and questionnaire
- Preliminary Environmental Information Report (PEIR)
- Scheme Assessment Report
- Technical Assessment Report

They are also available to view free of charge during the consultation period at the inspection locations listed below:

Location	Address
Dartford Borough Council	Civic Centre, Home Gardens, Dartford, DA1 1DR
Swanscombe and Greenhithe Town Council	The Groves, Swanscombe, DA10 0GA

Public consultation brochures and survey questionnaires will be available from:

Location	Address
Bean Youth and Community Centre	High Street, Bean, DA2 8AS
Greenhithe Library	London Road, Greenhithe, DA9 9EJ
Fleetdown Library	Swaledale Road, Dartford, DA2 6JZ
Longfield Library	49 Main Road, Longfield, DA3 7QT
Swan Valley Library	Swanscombe Library Discovery Centre, Southfleet Road, Swanscombe, DA10 0BZ
Temple Hill Community Centre	Temple Hill Square, Dartford, DA1 5HY
Coldharbour Road Library	3 Coldharbour Road, Northfleet, DA11 8AE
Hive House Library	Hive House, Northfleet, DA11 9DE
Gravesend Library	Windmill Street, Gravesend, DA12 1BE
Gravesend Borough Council	Civic Centre, Windmill Street, Gravesend, DA12 1AU
Kent County Council	County Hall, Maidstone, ME14 1XQ
Stone Pavilion	Hayes Road, Greenhithe, DA9 9DS

How will you use my response?

All views and comments received help us to:

- Make sure potential impacts on the community and environment have been fully considered
- Ensure the final scheme design is updated with all relevant responses where applicable
- Ensure the final environmental statement considers impacts or mitigations resulting from the consultation process
- Record how we have considered feedback to develop the scheme further within the consultation report.

All responses will be analysed by Highways England or our consultants. Your details will only be used in connection with the A2 Bean and Ebbsfleet junction improvements consultation process and will not be passed to any other third parties. We cannot respond individually to every comment, but we will take them all into consideration.

What happens after this public consultation?

This scheme is a Nationally Significant Infrastructure Project which requires a Development Consent Order. We will make an application to the independent Planning Inspectorate. Our application will include a Consultation Report, which explains how we have had regard to consultation responses, and an Environmental Statement. After examining our Development Consent Order application, the Planning Inspectorate will present a report to the government. We will only be able to construct the scheme and compulsorily acquire land if the government approves our Development Consent Order.

For more information about the process for proposed major infrastructure projects visit the Planning Inspectorate's website <http://infrastructure.planninginspectorate.gov.uk> or call 0303 4445000.

A video explaining the DCO process is also available online at <https://infrastructure.planninginspectorate.gov.uk/application-process/the-process/>

How to give us your views:

- Complete the consultation questionnaire online at www.highways.gov.uk/a2be
- Attend a public consultation event and complete a questionnaire
- Complete the questionnaire included with this brochure and send to us at **Freepost A2BE public consultation**
- To help us shape the final design in preparation of our submission to the Planning Inspectorate it is important you are involved now.
The closing date for submitting your feedback is 11.45pm on 4 April 2018.

If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.

Contact us

Please use the following methods to contact us or to respond to the public consultation:

- Complete the consultation questionnaire online at **www.highways.gov.uk/a2be**

You can also:

- Attend a public consultation event and complete a questionnaire
- Complete the questionnaire included with this brochure and send to us at: **Freepost A2BE public consultation**
- Email **A2BeanandEbbsfleetJunctionsImprovements@highwaysengland.co.uk**
- Call **0300 123 5000** (24 hours).

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This document is also available on our website at **www.gov.uk/highways**

If you have any enquiries about this publication email **info@highwaysengland.co.uk** or call **0300 123 5000***. Please quote the Highways England publications code **PR193/17**.

Highways England Creative GFD17_0051

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Appendix C: Public consultation questionnaire



A2 Bean and Ebbsfleet junction improvements Questionnaire

21 February to 4 April 2018



Please share your views on our proposals by:

- Completing this response form. Please place in a large envelope and use our freepost address:
Freepost A2BE Public Consultation. No stamp is needed.
- Or complete it online at www.highways.gov.uk/a2be

The closing date for responses is **11.45pm on 4 April 2018.**

Please refer to the scheme brochure **A2 Bean and Ebbsfleet junction improvements** when completing this questionnaire.





A2 Bean and Ebbsfleet junction improvements scheme statutory public consultation questionnaire

Please provide us with your name and address or if you would prefer your comments to be anonymous you can give us your postcode only.

Name: _____

Address: _____

Telephone: _____

Postcode: _____

Email: _____

Organisation (if applicable): _____

If would you like to go on our email database for updates please tick this box.

Under Section 47 of the Planning Act 2008, we are required to consult with the local community on Nationally Significant Infrastructure Projects of which A2 Bean and Ebbsfleet junction improvements is one. The consultation questionnaire is an important part of the consultation process as listed in the Statement of Community Consultation. Following the consultation period, we will produce a consultation report to summarise the views and comments received and outline how they have been taken into account in developing the scheme further. We will send this report to the Planning Inspectorate as part of the Development Consent Order application which is planned for autumn 2018.

The information you provide will be kept in a secure environment only accessible by Highways England and the specific contractor(s) working with us on this project. Your personal information will not be shared with any other individuals or organisations, beyond the provisions set out in the Freedom of Information Act 2000 and Environmental Regulations Act 2004. The information you submit will only be used in support of the purpose specified in this survey. Personal details are collected only to ensure entries are not duplicated and to contact correspondents if necessary. All personal details will be deleted at the end of the survey analysis period.

Please tick appropriate boxes ✓

Have your say

Bean junction

1. To what extent do you agree or disagree that the following aspects of the scheme will address current issues and why? (See plans on pages 6-7 of the brochure)

Bean Junction Proposals	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Don't know
1. Enlarging the two roundabouts.						
2. A new southbound bridge.						
3. Using traffic signal controls to improve traffic flow.						
4. An additional slip road for eastbound traffic.						
5. Removal of the hard shoulder between the Bean and Ebbsfleet junctions.						

Please explain the reasons for your response indicating which proposal number.

2. For Bean junction we have provided two drawings and reasons for and against keeping the **slip road open or closing it from the B255 to the A296**. Which of the two options below do you prefer and why? (See page 10 of the brochure)

Option 1 – Slip road from B255 to A296 - **Kept open**

Option 2 – Slip road from B255 to A296 - **Closed**

Please explain the reasons for your response.

Ebbsfleet junction

3. To what extent do you agree or disagree the following aspects of the scheme will address current issues and why? (See plans on pages 8-9 of the brochure)

Ebbsfleet Junction Proposals	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Don't know
1. Enlarging the two roundabouts.						
2. Using traffic signal controls to improve traffic flow.						
3. The link road widened between the roundabouts from a single carriageway to a two-lane carriageway.						
4. Widening the eastbound slip road to the A2.						
5. Widening the westbound slip road to the A2.						
6. Retaining the slip roads off the A2.						

3

Please explain the reasons for your response indicating which proposal number.

4. For Ebbsfleet Junction we have provided two drawings and reasons for and against combining the two slip road accesses to Hall Road and the A2. (See page 11 of the brochure for details).

Which of the two options do you prefer and why?

Option 1 – One single slip road from Ebbsfleet east roundabout that divides to serve both Hall Road and the A2.

Option 2 – Two separate slip roads from Ebbsfleet east roundabout, one to Hall Road and the other to the A2.

Please explain the reasons for your response.

5. Gantries

Some gantries (overhead signs) are being relocated. (See pages 6 - 9 of the brochure for the plans of each junction).

Will this have any impact on you?

Yes No Don't know

If yes please explain how.

6. Pedestrian and cycling routes

We are looking to include pedestrian and cycle routes in the scheme. To help us work out routes for you please tell us the route(s) you usually take for walking and or cycling journeys at the junctions indicating where you start and finish.

6a. Bean junction

Walking

Where you start _____

The route _____

Where you finish _____

Cycling

Where you start _____

The route _____

5

Where you finish _____

6b. Ebbsfleet junction

Walking

Where you start _____

The route _____

Where you finish _____

Cycling

Where you start _____

The route _____

Where you finish _____

7. Overall what is your opinion of the scheme?

Very favourable	Favourable	Neutral	Unfavourable	Very unfavourable	Don't know

8. Is there anything else you would like to tell us about the proposed scheme?

9. Please let us know about your travel habits at both Bean and Ebbsfleet junctions

9a. How do you travel across Bean junction and Ebbsfleet junction, if at all?

Tick as many boxes as apply.

	Bean	Ebbsfleet
Car	<input type="checkbox"/>	<input type="checkbox"/>
Bus	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle	<input type="checkbox"/>	<input type="checkbox"/>
Lorry	<input type="checkbox"/>	<input type="checkbox"/>
Van	<input type="checkbox"/>	<input type="checkbox"/>
Motorcycle	<input type="checkbox"/>	<input type="checkbox"/>
Other (please write in)		
<hr/>		
I don't travel through this junction	<input type="checkbox"/>	<input type="checkbox"/>

9b. How often do you travel across Bean and Ebbsfleet junctions?

	Bean	Ebbsfleet
Every day	<input type="checkbox"/>	<input type="checkbox"/>
A few times a week	<input type="checkbox"/>	<input type="checkbox"/>
Once a week	<input type="checkbox"/>	<input type="checkbox"/>
Several times a month	<input type="checkbox"/>	<input type="checkbox"/>
Once a month	<input type="checkbox"/>	<input type="checkbox"/>
Several times a year	<input type="checkbox"/>	<input type="checkbox"/>
Rarely	<input type="checkbox"/>	<input type="checkbox"/>
Never	<input type="checkbox"/>	<input type="checkbox"/>

9c. At what time of day do you use Bean and Ebbsfleet junctions? (tick as many boxes as apply)

	Bean	Ebbsfleet
Weekdays 8am-9am	<input type="checkbox"/>	<input type="checkbox"/>
Weekdays 5pm-6pm	<input type="checkbox"/>	<input type="checkbox"/>
Weekdays outside these times	<input type="checkbox"/>	<input type="checkbox"/>
Weekends at any time	<input type="checkbox"/>	<input type="checkbox"/>

9d. What is the purpose of your journeys through the junctions? (tick as many boxes as apply)

	Bean	Ebbsfleet
Travelling to and from work	<input type="checkbox"/>	<input type="checkbox"/>
Business/commercial	<input type="checkbox"/>	<input type="checkbox"/>
Shopping	<input type="checkbox"/>	<input type="checkbox"/>
Leisure/recreation	<input type="checkbox"/>	<input type="checkbox"/>
School run	<input type="checkbox"/>	<input type="checkbox"/>
Other (please specify)		

10. About the consultation

10a. How did you find out about this consultation?

Received a letter / email from Highways England	<input type="checkbox"/>
A poster	<input type="checkbox"/>
A newspaper advert	<input type="checkbox"/>
Local newspaper article	<input type="checkbox"/>
Highways England website	<input type="checkbox"/>
Local Council website	<input type="checkbox"/>
Social media	<input type="checkbox"/>
Other (please specify)	

10b. Have you found the brochure and other printed materials and web information helpful in answering your questions?

Yes To some extent No

10c. Have you found our public exhibitions helpful in answering your questions?

Yes To some extent No Did not attend

10d. Do you have any other comments on this consultation? If so please provide details below.

Thank you for taking the time to share your views with us.

Please submit your completed questionnaire by 11:45pm on 4 April 2018.

You can submit your completed questionnaire:

Online at: www.highways.gov.uk/a2be

By post: **Freepost A2BE Public Consultation**

Email us at: A2BeanandEbbsfleetJunctionsImprovements@highwaysengland.co.uk

Equality and diversity

To ensure we are meeting our diversity guidelines please help us by filling in the following section of this questionnaire. The information will only be used by Highways England to monitor its effectiveness at consulting with the whole community. This information will not be used for any other purpose and in publishing the results individuals will not be identified. **(Please tick the appropriate boxes)**

Age

Under 18 18-24 25-34 35-44 45-54 55-64 Over 65

Gender

Male Female Prefer not to say

Ethnic group

British or Mixed British

English Irish Scottish Welsh Other (specify if you wish)

South Asian

Bangladeshi Indian Pakistan Other (specify if you wish)

Black

African Caribbean Other (specify if you wish)

East Asian

Chinese Japanese Other (specify if you wish)

Mixed

Please specify if you wish

Any other ethnic background

Please specify if you wish Prefer not to say

Do you follow a religion or faith?

Yes No Prefer not to say

Do you consider yourself to have a disability?

Yes No Prefer not to say

If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.

Contact us

If you have any queries relating to A2 Bean and Ebbsfleet junction improvements scheme, please contact us at **A2BeanandEbbsfleetJunctionsImprovements@highwaysengland.co.uk**

For the latest information and updates, please visit our website **www.highways.gov.uk/a2be**

If you have any queries relating to Highways England, you should contact our customer contact centre on **0300 123 5000** or email **info@highwaysengland.co.uk**

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This document is also available on our website at www.gov.uk/highways

If you have any enquiries about this publication email info@highwaysengland.co.uk or call **0300 123 5000**. Please quote the Highways England publications code **PR194/17** Highways England, Creative GFD17_0051

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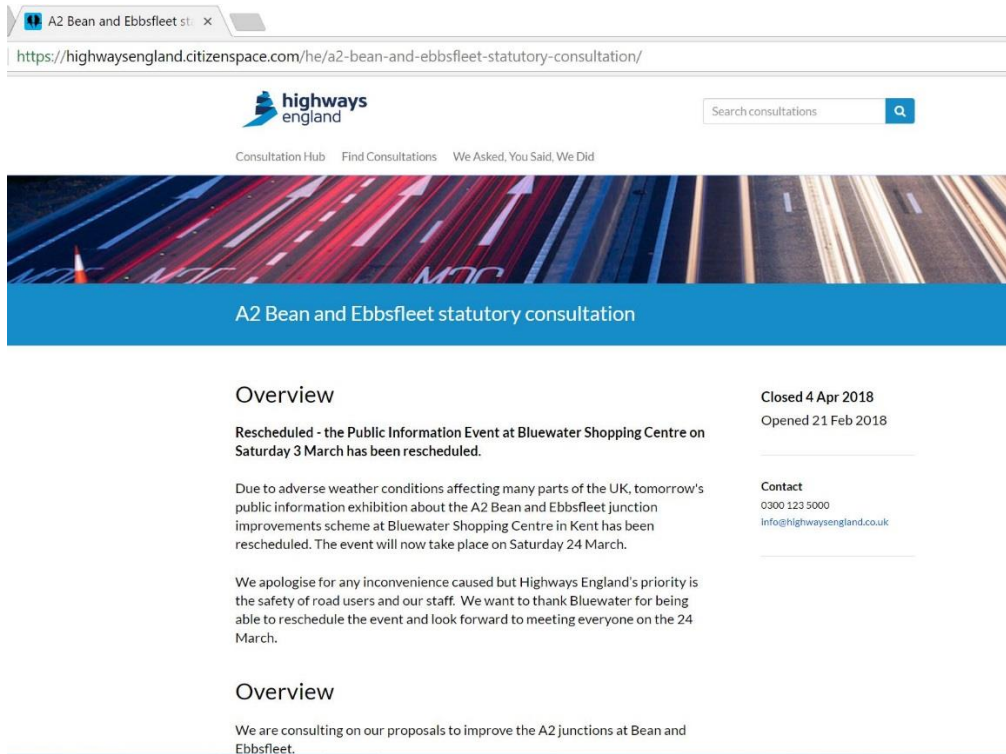
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Appendix D: Photos of consultation events, social media posts and online consultation portal

Screenshot of Highways England's Citizen Space portal for online consultation responses:



Public information exhibition at Heritage Hall, 21 February 2018



Public information exhibition at Bluewater Shopping Centre, 24 March 2018



Social media screenshots promoting the public consultation:





EDC @ebbsfleetdc · 3h

There's just two weeks left for you to have your say on the proposed A2 improvements around Ebbsfleet Garden City. And the final public event is tomorrow. Details here buff.ly/2G0qoDH



🗨️ ↻ 1 📧



Gravesham Council @graveshambc · 22h

A2 Bean and Ebbsfleet Junction improvements scheme - two weeks left to respond. Find out more details of the consultation on our website gravesham.gov.uk/home/news-and-...

🗨️ ↻ 1 📧

A2 Bean and Ebbsfleet junction improvements

Consultations

Current

Future

Closed

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Consultation Home

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Register

Log in

Help

Highways England are consulting on their proposals to improve the A2 junctions at Bean and Ebbsfleet.

Ends: 04 Apr 2018



Highways England statutory public consultation on the proposed A2 Bean and Ebbsfleet Junction improvements scheme launched on Wednesday 21 February.

There is just 2 weeks to go until the consultation closes on 4 April.

If you haven't already responded to the consultation, we encourage you to provide your feedback on the scheme. This will help Highways England better understand the local area and any potential impacts the scheme may have on the community.

One of the best ways to find out more about our proposals is to visit a public consultation exhibition, where you will also be given the opportunity to speak to members of the project team who will be happy to answer your questions.

There is one public information exhibition remaining:

Venue	Date and Time
Bluewater Shopping Centre, Dartford, DA9 9ST	*Saturday 24 March 2018 09:00 – 21:00

** Please note this was originally scheduled for the 3rd March 2018 but was rescheduled due to adverse weather.*

You can respond to the consultation by:

- ▶ Completing a Questionnaire online at www.highways.gov.uk/a2be
- ▶ Completing a Questionnaire through any of the deposit points listed on the website.
- ▶ Place your Questionnaire in a large envelope and send it to our freepost address: FREEPOST A2BE Public Consultation. No stamp required.

Please note that the closing date for responses is **11.45PM on 4 April 2018**.

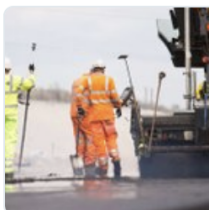
You can view the consultation materials on the project website:

<http://www.highways.gov.uk/a2be>



Community Engagement @communityengage · Mar 21

There are just two weeks left to respond to the @HighwaysSEAST @HighwaysEngland consultation on the **A2 Bean and Ebbsfleet Junction improvements** scheme. All information is available at:



A Highways England road project | A2 Bean and Eb...

roads.highways.gov.uk





We Love Dartford @welovedartford · Mar 15

@HighwaysEngland are currently consulting on proposals to improve the **A2** junctions at both **Bean and Ebbsfleet**. For more information and to take part, visit roads.highways.gov.uk/projects/a2-be... the consultation closes on the 4th April 2018.



A Highways England road project | A2 Bean and Eb...
roads.highways.gov.uk



Community Engagement @communityengage · Mar 21

There are just two weeks left to respond to the @HighwaysSEAST @HighwaysEngland consultation on the **A2 Bean and Ebbsfleet** Junction improvements scheme. All information is available at:



A Highways England road project | A2 Bean and Eb...
roads.highways.gov.uk



Appendix E: Statement of Community Consultation (SoCC)



Regional Investment Programme A2 Bean and Ebbsfleet Junction Improvements Statement of Community Consultation



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1. Introduction

1.1 Highways England is publishing this Statement of Community Consultation (SoCC) in connection with proposed improvements to the A2 at the Bean and Ebbsfleet junctions (the Scheme). The purpose of this document is to set out how we will consult the local community about our proposal. The document also provides background to the project and how the application to build it will progress.

2. The Application

2.1 Highways England is developing this Scheme under the Planning Act 2008 and is publishing this statement under Section 47 of that Act. Highways England has consulted with Kent County Council, Dartford Borough Council, Gravesham Borough Council, and Ebbsfleet Development Corporation as the local authorities responsible for the area where the project will be built, about plans to consult the local community.

2.2 The Planning Act 2008 requires Highways England to make an application to the Secretary of State through the Planning Inspectorate for a Development Consent Order (DCO) to build the Scheme. The Secretary of State's role is to consider whether authorisation should be given for major infrastructure projects like this Scheme. Highways England anticipates that a DCO application for the Scheme will be submitted in autumn 2018. The Planning Inspectorate will examine the DCO application and the Secretary of State will decide on whether the Scheme should go ahead.

2.3 Whilst the National Planning Policy Framework (NPPF) sets out the Government's requirements of the planning system, Government policy relating to the development of the national road network is set out in the National Networks National Policy Statement (NNNPS). This provides the framework for DCO applications to be considered against. More information road infrastructure projects can be found on the Government's website:
<https://www.gov.uk/government/.../national-networks-national-policy-statement>

2.4 The six steps to the application process are:

- a. Pre-application – statutory consultation
- b. Acceptance – the Planning Inspectorate has 28 days to decide if the application meets the required standards to proceed to 'examination'
- c. Pre- examination
 - You can register as an interested party and be kept informed of progress and opportunities to put your case forward
 - Inspectors will hold a Preliminary Meeting and set the timetable for examination
- d. Examination
 - You can send in your comments in writing and request to speak at a public hearing
 - The Inspectorate has 6 months to carry out the examination
- e. Decision
 - A recommendation to the relevant Secretary of State will be issued by the Inspectorate within 3 months
 - The Secretary of State has a further 3 months to issue a decision on the proposal
- f. Post- decision – there is the opportunity for legal challenge

2.5 When Highways England submits its DCO application, the Secretary of State must consider whether our consultation has been adequate. This pre-application consultation will be important in relation to the examination process that follows after an application is accepted by the Planning Inspectorate. Therefore, the best time to provide feedback on this Scheme is now by taking part in this pre-application consultation.

You can find more information about the Planning Inspectorate and the Planning Act 2008 on the Gov.uk website: <https://infrastructure.planninginspectorate.gov.uk> or by calling the Planning Inspectorate on 0303 444 5000. More information about the Bean and Ebbsfleet junction improvements can be found on Highways England's website: www.highways.gov.uk/a2be

3. The Scheme

3.1 In December 2014, the Department for Transport published its Road Investment Strategy (RIS) for 2015-2020. The RIS sets out the list of schemes that are to be delivered by Highways England over the period covered by the RIS (2015 - 2020). The RIS identified improvements to the A2 Bean and Ebbsfleet junctions as one of the key investments in the Strategic Road Network for the London and south east region.

3.2 The A2 Bean and Ebbsfleet junctions are situated on the A2 trunk road, approximately 1.2 miles apart (2km) within north Kent. The Bean junction connects the A296 and B255 and provides access to the Bluewater regional shopping centre, the A2, Crossways Business Park, Darent Valley Hospital and the wider area and is particularly busy at weekends. The Ebbsfleet junction serves the wider area and Ebbsfleet International Rail Station, connects the A2 to the A2260 and will also provide access to the new and ongoing developments.

3.3 Highways England has considered a number of options for both junctions.

Following a detailed review of these proposals, we concluded that there is one option for each junction which meets the Scheme objectives:

- The proposed Bean junction improvements broadly follow the existing road layout but with an additional bridge over the A2 adjacent to the existing bridge and a new slip road on to the A2 for eastbound traffic. It retains the existing junction layout but with the current roundabouts enlarged and converted to traffic signal control. A new bridge over the A2 for southbound traffic is provided to the east of the existing Bean Lane Overbridge, which is retained for northbound traffic.
- The proposed Ebbsfleet junction improvements broadly follow the existing road layout but with the existing roundabouts enlarged and with traffic signal control. Access is provided at the junctions to the new and ongoing developments. The link road between the roundabouts is widened from the existing single carriageway to a dual two-lane carriageway. The existing eastbound and westbound slip roads from the A2 are retained. The eastbound and westbound slip roads to the A2 are widened.

3.4 The Delivery Plan indicates that Highways England expects to start construction in 2020.

3.5 The Bean and Ebbsfleet junctions will need to accommodate new developments and the wider growth planned in the area:

- The Ebbsfleet Garden City development will create up to 15,000 new homes and more than 30,000 jobs could be created. This development is already underway. (Source: Ebbsfleet Development Corporation).
- Growth in Dartford is taking place already (excluding Ebbsfleet): 3,438 houses have been built in the last five years; a further 340 are under construction; and 8,900 have been granted permission (April 2017). Most of these houses are situated north of the A2 and east of Dartford town centre, and will use Bean junction.

3.6 Traffic modelling has indicated that without improvements to both junctions, the road network will become highly congested resulting in considerable delays and associated environmental issues. The developments and planned growth will result in traffic using the A2 Bean junction (including the A296) increasing by 50-60% during weekday and weekend peak periods by 2037 compared to 2014 traffic levels. They will also result in traffic using the A2 Ebbsfleet junction increasing between 170 – 200% during weekday peak periods by 2037 compared to 2014 traffic levels.

3.7 This Statement of Community Consultation relates to A2 Bean and Ebbsfleet junction improvements scheme and is not a consultation exercise for any other road schemes in this area. The Scheme takes account of proposed locally consented growth but does not include the London Resort Company Holdings (LRCH)

proposals for their development on the Swanscombe peninsula. LRCH are preparing to submit a separate DCO application for their development including their plans for the Ebbsfleet junction and currently plan to undertake a separate public consultation in the second quarter of 2018.

4. Consulting the community

4.1 In accordance with section 47 of the Planning Act 2008, Highways England is consulting people living in the vicinity of the Scheme.

4.2 Between January and March 2017, Highways England consulted the local community and statutory consultees on the options at each junction. More details of previous consultation exercise and the outcomes are included in the Stage 2 Report on Public Consultation available:

- on request from Highways England
- from the Highways England consultation website www.highways.gov.uk/a2be
- and for the duration of this consultation period at the locations listed below in Pt.22 of this Statement of Community Consultation.

4.3 We want to make sure that the local community, the residents, local interest groups, businesses, visitors and road users can fully understand the Scheme and comment on our proposals. To do this we are holding a six-week public consultation between February and April 2018, during which we will provide consultation information on various issues including:

- Preferred option for the junction layouts
- Scheme objectives
- Overall impacts of the Scheme
- Environmental assessments and potential environmental impacts
- Environmental mitigation measures
- Arrangements during construction of the Scheme.

4.4 We have listened to statutory consultees who requested we broaden the geographical scope of the exhibition venues. Following research into their suggestions, we are proposing to hold public information exhibitions at six venues, which are outlined below in Section 20.

- The requirement for certain projects to report their effects on the environment is derived from EU legislation and adopted into UK legislation notably the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and the related Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. Due to the likelihood of significant environmental effects a statutory Environmental Impact Assessment (EIA) is required to be undertaken to inform the Scheme and an Environment Statement will report on the likely significant effects taking into account mitigation measures. To inform the statutory consultation, we will be publishing a report on the preliminary environmental information, potential environmental effects of the Scheme and possible measures proposed to reduce more effects. We will be seeking views on the information contained in the report.

- At the same time as consulting the local community we will also consult a wide range of statutory consultees in accordance with Section 42 of the Planning Act, which include:
 - The host and neighbouring local authorities including Ebbsfleet Development Corporation
 - Statutory bodies (such as Environment Agency)
 - People with an interest in land that might be affected by the Scheme.

4.5 Our public consultation will begin on 21 February 2018 and run for six weeks. The full details are outlined in this table:

Method	Detail
<p>Public Information Exhibition</p>	<p>Public information exhibitions will be held on:</p> <ul style="list-style-type: none"> • Wednesday 21 February 2018, 2pm – 6pm Heritage Community Hall, Craylands Lane, Swanscombe, DA10 0LP • Saturday 24 February 2018, 10am – 3pm Bean Youth and Community Centre, High Street, Bean, Dartford, DA2 8AS • Saturday 3 March 2018, 9am – 9pm Bluewater Shopping Centre, Dartford, DA9 9ST • Saturday 10 March 2018, 10am – 3pm Eastgate, Springhead Parkway, Northfleet, DA11 8AD • Thursday 15 March 2018, 7am – 9am / 3pm – 7pm Ebbsfleet International Station, Dartford, DA10 1EB • Saturday 17 March 2018, 10am – 2pm Stone Pavilion, Hayes Road, Stone, DA9 9DS <p>The exhibitions will be held over a six-week period from 21 February – 4 April 2018. They will give people an opportunity to view Scheme proposals, talk to the project team and provide comments.</p> <p>The public will be informed of the exhibition through channels including advertisements in appropriate local newspapers, via our website, the media, direct communications and project updates.</p> <p>A public information event for statutory consultees will be held on:</p> <ul style="list-style-type: none"> • Wednesday 21 February 2018, 12pm – 2pm Heritage Community Hall, Craylands Lane, Swanscombe, DA10 0LP

	<p>The Media will be invited on:</p> <ul style="list-style-type: none"> Wednesday 21 February 2018, 10.30am – 12pm Heritage Community Hall, Craylands Lane, Swanscombe DA10 0LP <p>Feedback forms will be available at the exhibition events for members of the public to record their comments and these can either be left with the project team and/or sent back separately via the address noted below.</p>
Project website	<p>A full summary of the project, copies of the supporting project documents and a feedback form will be provided on a dedicated project website: www.highways.gov.uk/a2be</p> <p>This website will be updated on the morning of the first day of the public consultation.</p>
Project summary leaflet	<p>A letter with details of the public information exhibitions will be delivered to approximately 90,000 homes and businesses in the consultation zone shown in Appendix 1.</p>
Council and community / area forum briefings	<p>Local councils and community / area forums within whose area the Scheme will be carried out will be offered briefings to discuss the proposal including local forums as advised by local authorities.</p>
Stakeholder Forum briefings	<p>When invited, and where it is possible to do so, the project team will attend meetings of local community groups affected by the proposal.</p>
Establishing Stakeholder Groups	<p>Having built a relationship with the local community, we will consider, in consultation with relevant town and parish councils and community / area forums, whether there is benefit in establishing a stakeholder group, to which we would invite local community nominated representatives to discuss our proposals. If a similar stakeholder group is already in existence or established by the relevant local authorities, we will participate when invited.</p>
Road Users	<p>As well as e-mailing road users registered with us we will be working with road user groups to publicise our consultation and using social media to reach road users.</p>
Hard to reach groups	<p>We will be working with our local authority partners to ensure our consultation is wide reaching. Making greater use of social media is part of the approach to increasing the response from all groups.</p>
Project updates	<p>At the launch of the consultation and at the point at which Highways England submits the DCO application, project updates will be produced, providing details on the proposals and reporting on the outcome of the consultation process respectively. These will be distributed to residents</p>

	and community groups via the project leaflets mentioned above, by e-mail to road users who have registered for further communications on our website, and to Town Councils and community / area forums who wish to receive them. Copies will be made available on our website and provided on request by the project team.
Consultation feedback	Written comments can be made either online at www.highways.gov.uk/a2be or in writing to: Freepost A2BE Public Consultation
Press advertising	Adverts will be placed in local newspapers at the launch of the consultation and reminders will be placed ahead of the exhibition events. The consultation will be advertised in: <ul style="list-style-type: none"> • Gravesham and Dartford Messenger (two weeks) • London Gazette (one week) • The Times (one week)
Media	A media pack will be written outlining media choice and including a Press Release with details of the consultation and how the community and road users can participate. Highways England Press office will invite key media outlets to the media event.
Posters	Posters will be distributed throughout the community to locations including brochure deposit points, community halls and parish councils.
Social Media	The consultation will be advertised on <ul style="list-style-type: none"> • Highways England: Twitter feed - @HighwaysSEAST • Gravesham Borough Council: Twitter and Facebook • Ebbsfleet Development Corporation: Facebook • Dartford Borough Council: Twitter

4.6 Any activities that cannot be undertaken due to circumstances beyond our control will be substituted with similar activities.

5. Documents available for inspection

5.1 Scheme summary information, this updated Statement of Community Consultation, policy guidance documents and other relevant technical documents listed in Appendix 3 will be available online and will be added to throughout the course of the project at www.highways.gov.uk/a2be and will be available to view, free of charge during the consultation, at the inspection locations listed below:

Location	Opening times
Dartford Borough Council Civic Centre Home Gardens Dartford	Monday 8.45am - 5.15pm Tuesday 8.45am - 5.15pm Wednesday 8.45am - 5.15pm

Regional Investment Programme
A2 Bean and Ebbsfleet Junction
Statement of Community Consultation



DA1 1DR	Thursday 8.45am - 5.15pm Friday 8.45am - 4.45pm
Swanscombe and Greenhithe Town Council The Groves Swanscombe DA10 0GA	Monday 9.30am - 4.00pm Tuesday 9.30am - 4.00pm Wednesday by appointment Thursday 9.30am - 4.00pm Friday 9.30am - 4.00pm

5.2 Public consultation brochures and survey questionnaires will be available at:

Location	Opening times
Bean Youth and Community Centre High Street Bean Dartford DA2 8AS	Monday 9.00am–10.00pm Tuesday 9.00am–10.00pm Wednesday 9.00am–10.00pm Thursday 9.00am–10.00pm Friday 9.00am–10.00pm Saturday 9.00am–8.00pm Sunday 9.00am–8.00pm
Greenhithe Library 45 London Road Greenhithe DA9 9EJ	Tuesday 1.00pm - 5.30pm Thursday 1.00pm - 5.30pm Saturday 9.30am - 12.30pm
Fleetdown Library Swaledale Road Dartford DA2 6JZ	Tuesday 9.30am - 5.30pm Wednesday 1.30pm - 5.30pm Thursday 9.30am - 5.30pm Friday 9.30am - 5.30pm Saturday 10.00am - 2.00pm
Longfield Library 49 Main Road Longfield DA3 7QT	Tuesday 1.00pm - 6.00pm Wednesday 9.00am - 1.00pm Thursday 9.00am - 1.00pm Friday 1.00pm - 6.00pm Saturday 10.00am - 2.00pm
Swan Valley Library Swanscombe Library Discovery Centre Southfleet Road Swanscombe DA10 0BZ	Monday 10.00am - 2.00pm Tuesday 10.00am - 2.00pm Wednesday 1.00pm - 5.00pm Friday 1.00pm - 5.00pm Saturday 10.00am - 2.00pm
Temple Hill Community Centre Temple Hill Square Dartford DA1 5HY	Monday 8.30am – 5pm Tuesday 8.30am – 5pm Wednesday 8.30am – 5pm Thursday 8.30am – 5pm Friday 8.30am – 5pm
Coldharbour Road Library 3 Coldharbour Road Northfleet DA11 8AE	Monday 9.00am - 6.00pm Tuesday 9.00am - 8.00pm Wednesday 9.00am - 6.00pm Thursday 9.00am - 6.00pm Friday 9.00am - 6.00pm Saturday 9.00am - 5.00pm

Hive House Library Hive House Northfleet DA11 9DE	Monday 9.00am - 12.30pm Tuesday 9.00am - 12.30pm Thursday 2.00pm - 5.00pm Friday 2.00pm - 5.00pm Saturday 10.00am - 2.00pm
Gravesend Library Windmill Street Gravesend DA12 IBE	Monday 9:00am – 6.00pm Tuesday 9:00am – 6.00pm Wednesday 9:00am – 6.00pm Thursday 9:00am – 6.00pm Friday 9:00am – 6.00pm Saturday 9:00am – 5.00pm
Gravesham Borough Council Civic Centre Windmill Street Gravesend DA12 1AU	Monday 9.00am – 5.00pm Tuesday 9.00am – 5.00pm Wednesday 9.00am – 5.00pm Thursday 9.00am – 5.00pm Friday 9.00am – 5.00pm
County Hall Maidstone Kent ME14 1XQ	Monday 8:00am – 6.00pm Tuesday 8:00am – 6.00pm Wednesday 8:00am – 6.00pm Thursday 8:00am – 6.00pm Friday 8:00am – 6.00pm
Stone Pavilion Hayes Road Stone Greenhithe DA9 9DS	Monday 9.00am – 5.00pm Tuesday 9.00am – 5.00pm Wednesday 9.00am – 5.00pm Thursday 9.00am – 5.00pm Friday 9.00am – 5.00pm Saturday 9.00am – 5.00pm Sunday 10.00am – 4.00pm

6. Next steps

6.1 Comments made during the consultation will be recorded and carefully considered by Highways England and will be taken into account in developing the Scheme. An explanation of how comments received have shaped and influenced our Scheme will be reported in a Consultation Report prepared by Highways England which will accompany the DCO application as required by Section 37(3) (c) of the Planning Act 2008. The Planning Inspectorate will decide whether the application meets the required standards to proceed to examination, and will determine whether Highways England's pre-application consultation has been adequate.

6.2 Highways England need to collect and assess all responses to consultation before compiling the DCO application to the Planning Inspectorate. To allow time to do this, it must receive feedback by Wednesday 4 April 2018.

6.3 If you want to contact us or find out more about this Scheme, you can:

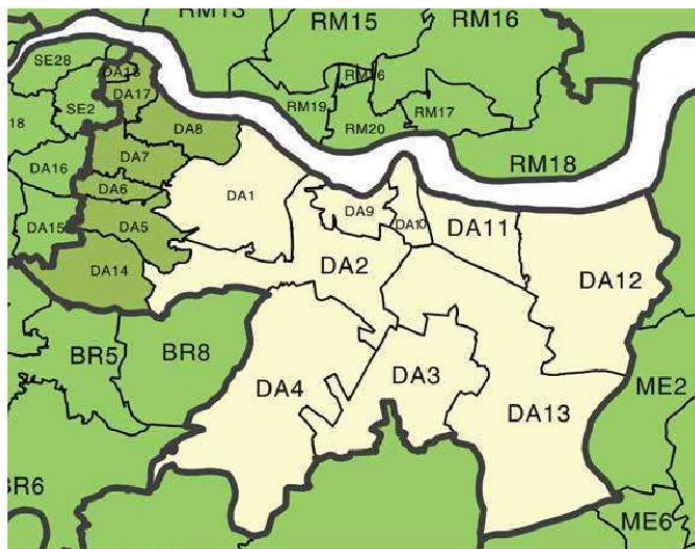
- Visit the scheme webpage: www.highways.gov.uk/a2be
- E-mail us: info@highwaysengland.co.uk
- Call us: 0300 123 5000
- Write to us: Freepost A2BE Public Consultation

- **Visit:**
 - Kent County Council website: www.kent.gov.uk
 - Dartford Borough Council website: www.dartford.gov.uk
 - Gravesham Borough Council website: www.gravesham.gov.uk
 - Swanscombe and Greenhithe Town Council website:
<http://swanscombeandgreenhitetowncouncil.gov.uk>
 - Ebbsfleet Development Corporation website: <http://ebbsfleetdc.org.uk/>

Appendices

Appendix 1 – Consultation zone

Map of proposed resident letter distribution area



Within each postcode boundary shown in the map above, residential and business premises in the following postcodes will receive a letter informing them of the public consultation:

- **DA1 1** Dartford, Kent
- **DA1 2** Dartford, Kent
- **DA1 3** Dartford, Kent
- **DA1 5** Dartford, Kent
- **DA2 6** Dartford, Kent
- **DA2 7** Dartford, Kent
- **DA2 8** Dartford, Kent
- **DA3 7** Longfield, Kent
- **DA3 8** Longfield, Kent
- **DA4 9** Dartford, Kent
- **DA9 9** Greenhithe, Kent
- **DA10 0** Swanscombe, Kent
- **DA10 1** Swanscombe, Kent
- **DA11 0** Gravesend, Kent
- **DA11 7** Gravesend, Kent
- **DA11 8** Gravesend, Kent
- **DA11 9** Gravesend, Kent
- **DA12 1** Gravesend, Kent
- **DA12 2** Gravesend, Kent
- **DA12 4** Gravesend, Kent
- **DA12 5** Gravesend, Kent
- **DA13 9** Gravesend, Kent

Appendix 2 – Local authorities

Statutory authorities affected by the Scheme

- Kent County Council
- Dartford Borough Council
- Gravesham Borough Council
- Ebbsfleet Development Corporation

Town and parish councils

- Swanscombe & Greenhithe Town Council
- Bean Parish Council
- Stone Parish Council
- Southfleet Parish Council

Adjoining local authorities

- Greater London Authority
- Thurrock Council
- Surrey County Council
- London Borough of Bromley
- London Borough Bexley
- Medway Council
- Tonbridge and Malling Borough Council
- Sevenoaks District Council

Other

- Transport for London

Appendix 3 - Documents to be made available for inspection at inspection locations listed in section 16:

- Scheme brochure
- Survey questionnaire
- Map of route
- Plans of the Scheme
- Statement of Community Consultation
- Notice of application
- Previous consultation feedback reports
- Options Report
- Needs case
- Scheme factsheet
- The Planning Act fact sheet
- Preliminary Environmental Information Report

Please note: this Statement of Community Consultation relates to A2 Bean and Ebbsfleet junction Improvements scheme and is not a consultation exercise for any other road schemes in this area.

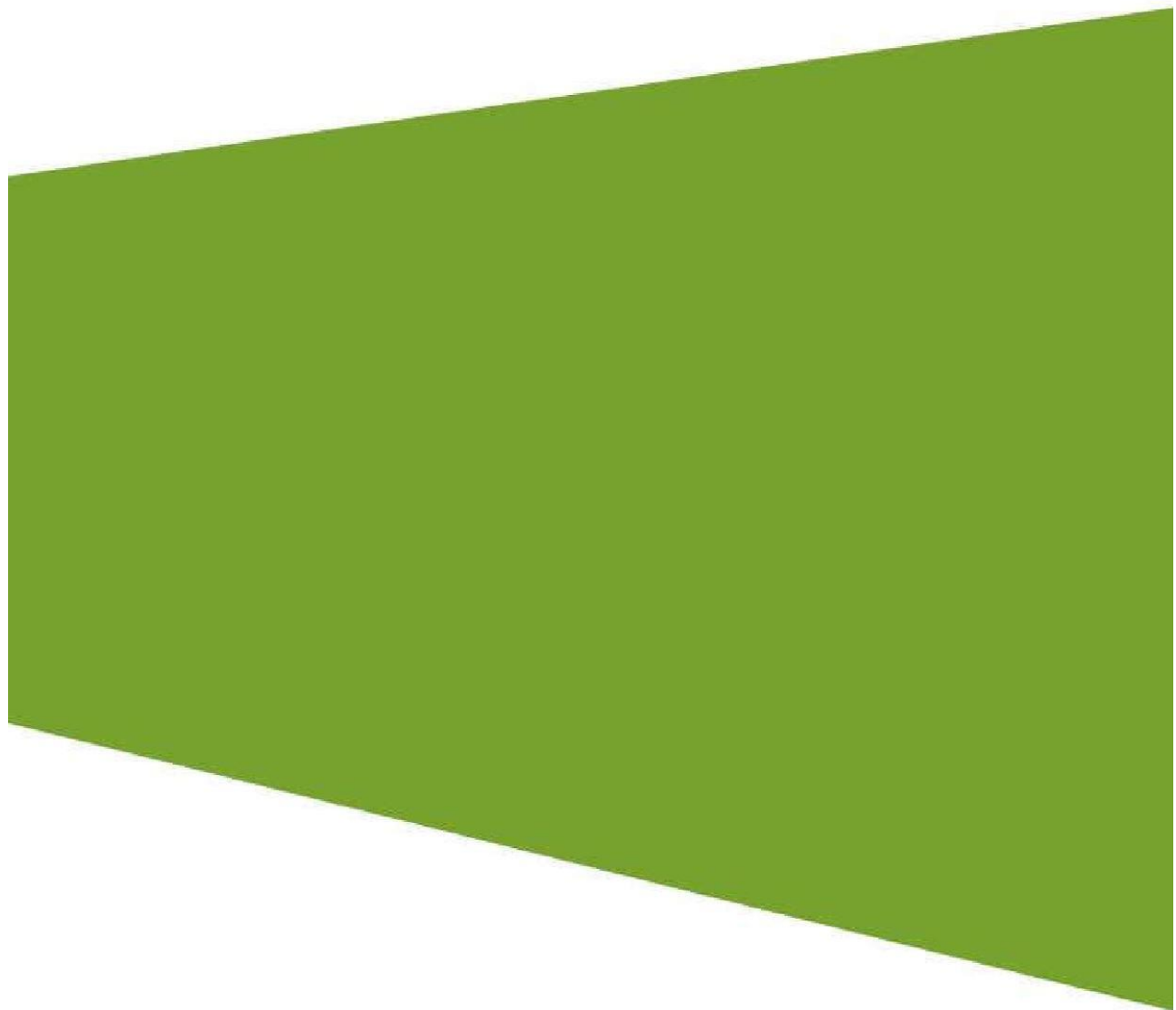
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Appendix F: Code frame

Q1. To what extent do you agree or disagree that the following aspects of the scheme will address current issues and why? MULTI

1. In favour of enlarging roundabouts – increases traffic flow
2. In favour of new southbound bridge
3. In favour of traffic signal controls
4. In favour of additional slip road for eastbound traffic
5. Against/reservations about traffic lights – will cause tailbacks or no improvements
6. Against removal of hard shoulder – safety and should be clear for emergencies
7. Existing eastbound slip road is adequate
8. Ebbsfleet housing development issues – additional traffic etc
9. Bluewater traffic issues
10. Against demolition of residential properties
11. Against land take – horse sanctuary etc
12. Against enlarging roundabouts
13. In favour of increasing capacity at junction
14. Lane drop issues – traffic bottlenecking
15. Scheme is inadequate – wrong solution
16. In favour of scheme (general, including flow, safety)
17. Further/alternative improvements to road network required or suggested
18. Keep slip road open (B255/A296)
19. Inadequate safety improvements/safety concerns
20. In favour of traffic lights in certain circumstances
21. Modify Hope Cottage roundabout
22. Modify southbound bridge
23. Against additional slip road for eastbound traffic
24. Negative impact on local businesses
25. Widen or add lanes to proposed and existing roads
26. In favour of removing hard shoulder
27. Disruption caused by construction
28. Environmental concerns – including air pollution
29. Requires confirmation of receipt
30. Comment unclear
31. Difficulty in understanding the plans

Q2. Which of the two options do you prefer and why? (slip road from B255 to A296 – open/closed) MULTI

1. Important to keep open – it works/useful
2. Increases traffic flow/reduces congestion
3. Necessary for Bluewater traffic
4. Filters/separates traffic
5. Keeps traffic away from junction/roundabouts
6. Access to A2
7. Closing slip road shifts congestion/pollution elsewhere – Bean, Swanscombe
8. Further/alternative improvements to road network required or suggested
9. Protects local businesses
10. Necessary for emergency vehicle/hospital access
11. Lorry parking issues
12. Better for road maintenance
13. Either option – no opinion
14. Agrees with reasons for closure
15. Encourages more use of A2
16. Improves safety
17. Disagrees with premise of question
18. Otherwise a longer journey if closed
19. Better for local road users
20. Comment unclear
21. Better choice of routes

22. Provides better access (unspecified)
23. Requires direct contact with Highway's England
24. Difficulty in understanding the plans

Q3. To what extent do you agree or disagree that the following aspects of the scheme will address current issues and why? MULTI

1. In favour of enlarging roundabouts
2. In favour of scheme (general)
3. In favour of increasing capacity at junction
4. Junction works well currently
5. Against/reservations about traffic lights – will cause tailbacks or no improvements
6. New developments/residential scheme references and concerns
7. Improves traffic flow now or in the future
8. In favour of traffic signal controls
9. Further/alternative improvements to road network required or suggested
10. No impact on archaeology
11. In favour of improving slip roads – widening/retaining
12. Impact of London Resort concerns
13. Necessary for Bluewater traffic
14. London Paramount development
15. Scheme is inadequate – wrong solution
16. In favour of traffic lights in certain circumstances
17. Scheme not needed
18. Not enough understanding/experience of the issues
19. Neutral
20. In favour of dual carriageway link road
21. Against widening of some slip roads
22. Against enlarged roundabouts
23. Bluewater traffic issues
24. Environmental concerns – including air pollution
25. Inadequate safety improvements/safety concerns
26. No comment
27. Difficulty in understanding the plans
28. Comment unclear

Q4. Which of the two options do you prefer and why? (slip road accesses to Hall Road and A2) MULTI

1. Reduces number of people changing lanes
2. Reduces confusion and/or accidents
3. Issues with Springfield Nurseries access
4. Impact on archaeology
5. Better merge with A2
6. Better capacity now or in the future – including more routes
7. Better traffic flow – eases congestion at roundabout etc
8. Current format works
9. Need for better signage
10. Two slip roads – confusing/unsafe
11. Easier/simpler
12. No strong opinion
13. Further/alternative improvements to road network required
14. Inadequate safety improvements/safety concerns
15. Reduces land take
16. Concerns about current traffic speed
17. Inadequate safety improvements/safety concerns

Q5. Some gantries are being relocated. Please explain how this will have an impact on you? MULTI

1. Happy with current locations

2. Better signage/lighting required
3. Should be placed at strategic locations
4. Happy with new locations
5. Insufficient information provided in consultation to allow comment
6. Changes may cause confusion
7. Further/alternative improvements to road network required or suggested
8. Concerns about visibility from residential properties

Q8. Is there anything else you would like to tell us about the proposed scheme? MULTI

1. In favour of scheme (general)
2. Missed opportunity – inadequate scheme
3. In favour of increasing capacity
4. Will improve traffic flow/ease congestion now or in future
5. Not spending enough to do job properly
6. Against traffic light control/needed in certain circumstances only
7. Will not alleviate congestion
8. Better provision for cyclists/pedestrians required
9. Concerns about construction – duration/timing
10. Against /concerns about land take
11. Inadequate safety improvements/safety concerns
12. Happy with Ebbsfleet scheme
13. HGV issues – blocking lanes etc
14. Public transport solution needed
15. Improvement long overdue
16. Congestion problems shifted elsewhere
17. Bluewater traffic issues
18. Environmental observations/concerns
19. Further/alternative improvements to road network required or suggested
20. Impact on local businesses
21. Concerns over Ebbsfleet housing development
22. Need to reduce travel in general
23. No additional comment
24. General concerns about residents
25. Observations on other specific locations apart from Bluewater
26. Scheme not needed
27. Difficulty in understanding the plans
28. emergency vehicle/hospital access

Q10a How did you find out about this consultation (other please specify)

1. Other

Q10d. Do you have any other comments on this consultation? MULTI

2. In favour of scheme (general)
3. Provision for cyclists/pedestrians – concerns/more information required
4. Consultation not wide enough
5. Sceptical that consultation views will not have an influence
6. Scheme is adequate / disappointing

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