



HIF consultation response analysis

Corporate Business Intelligence Team
August 2021

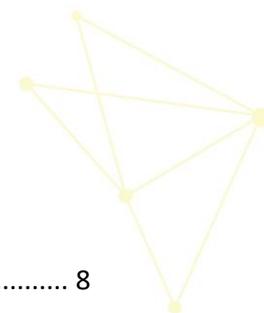
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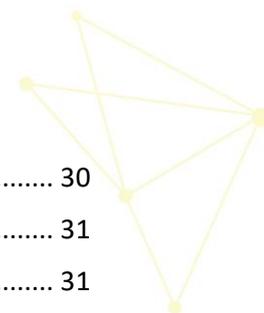
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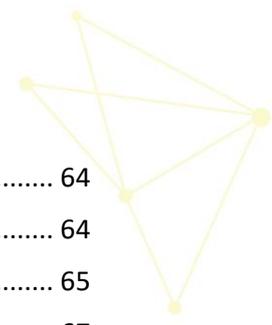
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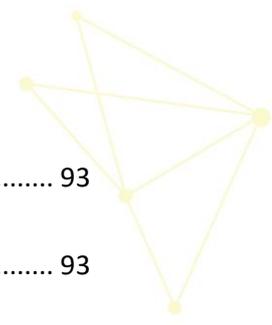
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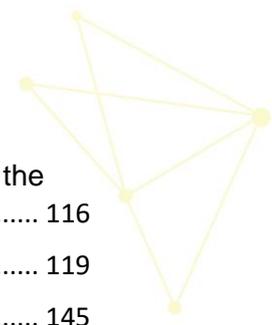
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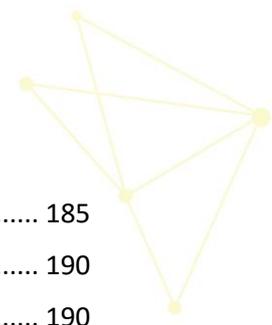
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INTRODUCTION

BACKGROUND

During 2020 Medway Council received confirmation from government that the Housing Infrastructure Fund application had been successful. As part of the Housing Infrastructure Fund, £170m was provided for the building of new roads, the provision of a new train station and passenger rail service and the delivery of environmental enhancements.

This funding package is important in order to deliver the essential infrastructures required to enable emerging growth proposals for 10,600 homes to come forward. The HIF proposals are intended to address the challenge of getting on and off the peninsula by providing three ways on and three ways off i.e. the new road linking the A289 to A228, the existing but improved Four Elms Hill junction and the new rail passenger service. This is in addition to the improvements being planned for Bells Lane, Ropers Lane, and Main Road junctions.

These investments to improve accessibility to and from the peninsula will be in place by 2024. The broad environmental improvements are looking to invest in new open spaces that will support wildlife, landscape features and, where appropriate, new footpaths and cycleways. These will complement local movement around the area for both existing and new residents.

Plans were produced outlining the road, rail and environment works. A consultation process was undertaken in the first three months of 2021 where the public and organisations were asked for their views about these plans.

METHOD

A digital survey took place between 11 January and 6 April 2021. The questionnaire was designed by Medway Council and hosted on the Medway Council website. A consultation leaflet explaining the project and consultation was sent to residents in affected areas on the peninsula inviting residents to visit the Medway Council website and complete the questionnaire. A paper copy was also available on request.

There were online meetings with different groups throughout the period and respondents were able to email in submissions and comments. These email submissions have been considered separately. Due to Coronavirus restrictions venues such as libraries could not be used as part of the consultation process.

The questionnaire consisted of both closed and open questions divided into three sections including: highways proposals, railway proposals and strategic environmental management scheme. All respondents were asked if they were responding as an individual, an organisation or an elected representative. Additional demographic data collected from individuals completing the questionnaire included: sex, age, ethnicity, long term health problem or disability and area (postcode sector).

A total of 557 surveys were submitted, with five invalid questionnaires, these five questionnaires contained no information. Therefore, overall a total of 552 surveys were included in this consultation.



RESPONSE AND STATISTICAL RELIABILITY

A total of 552 surveys were completed (excluding 5 respondents who submitted the survey but contained no information). It should be remembered that this survey is based on a sample, not the entire population. In consequence, all results are subject to sampling tolerances, which means that not all differences are statistically significant. When interpreting results, it is important to note that a sample of 552 carries a margin of error of +/- 4.2% at the 95% confidence level. This means that we can be 95% certain that had every resident been surveyed, the overall results would be 4.2% above or below the figures that were reported (e.g. a 50% agreement rate could, in reality, lie within the range of 45.8 to 54.2%).

However, where base sizes are smaller, for example in subgroup analysis i.e. by sex, age etc, the confidence interval would be wider and so results would be treated with greater caution. For this analysis, a statistical difference of +/- 7% was used for sex, +/- 10% for age group and +/- 12% for disability.

The profile of respondents is shown in Appendix B, as well as individuals there were responses received from the following organisations:

- Farleigh Bus and Coaches
- British Horse Society in North and West Kent
- Historic England
- Vincent and Gorbing on behalf of Trenport Investments Limited
- The Woodland Trust
- CPRE Kent
- member of Higham Road [Resident Group]
- Higham Road [Resident Group]
- Avison Young on behalf of Homes England
- Higham Parish Council
- THE PEOPLE OF THE HOO PENINSULA
- Shorne Parish Council
- Medway Liberal Democrats

A response was submitted in the name of 'Medway Council' however the lack of comments and the context of the answers suggest this may have been a vexatious response to the question asking for organisation name.

NOTES ON REPORTING

Where there is a statistically significant difference between groups, this has been noted in the report and is referred to as a "significant difference". However, a significant difference may not always mean that the difference is 'important'. It will also need to be considered in practical terms i.e. does the difference matter? For example, whilst there may be a significant difference, it may not matter because the response is still very positive for both groups.

Owing to the rounding of numbers, percentages displayed visually on graphs in the report may not always add up to 100% and where categories are combined the total rounded value may be higher or lower than the sum of the individually rounded categories.

All 'other' open ended questions have been post-coded and appear in tables in the report with a note stating '*An alternative response provided by respondents'. All open-ended questions have been post-coded with quotes included for illustrative purposes only.



EXECUTIVE SUMMARY

HEADLINE RESULTS:

Highways

General

- Respondents were more likely to agree that improving road links was important for the area but disagree that it was important to them.
- Over a third of respondents were most likely to say that there were no benefits to improving road links on the Hoo Peninsula.
- Where benefits of improving road links on the Hoo Peninsula were selected, the most common were: reducing reliance on a single main road on and off the Hoo Peninsula, ensuring the local area is well connected and accessible and improving air quality by reducing bottlenecks on Four Elms Hill/Four Elms Roundabout.
- The greatest concern of respondents regarding improving road links on the Hoo Peninsula is the 'loss of a rural feeling' to the area, with other considerations being concerns about increased traffic and the environmental impacts of improving links.
- Respondents raised, in their comments, their concerns about: over / further development on the Hoo Peninsula; the impact on the environment; and with Phase 1 of the proposal specifically.

Highways Phases

- There was a similar response for each phase of the highways section of the proposal, with respondents disagreeing that any of the proposed phases will improve access to the Hoo Peninsula, reduce congestion in the local area or improve access for other users. Respondents also disagreed that the proposed layout and design of each phase will minimise impacts on the local area or minimise disruptions during construction.
- Comments about each of the road phases showed:
 - For Phase 1, the greatest concern of respondents were the negative issues arising from the Phase 1 design, with other considerations being the impact Phase 1 will have on pollution and on existing residents in general.
 - Respondents felt that consideration should be given to the impact of Phase 2 on the environment, with other concerns being issues with Phase 2 designs specifically and the impact of different types of pollution.
 - For respondents, the greatest concern about the Phase 3 proposals was the over / further development in the area, with other considerations being issues with the Phase 3 designs specifically and the view that Phase 3 was not required / not the answer to the current issues.

- 
- Again, the greatest concern of respondents regarding Phase 4 was the over / further development of the Hoo Peninsula, with other considerations including negative comments about the station or railway and the environmental impact on the area.
 - When asked for other considerations about the Phase 5 proposal the three most likely responses involved positive comments about the phase design, negative comments about the phase design and the impact of different types of pollution caused by the Phase 5 proposal.
 - The greatest concern for respondents regarding the Phase 6 proposal was the increased traffic/congestion, other issues respondents felt should be considered were negative comments about the phase design and the impact of different types of pollution.

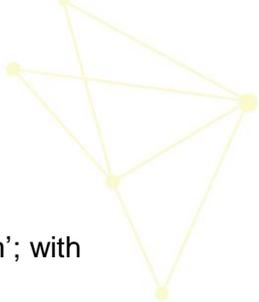
Railways

General

- Respondents were more likely to agree that the re-introduction of passenger rail services was important for the area, than agree it was important to them; with more than half of respondents unlikely/wouldn't use the passenger rail service to travel to both London stations or stations on the Kent network, such as Gravesend.
- The most frequently cited benefit of re-introducing passenger rail services was 'ensure the local area is well connected and accessible'; with the greatest concern being the 'increased traffic travelling to the station'.
- When asked about the re-introduction of a passenger rail service on the Hoo Peninsula, the greatest concern of respondents was that it was 'not necessary / a waste of money / would not be used'; with other considerations being issues with the train service (timetable, routes, destination) and the impact on the environment. Several respondents did provide alternative suggestions they felt would improve the proposal.

Station design

- Regarding the design of the new railway station, respondents felt it was important for the appearance of the station to reflect the character, identity and heritage of the area and that the station is landscaped to blend in with the local environment. It was felt that 'farming/agricultural heritage' is the theme that best reflects the local character of the area.
- However, respondents felt it was not important that the station is provided with a public open space to create a 'station place' or Plaza.
- Regarding access, respondents felt it was important that there is car parking and drop off available on site, secure cycle parking on site, good connections to local bus services, good links to local cycle paths and to local footpaths. When asked how they would travel to the station, the most frequently cited form of transport was 'car'.

- 
- When asked for further considerations regarding the proposed station, the most frequently cited comment was ‘do not build a new station / will not use a new station’; with parking issues and the environmental impact also raised by respondents.

Passing loops

- The greatest concern of respondents regarding the construction of the proposed passing loops is the ‘the environmental impact of construction’ on the area. Other considerations were the impact on existing residents and an objection to the railway in general.

Crossings

- Two thirds of respondents ‘don’t use any of these crossings’; with only 4% of respondents wanting to make any further comments about crossings.
- The suggested consideration most likely to be raised by respondents regarding changes to the crossings was the environmental impact on the area.

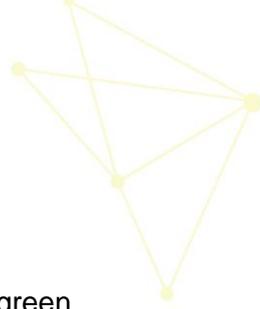
Managing effects of railway proposal

- Over a third of respondents disagree that the proposals to manage construction works help to minimise the impact on local residents, the environment and on users of public rights of way.
- When asked for further considerations regarding managing the potential effects of the railway proposals, the most frequently cited comment was ‘do not build a new station / will not use a new station’; other considerations were parking issues and the environmental impact.
- The main consideration raised by respondents about managing the potential effects of the railway proposals was concern about over / further development on the Hoo Peninsula, other issues raised were the impact on both existing residents and the environment.

SEMS (Environment)

General

- Respondents agree that the enhancement and protection of green spaces on the Hoo Peninsula is important to them and to the local area and that any development should minimise the impact to the environment on the Hoo Peninsula.
- Respondents also agree that any new green spaces should help to protect existing ecologically sensitive sites on the Hoo Peninsula, include a variety of habitats, link with existing natural spaces and that there should be clear boundaries between green spaces using fencing and hedgerows to provide definition.
- When asked how proposed green spaces could enhance and protect the natural environment the most frequently cited comment was to ‘protect the existing green spaces / no new green spaces’, followed by concerns about over / further development and the environmental impact on the area.



The development of green spaces

- Respondents agree that there should be areas of green space close to Hoo which encourage wildlife, that people can freely enjoy without disturbing wildlife and that green spaces should be connected to help people and wildlife move safely around and allow them to meet others from the local community.
- It was also agreed that there should be planned paths to allow different types of users to enjoy the green space, information boards and signage and visitor facilities.
- Respondents felt that the protection of existing green spaces was of most importance, with other concerns including the over / further development of the Hoo Peninsula and the protection / enhancement of Deangate.
- Regarding the location and type of new access routes and paths that could be developed on the Hoo Peninsula, maintaining existing paths and the different path surfaces were mentioned most frequently. However, concerns about over / further development were also raised.
- Again, when asked about any further considerations about the green spaces on the Hoo Peninsula, respondents raised concerns about over / further development in the area alongside the protection of existing green spaces and the protection of Deangate.

The proposal overall

- In general, the feedback to the proposal overall including the road, rail and environment proposals was concern about over / further development, the impact on existing residents and the environmental impact.



A HIGHWAYS

£86 million of the Housing Infrastructure Fund (HIF) will be used to make road improvements to support new housing on the Hoo Peninsula.

The highways proposals will accommodate future traffic growth associated with any future housing proposals for the Hoo Peninsula. They involve improvements to existing infrastructure, as well as the provision of new infrastructure including new slip roads, junctions and interchanges on the A228 and A229, a relief road via Woodfield Way i.e. a second road access to the peninsula, and wider highway improvements. These changes will help to maximise the use of existing infrastructure whilst also creating additional capacity to facilitate future Hoo growth.

A series of questions were asked to respondents to understand their overall views of the proposals and ask detailed questions about each phase of the highways proposals.

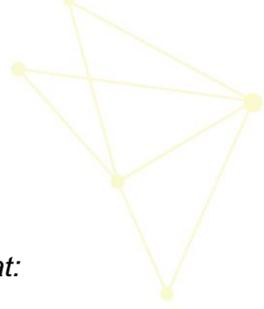
1. Highways Proposals

Respondents were asked a series of questions about access to the Hoo Peninsula, their concerns and perceived benefits of road improvements on the peninsula and if there were any other considerations that should be made.

Key Findings:

- Respondents were more likely to agree that improving road links was important for the area but disagree that it was important to them.
- Over a third of respondents were most likely to say that there were no benefits to improving road links on the Hoo Peninsula.
- Where a benefit was mentioned the most frequently mentioned were reducing reliance on a single road on and off the peninsula, improving connectivity and improving air quality by reducing bottlenecks.
- The greatest concern of respondents regarding improving road links on the Hoo Peninsula is the 'loss of a rural feeling' to the area.
- Comments made by respondents regarding other considerations about the proposals were most likely to include:
 - an alternative suggestion
 - concerns about over / further development on the Hoo peninsula
 - the environmental impact
 - concerns about Phase 1 specifically

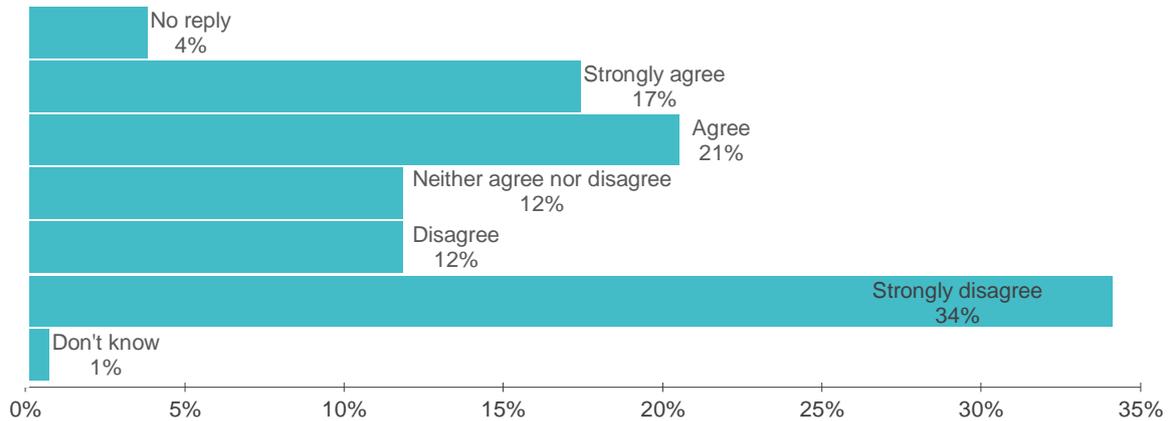
Each of these key findings is explored in more detail below, highlighting, where they exist, significant differences between groups of respondents.



Importance of improving road links

Q1a. Thinking about the following statements, how much do you agree or disagree that: Improving road links on and off the Hoo Peninsula is important to me

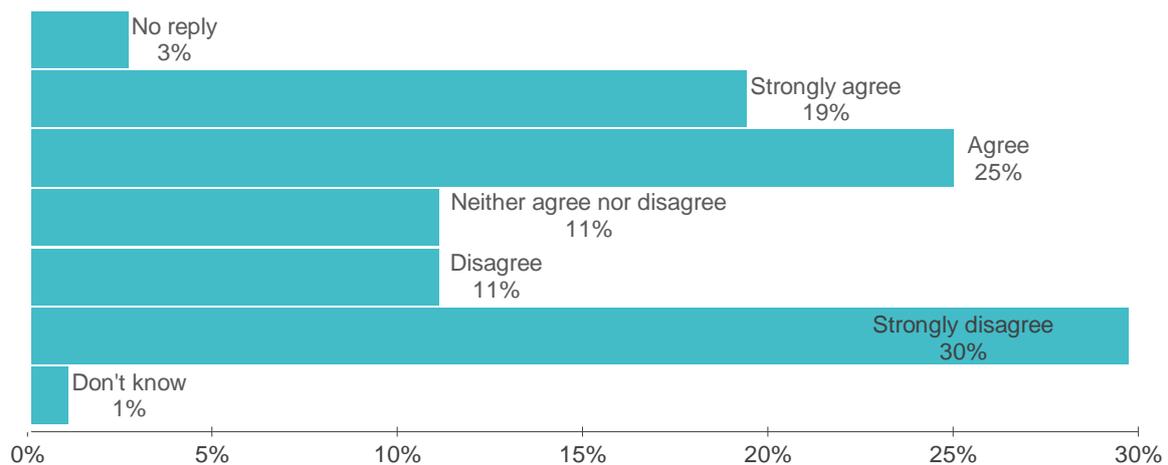
Almost two fifths of respondents agreed improving road links on and off the Hoo Peninsula is important to them (38%); whilst almost half of respondents disagree (46%).



Base: All respondents (522)

Q1b. Thinking about the following statements, how much do you agree or disagree that: Improving road links on and off the Hoo Peninsula is important to the local area

When asked if improving road links on and off the Hoo Peninsula is important to the local area, 44% agreed it was and 41% disagreed.



Base: All respondents (522)



The only significant difference in the answers between groups of respondents to Q1a and Q1b was due to age.

<p>Age:</p> 	<p>Those aged 65+ were less likely to disagree that improving road links on and off the Hoo Peninsula is important to them (36% compared to 46% of the group as a whole).</p> <p>This age group were also more likely to agree (57% compared to 44% of the group as a whole) and less likely to disagree that improving road links on and off the Hoo Peninsula is important to the local area (27% compared to 41% of the group as a whole).</p>
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Perceived benefits of road improvements

Q2. Which, if any, of the following do you think are benefits of improving road links on the Hoo Peninsula?

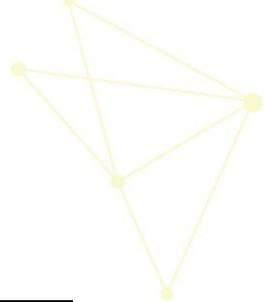
When asked which, if any, from a pre-determined list of options respondents thought were benefits of improving road links on the Hoo Peninsula most respondents (37%) selected 'none of these'. Where a benefit was given, the most frequently selected were:

- reduce reliance on a single main road on and off the Hoo Peninsula
- ensure the local area is well connected and accessible
- improve air quality by reducing bottlenecks on Four Elms Hill/Four Elms Roundabout

Table 1: Benefits of improving road links on the Hoo Peninsula

	Percentage of respondents
None of these	37
Reduce reliance on a single main road on and off the Hoo Peninsula	36
Ensure the local area is well connected and accessible	30
Improve air quality by reducing bottlenecks on Four Elms Hill/Four Elms Roundabout	29
Improved safety	26
Improved footways	23
Improved cycle ways	22
Improved local public transport	21
Provide a faster, more extensive and reliable transport network	20
Improve journey times	18
Make it easier to access the national transport network	17
Provide new opportunities to access employment, education and social destinations	13
Improve the local economy	11
Create new jobs locally	10
No reply	8
Other	1
Negative response to road scheme and/or housing development*	1
Negative issues with air quality*	1
New road required now to serve existing residents*	<1
Base:	552

*An alternative response provided by respondents



The only significant difference in the answers from different groups of respondents to question 2 was seen between the sex and age characteristics.

<p>Gender:</p> 	<p>Males were more likely to feel the following were benefits of improving road links on the Hoo Peninsula than females:</p> <ul style="list-style-type: none"> • 'provide a faster, more extensive and reliable transport network' (24% of males compared to 17% of females) • 'improve journey times' (23% of males compared to 15% of females) • 'improved footways' (28% of males compared to 18% of females) • 'improved cycle ways' (27% of males compared to 16% of females) <p>Females were more likely to feel 'none of these' were benefits (41%) than males (34%).</p>
<p>Age:</p> 	<p>Those aged 65+ were more likely to feel benefits of improving road links on the Hoo Peninsula were to:</p> <ul style="list-style-type: none"> • 'reduce reliance on a single main road on and off the Hoo Peninsula' (50% compared to 36% of the group as a whole) • 'improve air quality by reducing bottlenecks on Four Elms Hill/Four Elms Roundabout' (43% compared to 29% of the group as a whole)

Concerns over road improvements

Q3. Which, if any, of the following concern you about improving road links on the Hoo Peninsula?

When asked which, if any, from a pre-determined list of options about issues that concern them about improving road links on the Hoo Peninsula, the top three highlighted by respondents were:

- loss of a rural feeling
- increased traffic
- the environmental impact of improving the road links

It should be noted that around three quarters of respondents also identified: increased HGV lorries, over development of the area, increased air pollution and noise associated with traffic as significant concerns to them. The full list of responses are shown in Table 2.

A small number of respondents raised alternative 'other' issues; where there was a common theme these have been grouped together.

Respondent analysis shows that those with a disability were more concerned about 'noise associated with the improvement works'.

<p>Disability:</p> 	<p>Those with a disability were more likely to feel 'noise associated with the improvement works' was a concern (71%) compared to those without a disability (61%).</p>
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Table 2: Concerns about improving road links on the Hoo Peninsula

	Percentage of respondents
Loss of rural feeling	81
Increased traffic	78
The environmental impact of improving the road links	76
Increased HGV lorries	75
Over development of the area	75
Increased air pollution	74
Noise associated with traffic	73
Noise associated with the improvement works	64
Ability of other local roads to cope with traffic	64
Construction work associated with improving road links	62
Safety of new road links	42
Lack of public transport	28
No reply	2
None of these	4
Other	1
Devaluing properties*	1
Negative impact on residents*	<1
Base:	552

**An alternative response provided by respondents*

Suggested considerations about road improvements on the Hoo Peninsula

Q4. Is there anything else we should consider about improving road links on the Hoo Peninsula?

All respondents were asked whether there was anything else that should be considered about improving road links on the Hoo Peninsula. In total 332 respondents made a comment; comments could cover more than one theme, resulting in a total of 982 mentions. The full list of themes and the number of mentions are shown in Table 3.

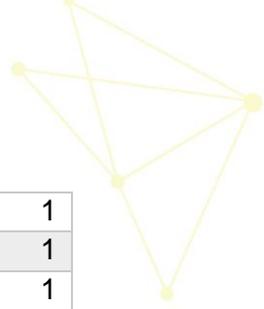
Respondents made 111 alternative suggestions; these have been included in full in Appendix C. Questions and clarifications have been summarised in Appendix D.

The three most common themes raised were:

- concerns about over / further development in the area
- the environmental impact
- concerns about Phase 1 specifically

Table 3: Suggested considerations about improving road links on the Hoo Peninsula

Key themes	Number of mentions
Alternative suggestion	111
Concerns about over / further development	84
Environmental impact	79
Phase 1 concern	75
Pollution (air, dust, emissions, light and noise)	73
Impact on existing residents	71
Increased traffic / congestion	61
Road issues (HGVs / MOD roads / Parking / Road safety)	48
Impact on local area (general issues / impact on facilities / loss of views / loss of rural feel)	44
Not required / Not the answer to the issues	32
Loss of property value	31
Road improvement required	28
Physical health / Mental health / Wellbeing impact	22
Impact on existing properties	21
Impact on existing roads	16
Construction impact	13
Waste of public money	12
Improve infrastructure (utilities / medical / education etc)	12
Due consideration of local residents views	11
Public transport (requires improvement / too expensive)	11
What are the alternatives / What other proposals were considered	11
Consultation comment	10
Lack of communication	9
Object to the proposals	9
HIF clarification	8
Infrastructure for other users (cycling / horse riding / pedestrian)	8
HIF timings	7
Loss of leisure facilities / asset of community value	7
Farming impact	7
Phase 2 concern	6
No comment	6
Change in habits due to COVID-19	5
Other considerations (heritage / planning policy)	5
Phase 6 concern	5
HIF design concern	4
HIF improvements required	3
Flooding concerns	2
Phase 5 concern	2
Concerns about conflicts of interest / political motivation	2
Legal challenge	2
Safety	2
Lower Thames Crossing impact	1
Technological changes (driverless cars)	1



Brexit impact	1
Impact on landowners	1
Local plan concerns	1
Other	1
Lack of local support	1

Illustrative quotes for the most frequently cited reasons are provided below:

Concerns about over / further development:

“Any improvements need to be very sympathetic to the area and should be used as a mechanism to ensure the residents of the Peninsula are not trapped for 12 hours, like after a recent occurrence. However, the building of a relief road MUST NOT be used as an excuse to bring even more housing to the Peninsula.”

“Consider the people/ residents it will affect Save our green space Maintain the roads we already have – some are like driving on a Big Dipper Stop building houses more houses means more cars the Peninsula cannot take it.”

“You’re only improving it to build more houses but you won’t put the services in there is a real problem on the peninsula re doctors and school.....”

Environmental impact:

“None of these proposals are acceptable as the area will be completely destroyed and unrecognisable with a devastating effect on the environment for residents and wildlife”

“I don’t think this project is the best way forward and will destroy wildlife habitats”

“It should be considered that there are much better ways to improve the traffic situation that don’t include digging up countryside”

Phase 1 concern:

“Current proposals of adding a flyover linking Higham Road to the A289 would have a seriously detrimental effect on the houses adjacent to the A289 already.”





“Islingham farm road plan to cross overhead will be unsightly losing the rural appearance. It will also cause noise and air pollution near residential areas and children’s play areas. Also the loss of a family walking area.”

“Whilst I agree that the infrastructure needs to be updated I strongly disagree with a flyover through a rural village setting. The flyover will de value properties in Wainscott - they are already lower than other areas of Medway Towns. The noise from a ‘concrete’ flyover will have an enormous impact on properties facing the bypass. A far better solution would be to widen the existing bypass with feeder lanes directly on to Four Elms Hill. The proposal of slip roads to and from Higham Road is also a poor idea - this is a residential road for which the roads were not built for the footfall of more traffic. The other proposal of changing the roundabout at sans Parel roundabout will also not help the already traffic congestion going to and from Medway city estate. In conclusion this is an ill-thought-out proposal which really does not take into consideration the residents that will be affected and will be a blight on the Medway Towns. Please re-consider your plans.”

2. Highways Proposals – Phase 1

Phase 1 includes a new signalised junction to link the A289 with Islingham Farm Road, plus improvements to Higham Road and Woodfield Way. Full details of which were included in the consultation brochure.

Respondents were asked how much they agree or disagree with a number of statements regarding whether the proposed Phase 1 road changes will:

- improve access to the Hoo Peninsula
- reduce congestion in the local area
- minimise impacts on the local area
- improve access for other users
- minimise disruptions during construction

Phase 1, key findings:

- **Respondents disagree that Phase 1 works will improve access to the Hoo Peninsula.**
- **Respondents disagree that Phase 1 works will, once completed, reduce congestion in the local area.**
- **Respondents disagree that the proposed layout and design will minimise impacts on the local area.**
- **Respondents disagree that the proposed changes will improve access for other users.**
- **Respondents disagree that the proposed Phase 1 works will minimise disruptions during construction.**
- **Comments made by respondents regarding other considerations about the proposals were most likely to include:**
 - **negative issues with the phase design**
 - **the impact of pollution**
 - **the impacts of the phase on existing residents**

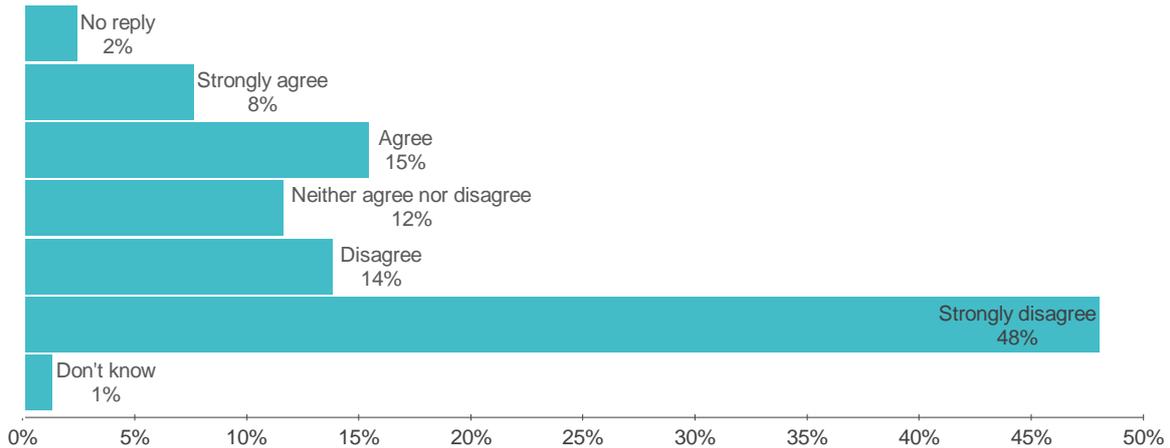
Each of these key findings is explored in more detail below, highlighting, where they exist, significant differences between groups of respondents.



Improve access to the Hoo Peninsula

Q5a. Thinking about the proposed Phase 1 road changes, how much do you agree or disagree that: the proposed Phase 1 works will improve access to the Hoo Peninsula

Nearly two-thirds of respondents (62%) disagreed that the proposed Phase 1 works would improve access to the Hoo Peninsula. Less than a quarter of respondents agreed with the statement (23%), with 12% remaining neutral on this issue (neither agreeing nor disagreeing).

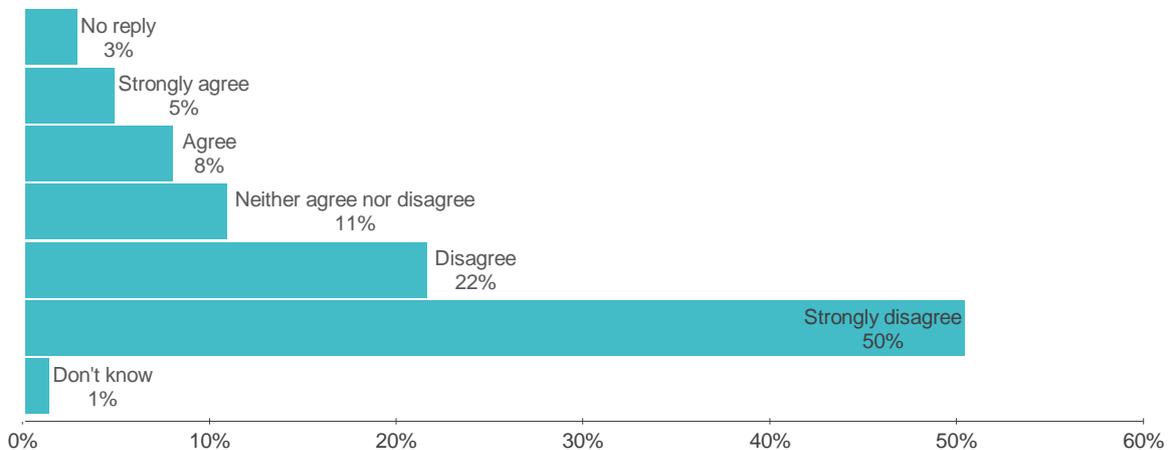


Base: All respondents (522)

Reduce congestion in the local area

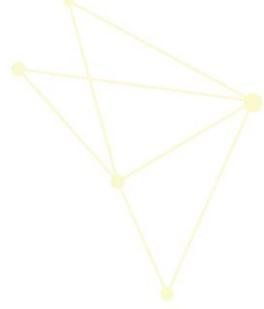
Q5b. Thinking about the proposed Phase 1 road changes, how much do you agree or disagree that: once completed the proposed Phase 1 works will reduce congestion in the local area

Almost three quarters of respondents (72%) disagreed that this would be the case. 13% of respondents agreed with this statement, with 11% neither agreeing nor disagreeing.



Base: All respondents (522)

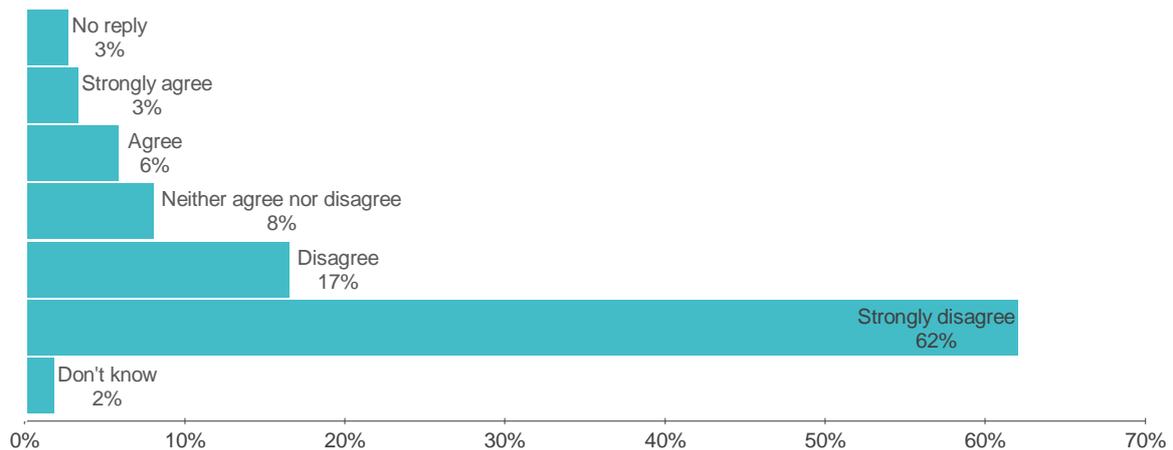




Minimise impacts on the local area

Q5c. Thinking about the proposed Phase 1 road changes, how much do you agree or disagree that: the proposed layout and design will minimise impacts on the local area

Four in five respondents disagreed (79%) that the proposed layout and design will minimise impacts on the local area; with 9% agreeing with this statement. A further 8% remained neutral, neither agreeing nor disagreeing.

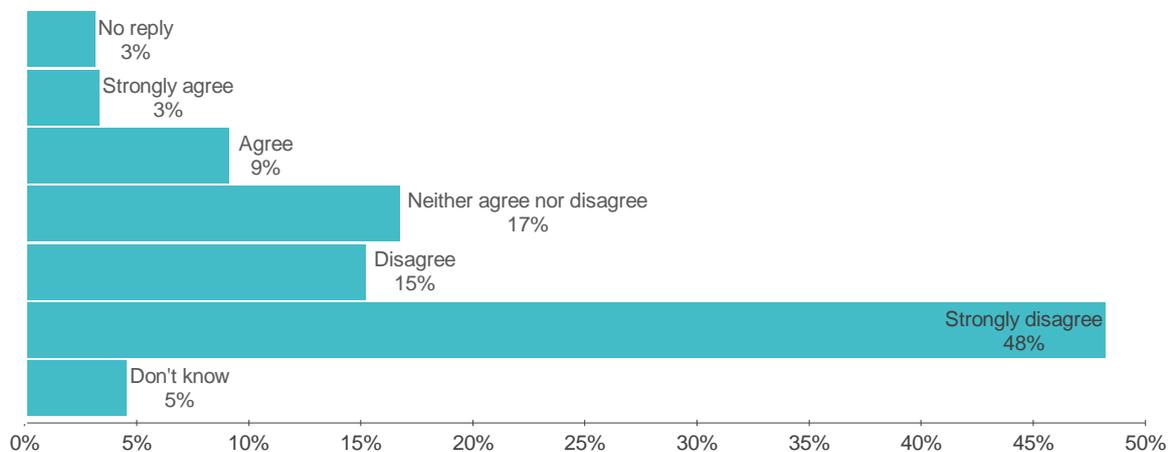


Base: All respondents (522)

Improve access for other users

Q5d. Thinking about the proposed Phase 1 road changes, how much do you agree or disagree that: the proposed changes improve access for other users (e.g. pedestrians, cyclists and horse riders)

Almost two thirds of respondents disagreed (63%) that access for other users would be improved, 12% agreed, whilst 17% remained neutral.



Base: All respondents (522)

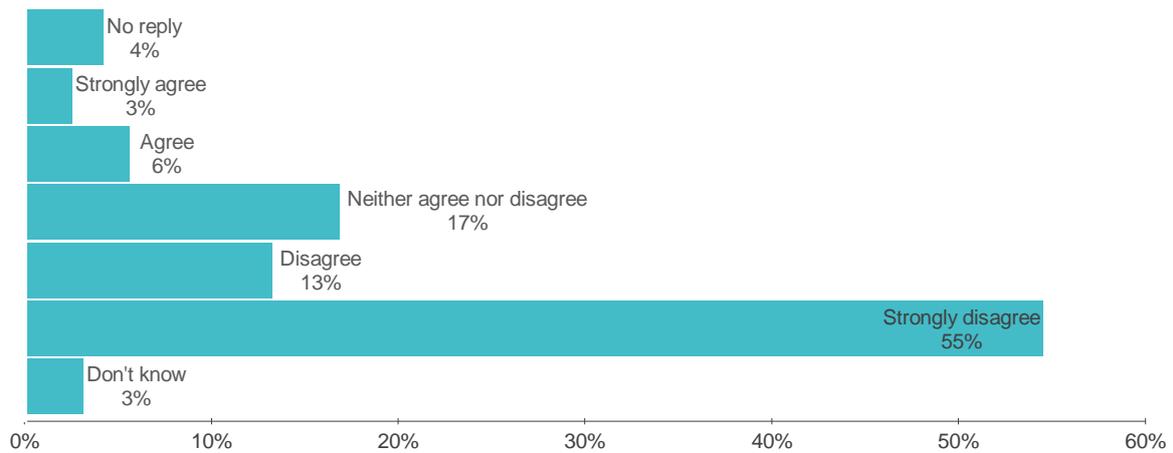




Minimise disruptions during construction

Q5e. Thinking about the proposed Phase 1 road changes, how much do you agree or disagree that: the proposed Phase 1 works minimise disruptions during construction

More than two thirds of respondents disagreed (68%) that the Phase 1 works would minimise disruption during construction, 1 in 10 (9%) of respondents agreed with the statement, and almost a fifth of respondents neither agreed nor disagreed on this issue (17%).



Base: All respondents (522)

Respondent analysis shows a significant difference in the responses given based on the sex, age and whether a respondent has a disability or not.

<p>Gender:</p> 	<p>Females were more likely to disagree that the proposed Phase 1 works minimise disruptions during construction (71%) than males (63%).</p>
<p>Age:</p> 	<p>Those aged 65+ were less likely to disagree that once completed the proposed Phase 1 works will reduce congestion in the area (60% compared to 72% of the group as a whole) and that the proposed changes improve access for other users (52% compared to 63% of the group as a whole).</p> <p>Those aged under 16 to 44 however, were more likely to disagree that the proposed changes improve access for other users (73% compared to 63% of the group as a whole).</p>
<p>Disability:</p> 	<p>Respondents with a disability were less likely to disagree with the following:</p> <ul style="list-style-type: none"> • 'once completed the proposed Phase 1 works will reduce congestion in the local area' (56% with a disability compared to 73% of those without a disability)



	<ul style="list-style-type: none"> • ‘the proposed layout and design will minimise impacts on the local area’ (65% with a disability compared to 79% of those without a disability) • ‘the proposed changes improve access for other users’ (46% with a disability compared to 66% of those without a disability) • ‘the proposed Phase 1 works minimise disruptions during construction’ (51% with a disability compared to 68% of those without a disability)
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Suggested considerations about the Phase 1 road changes

Q6. Is there anything else we should consider about the Phase 1 road changes?

All respondents were asked whether there was anything else that should be considered about the Phase 1 road changes. In total 285 respondents made a comment; comments could cover more than one theme, resulting in a total of 994 mentions. The full list of themes and the number of mentions are shown in Table 4.

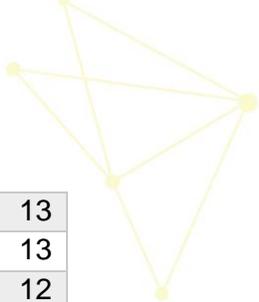
The three most common themes raised were:

- negative issues with the phase design
- the impact of different types of pollution
- the impacts of the phase on existing residents

Respondents also made 71 alternative suggestions; these have been included in full in Appendix C. Questions and clarifications have been summarised in Appendix D.

Table 4: Suggested considerations about the Phase 1 road changes

Key themes	Number of mentions
Negative - Phase design	132
Pollution (air, dust, emissions, light and noise)	102
Impact on existing residents	83
Alternative suggestions	71
Environmental impact	57
Impact on existing roads	57
Increased traffic / congestion	44
Impact on local area (general issues / impact on facilities / loss of views / loss of rural feel)	41
Object to the proposals	40
Phase plans clarification	38
Road issues (HGVs / MOD roads / parking / road safety)	38
Loss of leisure facilities / asset of community value	36
Concerns about over / further development	31
Physical health / Mental health / Wellbeing impact	29
Construction impact	27
Loss of property value	27
Impact on existing properties	16
What are the alternatives / what other proposals were considered	14



Farming impact	13
Not required / Not the answer to the issues	13
Due consideration of local residents views	12
Consultation comment	10
Other considerations (heritage / planning policy)	9
HIF clarification	6
Positive - phase design	5
Infrastructure for other users (cycling / horse riding / pedestrian)	5
Lack of communication	5
Concerns about conflicts of interest / political motivation	4
HIF timings	4
Other phase concern	3
Road improvement required	3
No / None / Don't know	3
Public transport (requires improvement / too expensive)	2
Safety	2
Waste of public money	2
Other	2
Change in habits due to Covid-19	2
Improve infrastructure (utilities / medical / education, etc)	1
Crime / ASB / Enviro-crime	1
Railway comment	1
Flooding concerns	1
Neutral - phase design	1
Lack of local support	1

Illustrative quotes for the most frequently cited reasons are provided below:

Concerns about over / further development:

“I disagree that building a brand-new slip road in a rural area is the right thing to do. This is a quiet and peaceful area of the countryside used for leisure and exercise by many people and this proposal is a needless destruction of that area. It would make much more sense to make significant improvements to the Four Elms dual carriageway and reduce the need for traffic needing to queue at the large roundabout (at the bottom of Four Elms) if turning left towards Hoo.”

“Given the whole of the A289, its slip road and roundabouts are either at ground level or below, why is there a need to create a flyover(s)? These will increase noise, dust, pollution and place blots on a rural landscape. An elevated road is out of all proportion to the current road design and area. Also, these slip roads come far too close to existing houses and



residential areas. A different route needs to be found. Exit and entrance slip roads need to be further back up the A289 (towards Gravesend exits or for the A2).”

“The proposal of the slip roads goes too near to existing housing leading to increased road noise, pollution and possible devaluation in house prices with very little gain to improvement in flow of traffic.”

Pollution (air, dust, emissions , light and noise):

“There is no need for this road! It will increase pollution and the noise from the bypass is already bad enough, you can hear it throughout the whole of Wainscott. Another large road is NOT NEEDED.”

“There is no need for this road. It will not solve any problems at Four Elms Roundabout. It will chew up nature trails and family walking spaces. It will devalue our property. It will add to the road noise already heard from the Bypass. We cannot have our windows open due to road noise from Hasted Road, which goes on all day and all night. The new road on Islingham Farm Road will subject us to even more noise and pollution from two roads.”

“By building this flyover and slip road you will: 1. Increase the level of airborne pollution in the surrounding area to unacceptable levels. 2. Increase the noise levels in the surrounding area to unacceptable levels. 3. Increase the levels of light pollution in the surrounding area to unacceptable levels. What you are proposing will have a detrimental impact of the day-to-day life, mental and physical health and wellbeing of all existing residents in the surrounding area.”

Impact on existing residents:

“The negative impact on people’s lives due to construction noise, pollution & increased traffic.”

“Local residents would suffer greatly from this, negating any gains.”

“The build-up of Wainscott will have a huge effect on current residents. Noise and pollution and local wildlife and nature trails will all be ruined. We live by a bypass as it is, adding a raise bridge is just disgusting to current residents. Wainscott will lose any ounce of village feel it has left. It will not alleviate traffic either.”

3. Highways Proposals – Phase 2

The proposals for Phase 2 include:

- a proposed new relief road from Upchat Roundabout on Woodfield Way, connecting to an improved Main Road Hoo junction. The new relief road will also connect users to the new slip roads on the A289 from Islingham Farm Road.
- a new junction on Peninsula Way providing access to a new road connecting to the proposed relief road.

Full details of which were included in the consultation brochure.

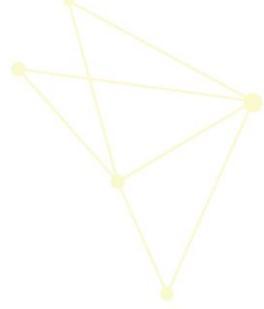
Respondents were asked how much they agree or disagree with a number of statements regarding whether the proposed Phase 2 road changes will:

- improve access to the Hoo Peninsula
- reduce congestion in the local area
- minimise impacts on the local area
- improve access for other users
- minimise disruptions during construction

Phase 2, key findings:

- **Respondents disagree that Phase 2 works will improve access to the Hoo Peninsula.**
- **Respondents disagree that Phase 2 works will, once completed, reduce congestion in the local area.**
- **Respondents disagree that the proposed layout and design of Phase 2 will minimise impacts on the local area.**
- **Respondents disagree that the proposed changes in Phase 2 will improve access for other users.**
- **Respondents disagree that the proposed Phase 2 works will minimise disruptions during construction.**
- **Comments made by respondents regarding other considerations about the Phase 2 proposals were most likely to include:**
 - **the environmental impact**
 - **concerns about Phase 2 specifically**
 - **the impact of different types of pollution**

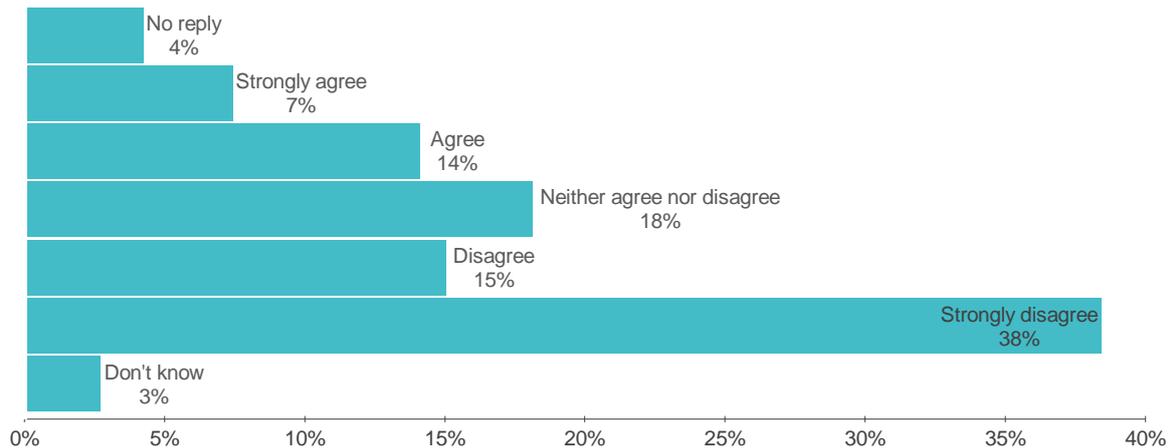
Each of these key findings is explored in more detail below, highlighting, where they exist, significant differences between groups of respondents.



Improve access to the Hoo Peninsula

Q7a. Thinking about the proposed Phase 2 road changes, how much do you agree or disagree that: the proposed Phase 2 works will improve access to the Hoo Peninsula

Just over half of respondents (53%) disagreed that the proposed Phase 2 works will improve access to the Hoo Peninsula. Less than a quarter of respondents agreed with this statement (21%), with a further 18% remaining neutral on this issue (neither agreeing nor disagreeing).

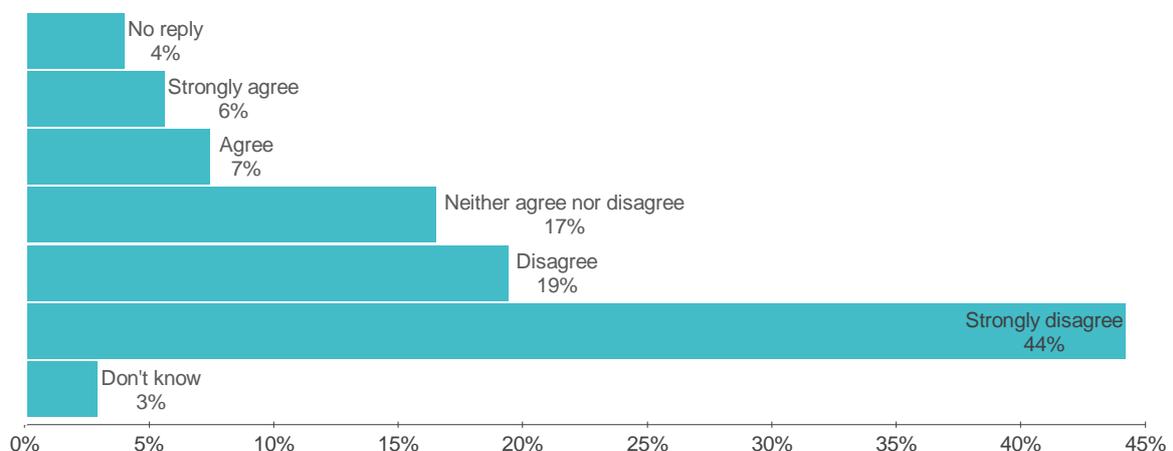


Base: All respondents (522)

Reduce congestion in the local area

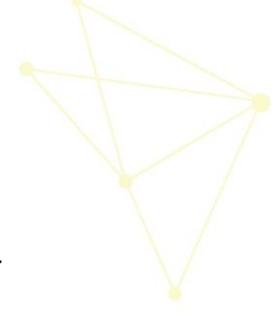
Q7b. Thinking about the proposed Phase 2 road changes, how much do you agree or disagree that: once completed the proposed Phase 2 works will reduce congestion in the local area

Almost two thirds (63%) of respondents disagreed that once completed the proposed Phase 2 works will reduce congestion in the local area (question 7b). 13% of respondents agreed with this statement, with 17% neither agreeing nor disagreeing.



Base: All respondents (522)

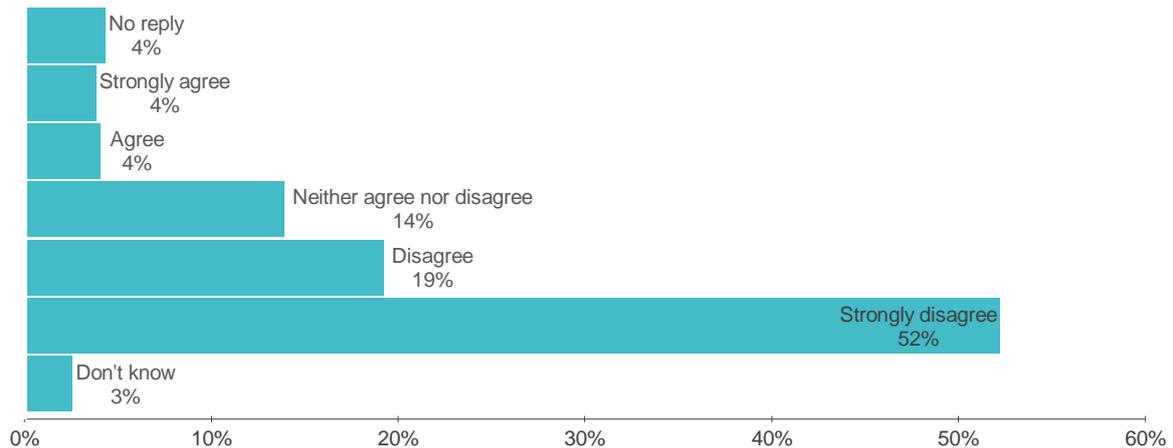




Minimise impacts on the local area

Q7c. Thinking about the proposed Phase 2 road changes, how much do you agree or disagree that: the proposed layout and design will minimise impacts on the local area

Almost three quarters of respondents (71%) disagreed, when asked in question 7c, that the proposed layout and design will minimise impacts on the local area; 8% agreed with this statement and a further 14% remained neutral, neither agreeing nor disagreeing.

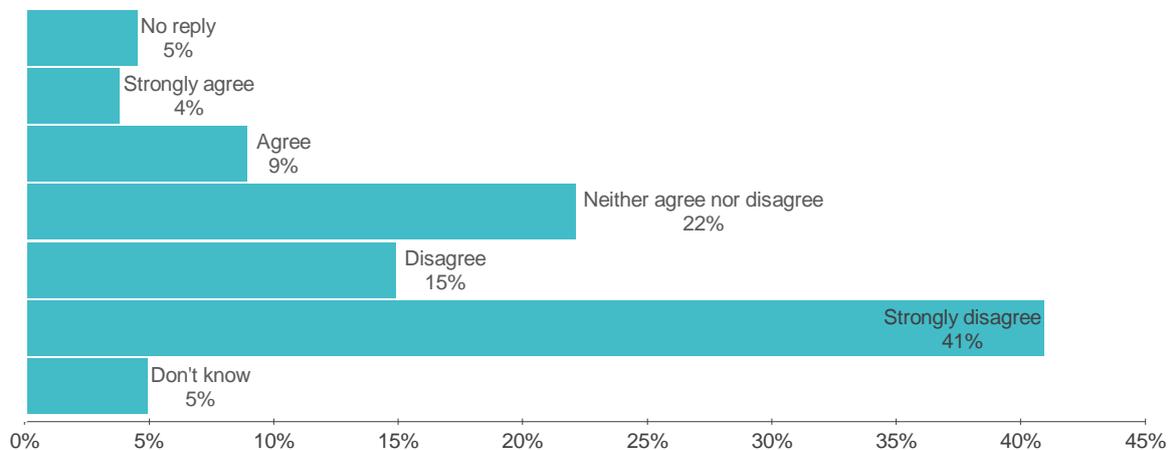


Base: All respondents (522)

Improve access for other users

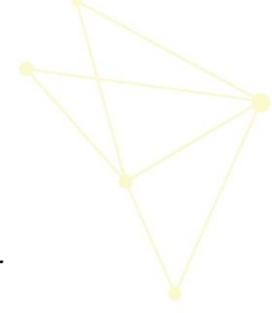
Q7d. Thinking about the proposed Phase 2 road changes, how much do you agree or disagree that: the proposed changes improve access for other users (e.g. pedestrians, cyclists and horse riders)

Over half of respondents disagreed (56%) that the proposed changes improve access for other users (e.g. pedestrians, cyclists and horse riders). 13% agreed with this statement; whilst 22% remained neutral regarding this issue.



Base: All respondents (522)

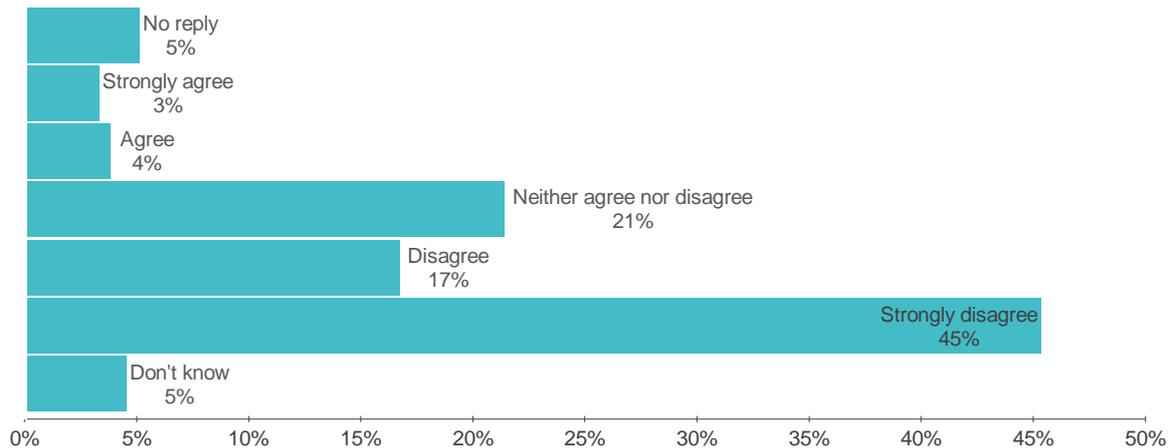




Minimise disruptions during construction

Q7e. Thinking about the proposed Phase 2 road changes, how much do you agree or disagree that: the proposed Phase 2 works minimise disruptions during construction

Two thirds of respondents (62%) disagreed that proposed Phase 2 works minimise disruptions during construction; with 7% of respondents agreeing with this statement. Over a fifth of respondents neither agree nor disagree on this issue (21%).



Base: All respondents (522)

Respondent analysis showed significant differences in the responses to question 7 based on the sex and disability status of the respondent.

<p>Gender:</p> 	<p>Females were more likely to disagree that the proposed Phase 2 works minimise disruptions during construction (67%) than males (58%).</p>
<p>Disability:</p> 	<p>Respondents with a disability were less likely to disagree with the following:</p> <ul style="list-style-type: none"> • 'once completed the proposed Phase 2 works will reduce congestion in the local area' (54% with a disability compared to 66% of those without a disability) • 'the proposed layout and design will minimise impacts on the local area' (56% with a disability compared to 74% of those without a disability) • 'the proposed changes improve access for other users' (43% with a disability compared to 58% of those without a disability) • 'the proposed Phase 2 works minimise disruptions during construction' (49% with a disability compared to 64% of those without a disability)



Suggested considerations about the Phase 2 road changes

Q8. Is there anything else we should consider about the Phase 2 road changes?

All respondents were asked whether there was anything else that should be considered about the Phase 2 road changes. In total 190 respondents made a comment; comments could cover more than one theme, resulting in a total of 454 mentions. The full list of themes and the number of mentions are shown in Table 5.

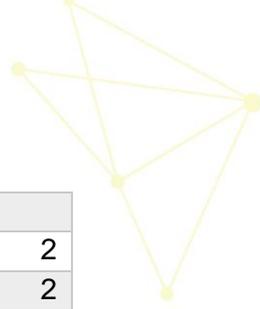
Respondents made 35 alternative suggestions; these have been included in full in Appendix C. Questions and clarifications have been summarised in Appendix D.

The three most common themes raised were:

- the environmental impact
- concerns about Phase 2 specifically
- the impact of different types of pollution

Table 5: Suggested considerations about the Phase 2 road changes

Key themes	Number of mentions
Environmental impact	59
Negative - Phase design	53
Pollution (air, dust, emissions, light and noise)	36
Alternative suggestions	35
Concerns about over / further development	32
Phase plans clarification	31
Impact on local area (general issues / impact on facilities / loss of views / loss of rural feel)	22
Impact on existing residents	21
Increased traffic / congestion	18
Object to the proposals	18
Not required / Not the answer to the issues	17
Loss of leisure facilities / asset of community value	13
Road issues (HGVs / MOD roads / parking / road safety)	10
Construction impact	10
Loss of property value	8
Physical health / Mental health / Wellbeing impact	7
What are the alternatives / What other proposals were considered	6
Due consideration of local residents views	5
Concerns about conflicts of interest / political motivation	5
Farming impact	5
Impact on existing properties	4
Other phase concern	4
Positive - phase design	4
Waste of public money	4
Other considerations (heritage / planning policy)	3
Crime / ASB / Enviro-crime	2
Infrastructure for other users (cycling / horse riding /	2



pedestrian)	
Road improvement required	2
Consultation comment	2
No / None / Don't know	2
Improve infrastructure (utilities / medical / education, etc)	2
HIF funding clarification / amounts required	1
Safety	1
Flooding concerns	1
Negative – railways	1
Public transport (requires improvement / too expensive)	1
HIF timings	1
Other	1
Neutral - phase design	1
Change in habits due to Covid19	1
HIF clarification	1
Lack of local support	1
Local plan comment	1

Illustrative quotes for the most frequently cited reasons are provided below:

Environmental impact:

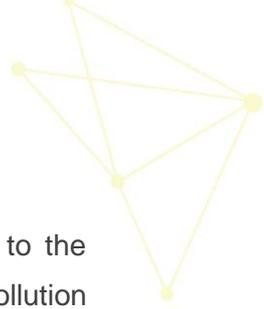
“There are potential indirect impacts to the habitat within the SSSI, these need to be assessed as to the detriment to the SSSI. The proposal impacts broad-leaved ancient semi-natural woodland, ancient woodland needs to be protected, the diversity of flora & fauna becomes established over a considerable period of time, it cannot be replaced by just planting a few new trees in the area. We have a climate emergency & woodland of this type needs to be protected not destroyed.”

“This is not a direct route and so will not reduce traffic as most will just drive onto the four elms roundabout. This will be a waste and not assist Hoo Peninsula as goes away from the final destination. Instead it will destroy local wildlife no matter how closely you say you will work with natural England. Also the suggestion of horse-riding routes being improved is for a small minority plus simply saying improving footpaths for pedestrians to walk along fast busy roads is irresponsible”

“Thus further destroying the local environment - adding a second polluting major road.”

Impact on existing residents:





“The route chosen which goes through the centre of Chattenden and very close to the infants school has extra roundabouts which will cause extra hold ups and increase pollution levels. Which already has one of the highest levels in the area. This whole scheme needs to dropped.”

“Not thought out, route unsustainable, dual carriageway to single carriageway”

“This phase 2 road plan is an act of environmental vandalism. This area should be preserved as a local Country Park due to its proximity to SSSI's, the road is not necessary.”

Pollution (air, dust, emissions, light and noise):

“Traffic emissions including gases, noise and light.”

“You are going to bring the noise and pollution nearer to my house, you may make Hoo a nice place to be but you are going to ruin Wainscott”

“This will impact the SSSI. The additional road will introduce noise, light pollution, air pollution and impact flight paths of the birds. "Appropriate mitigation measures" = empty words”



4. Highways Proposals – Phase 3

The proposals for Phase 3 include improvements to A228 Bells Lane Roundabout and Dux Court Road, including widening to increase capacity and minimise queuing. Footway and cycling provisions have been provided on the southern side of the A228 to tie into the existing facility at Bell's Lane and Ratcliffe Highway. A signalised crossing is proposed to be situated east of the Bell's Lane Roundabout and this provides a link towards a shared footway north of the A228. This provides a safer route for pedestrians as it moves them away from the roundabout.

Full details of which were included in the consultation brochure.

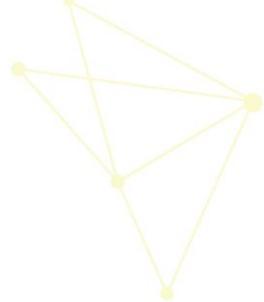
Respondents were asked how much they agree or disagree with a number of statements regarding the proposed Phase 3 road changes, covering whether the proposed Phase 3 works will:

- improve access to the Hoo Peninsula
- reduce congestion in the local area
- minimise impacts on the local area
- improve access for other users
- minimise disruptions during construction

Phase 3, key findings:

- **Respondents disagree that Phase 3 works will improve access to the Hoo Peninsula.**
- **Respondents disagree that Phase 3 works will, once completed, reduce congestion in the local area.**
- **Respondents disagree that the proposed layout and design of Phase 3 will minimise impacts on the local area.**
- **Respondents disagree that the proposed changes in Phase 3 will improve access for other users.**
- **Respondents disagree that the proposed Phase 3 works will minimise disruptions during construction.**
- **Comments made by respondents regarding other considerations about the Phase 3 proposals were most likely to include:**
 - **concerns about over / further development in the area**
 - **concerns about Phase 3 designs specifically**
 - **that it was not required / not the answer to the issues**

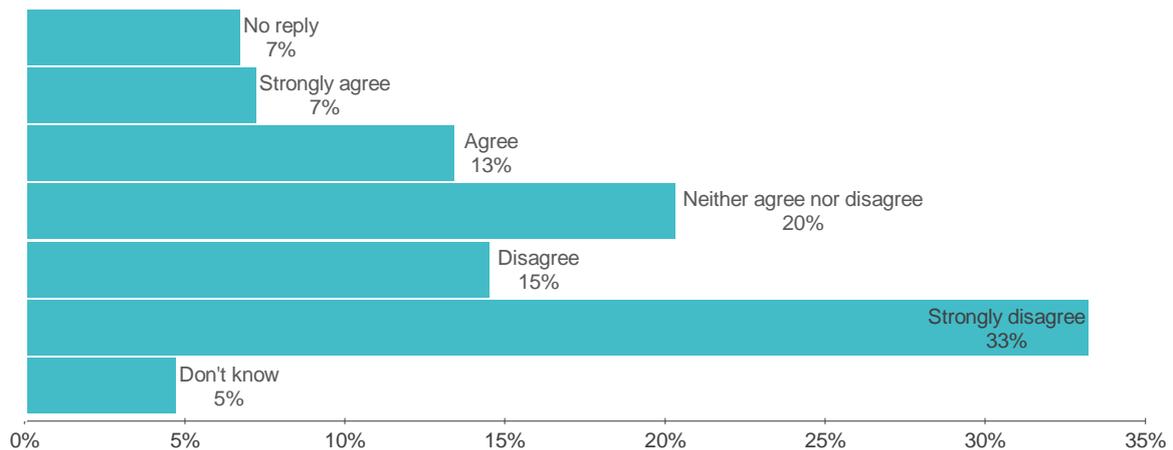
Each of these key findings is explored in more detail below, highlighting, where they exist, significant differences between groups of respondents.



Improve access to the Hoo Peninsula

Q9a. Thinking about the proposed Phase 3 road changes, how much do you agree or disagree that: the proposed Phase 3 works will improve access to the Hoo Peninsula

Almost half of respondents (48%) disagree that the proposed Phase 3 works will improve access to the Hoo Peninsula. A fifth of respondents agree with this statement (20%), with a fifth remaining neutral on this issue (neither agreeing nor disagreeing).

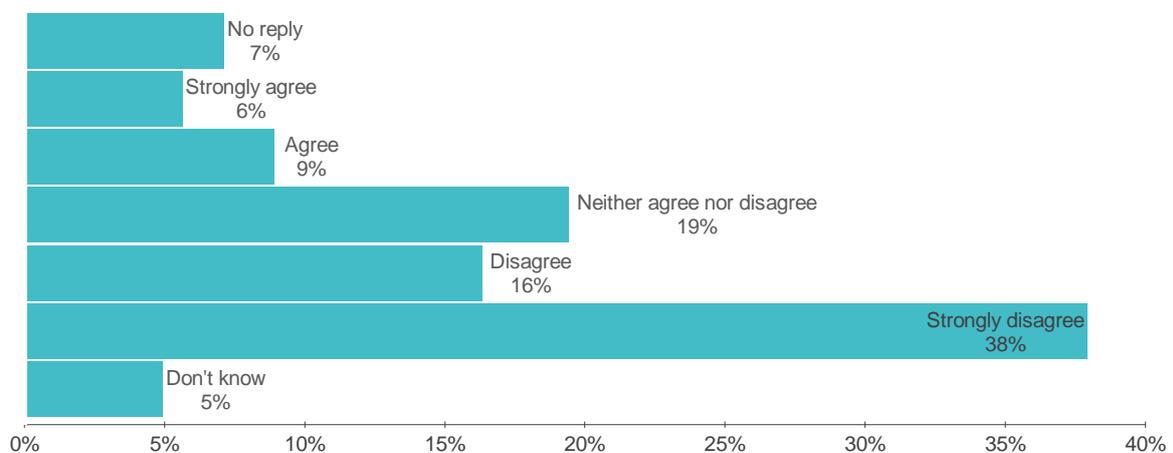


Base: All respondents (522)

Reduce congestion in the local area

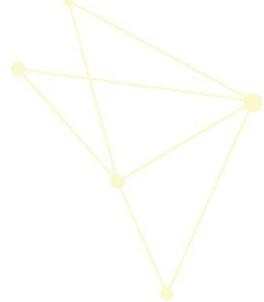
Q9b. Thinking about the proposed Phase 3 road changes, how much do you agree or disagree that: once completed the proposed Phase 3 works will reduce congestion in the local area

Over half of respondents (54%) disagree that once completed the proposed Phase 3 works will reduce congestion in the local area. 15% of respondents agree with this statement, with almost a fifth neither agreeing nor disagreeing (19%).



Base: All respondents (522)

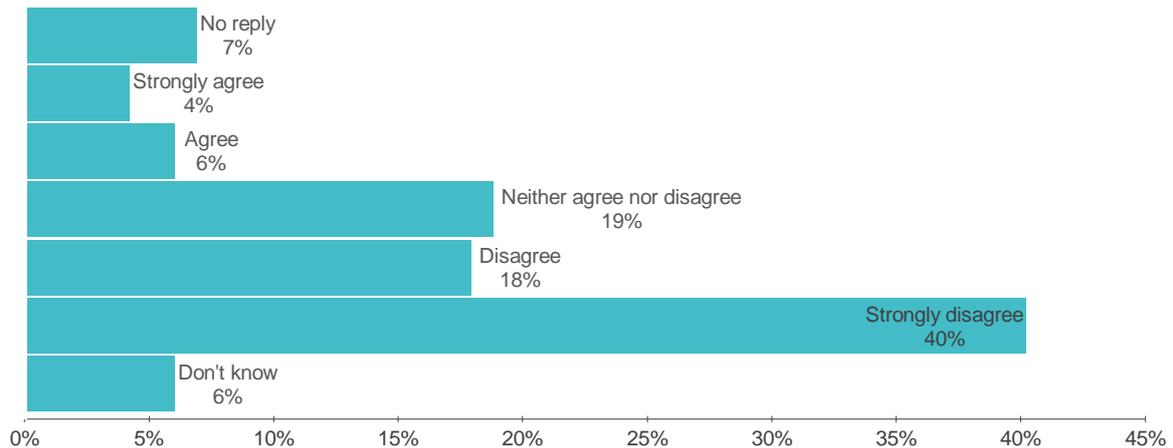




Minimise impacts on the local area

Q9c. Thinking about the proposed Phase 3 road changes, how much do you agree or disagree that: the proposed layout and design will minimise impacts on the local area

Over half of respondents (58%) disagree that the proposed layout and design will minimise impacts on the local area; with 10% agreeing with this statement. A further 19% remained neutral, neither agreeing nor disagreeing.

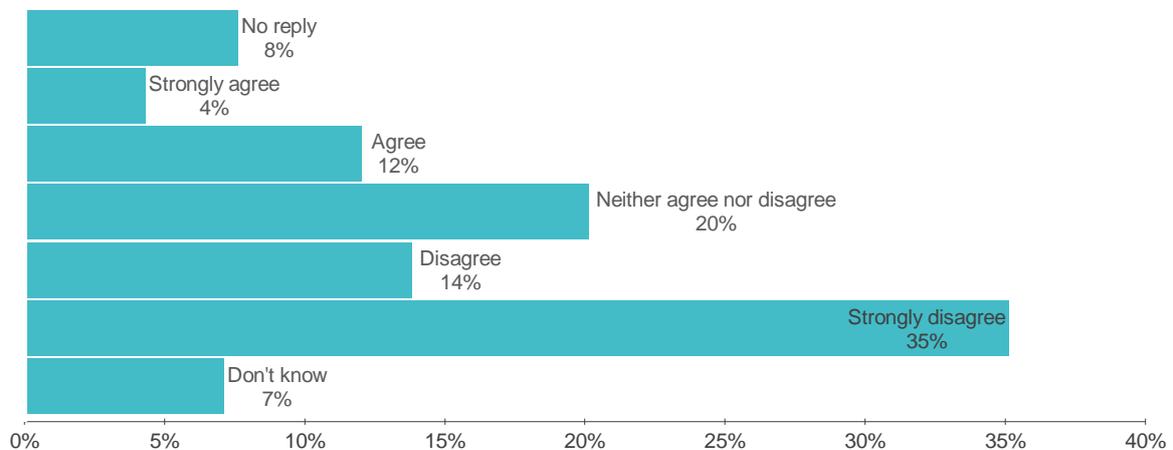


Base: All respondents (522)

Improve access for other users

Q9d. Thinking about the proposed Phase 3 road changes, how much do you agree or disagree that: the proposed changes improve access for other users (e.g. pedestrians, cyclists and horse riders)

Almost half of respondents (49%) disagree that the proposed changes improve access for other users (e.g. pedestrians, cyclists and horse riders). 16% agree with this statement; whilst a fifth remained neutral regarding this issue (20%).



Base: All respondents (522)

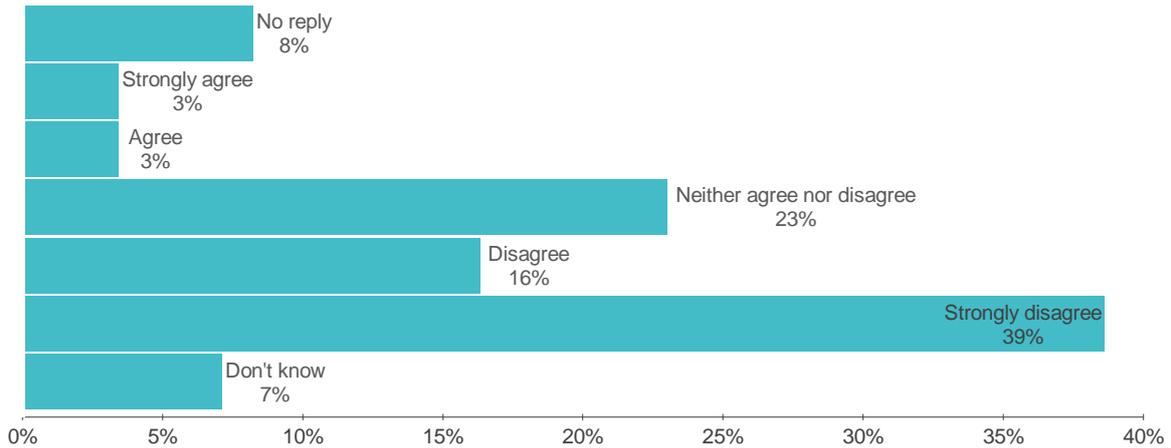




Minimise disruptions during construction

Q9e. Thinking about the proposed Phase 3 road changes, how much do you agree or disagree that: the proposed Phase 3 works minimise disruptions during construction

Over half of respondents (55%) disagree that proposed Phase 3 works minimise disruptions during construction; with 6% of respondents agreeing with this statement. Almost a quarter of respondents neither agree nor disagree on this issue (23%).



Base: All respondents (522)

Phase 3 respondent analysis

Respondent analysis showed significant differences in the responses based on the sex and age group.

<p>Gender:</p> 	<p>Males were more likely to agree that the proposed changes improve access for other users (eg pedestrians, cyclists and horse riders) (21%) than females (13%).</p>
<p>Age:</p> 	<p>Those aged 65+ were less likely to disagree with the following:</p> <ul style="list-style-type: none"> • 'the proposed Phase 3 works will improve access to the Hoo Peninsula' (37% compared to 48% overall) • 'once completed the proposed Phase 3 works will reduce congestion in the local area' (44% compared to 54% overall) • 'the proposed changes improve access for other users' (38% compared to 49% overall) • 'the proposed Phase 3 works minimise disruptions during construction' (45% compared to 55% overall)

Suggested considerations about the Phase 3 road changes

Q10. Is there anything else we should consider about the Phase 3 road changes?

All respondents were asked whether there was anything else that should be considered about the Phase 3 road changes. In total 130 respondents made a comment; comments



could cover more than one theme, resulting in a total of 263 mentions. The full list of themes and the number of mentions are shown in Table 6.

The three most common themes raised were:

- concerns about over / further development in the area
- concerns about Phase 3 designs specifically
- that it was not required / not the answer to the issues

Respondents also made 20 alternative suggestions; these have been included in full in Appendix C. Questions and clarifications have been summarised in Appendix D.

Table 6: Suggested considerations about the Phase 3 road changes

Key themes	Number of mentions
Concerns about over / further development	31
Negative - phase design	24
Not required / Not the answer to the issues	22
Alternative suggestions	20
Environmental impact	16
Pollution (air, dust, emissions, light and noise)	15
Phase plans clarification	12
Increased traffic / congestion	12
Impact on local area (general issues / impact on facilities / loss of views / loss of rural feel)	10
Road issues (HGVs / MOD roads / parking / road safety)	8
Due consideration of local residents' views	8
Impact on existing residents	8
Loss of leisure facilities / asset of community value	8
Positive - phase design	7
Construction impact	7
Object to the proposals	6
Infrastructure for other users (cycling / horse riding / pedestrian)	6
No / None / Don't know	5
Concerns about conflicts of interest / political motivation	5
Physical health / Mental health / Wellbeing impact	4
Loss of property value	4
Farming impact	3
What are the alternatives / what other proposals were considered	3
Other considerations (heritage / planning policy)	3
Neutral - phase design	2
Improve infrastructure (utilities / medical / education, etc)	2
Crime / ASB / Enviro-crime	1
Public transport (requires improvement / too expensive)	1
HIF clarification	1
Other	1
HIF funding clarification / amounts required	1
Safety	1
Consultation comment	1

Waste of public money	1
Flooding concerns	1
HIF timings	1
Other phase concern	1
Lack of local support	1

Illustrative quotes for the most frequently cited reasons are provided below:

Concerns about over / further development:

“The extensive house building, industrial development and Rail Station will increase traffic to a level, which could mean that the road network will not be able to cope.”

“Again allows more housing on somewhere which is a rural area and is now losing its identity because of over development. The local government needs to stand up to the government and stand up for its people and say no to overdevelopment of the countryside which is left.”

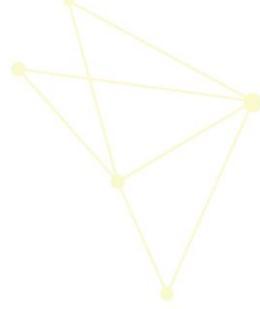
“These proposals don’t provide adequate infrastructure to the local area such as schools, medical cover, hospital beds. Therefore this destruction & inconvenience won’t improve the area overall & will leave us overpopulated & under resourced with a lack of amenities.”

Negative – phase design:

“The Bells Lane junction see the increase of a dual carriageway to a 3-lane road on both the eastern and western approaches to the junction. The current roundabout ensures traffic speed control due to the necessity to slow for the current roundabout. The new design relies on traffic lights, something that does not ensure traffic slows, thus the new crossing increases the danger to pedestrians, cyclists and potentially horse riders to potential accidents or fatalities. Perhaps this junction should be reconsidered to retain a roundabout.”

“There is never any congestion here currently. Don't see why it had to be widened from 2 to 3 lanes. Also a signalised junction will slow down journey times.”

“We need access that is not parallel to the existing route, but new access routes to the peninsula. This will not improve access for other users at all.”



Not required / Not the answer to the issues:

“This location is rarely bottle necked - waste of money and resources”

“I have travelled along these roads all my life and very frequently in the last 10 years..... When have you ever seen queuing... There is NEVER queuing on these roads. Even at rush hour there are no queues at this roundabout...”

“Have you ever travelled along these roads.... there is no congestion....!!! The reason for the proposed road ‘improvement’ is to make way for a huge housing development. I have never seen queuing in this area. Nobody on the Peninsula wants more housing... they have had a considerable amount of development already.”



5. Highways Proposals – Phase 4

The proposals for Phase 4 including improvements to Stoke/Ropers Lane Roundabout and access to the new station.

Full details of which were included in the consultation brochure.

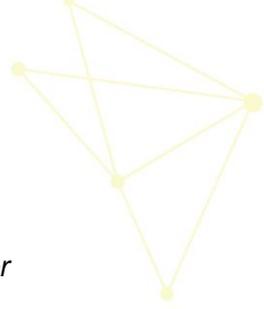
Respondents were asked how much they agree or disagree with a number of statements regarding the proposed Phase 4 road changes, covering whether the proposed Phase 4 works will:

- improve access to the Hoo Peninsula
- reduce congestion in the local area
- minimise impacts on the local area
- improve access for other users
- minimise disruptions during construction

Phase 4, key findings:

- **Respondents disagree that Phase 4 works will improve access to the Hoo Peninsula.**
- **Respondents disagree that Phase 4 works will, once completed, reduce congestion in the local area.**
- **Respondents disagree that the proposed layout and design of Phase 4 will minimise impacts on the local area.**
- **Respondents disagree that the proposed changes in Phase 4 will improve access for other users.**
- **Respondents disagree that the proposed Phase 4 works will minimise disruptions during construction.**
- **Comments made by respondents regarding other considerations about the Phase 4 proposals were most likely to include:**
 - concerns about over / further development in the area
 - alternative suggestions
 - negative comments about the station or railway
 - the environmental impact

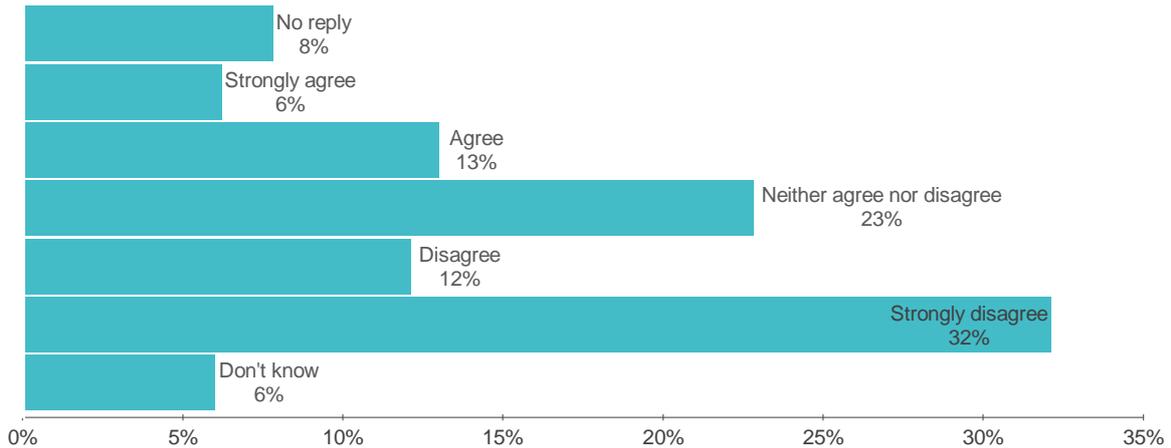
Each of these key findings is explored in more detail below, highlighting, where they exist, significant differences between groups of respondents.



Improve access to the Hoo Peninsula

Q11a. Thinking about the proposed Phase 4 road changes, how much do you agree or disagree that: the proposed Phase 4 works will improve access to the Hoo Peninsula

More than two fifths of respondents (44%) disagree that the proposed Phase 4 works will improve access to the Hoo Peninsula. Almost a fifth of respondents agree with this statement (19%), with almost a quarter remaining neutral on this issue (neither agreeing nor disagreeing) (23%).

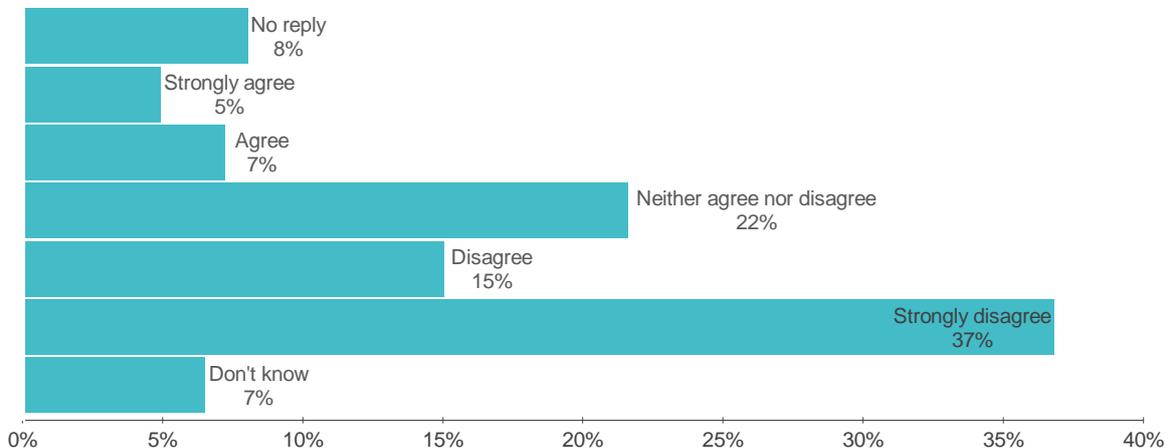


Base: All respondents (522)

Reduce congestion in the local area

Q11b. Thinking about the proposed Phase 4 road changes, how much do you agree or disagree that: once completed the proposed Phase 4 works will reduce congestion in the local area

Over half of respondents (52%) disagree that once completed the proposed Phase 4 works will reduce congestion in the local area. 12% of respondents agree with this statement, with over a fifth neither agreeing nor disagreeing (22%).



Base: All respondents (522)

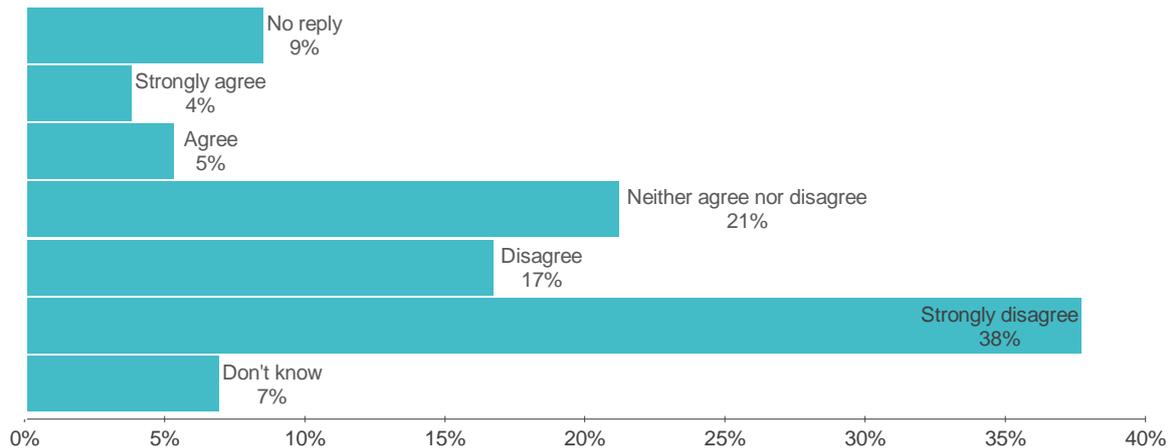




Minimise impacts on the local area

Q11c. Thinking about the proposed Phase 4 road changes, how much do you agree or disagree that: the proposed layout and design will minimise impacts on the local area

Over half of respondents (55%) disagree that the proposed layout and design will minimise impacts on the local area; with 9% agreeing with this statement. More than a fifth of respondents remained neutral, neither agreeing nor disagreeing (21%).

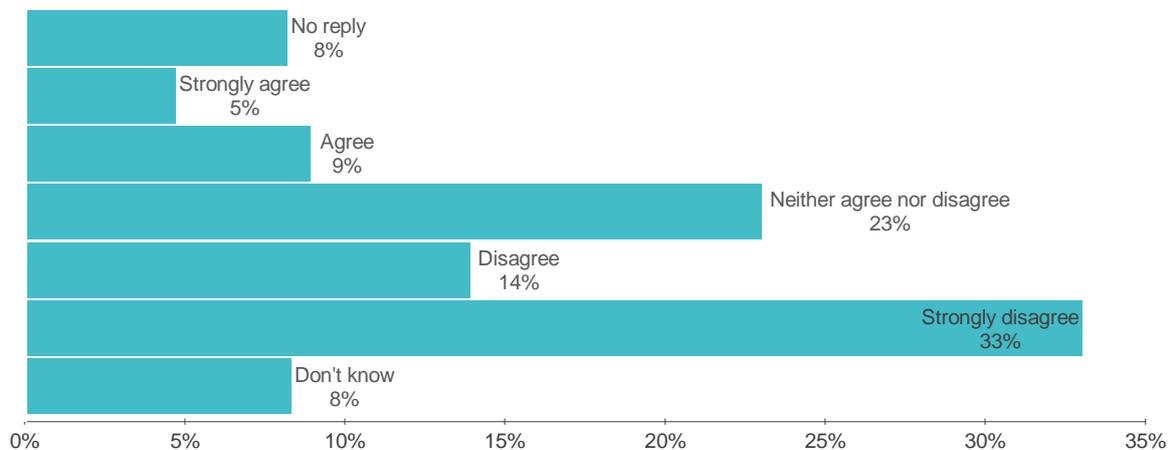


Base: All respondents (522)

Improve access for other users

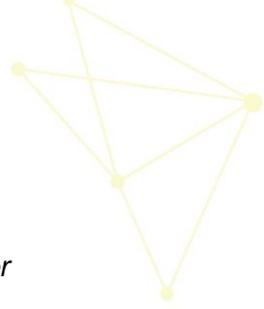
Q11d. Thinking about the proposed Phase 4 road changes, how much do you agree or disagree that: the proposed changes improve access for other users (e.g. pedestrians, cyclists and horse riders)

Almost half of respondents (47%) disagree that the proposed changes improve access for other users (e.g. pedestrians, cyclists and horse riders). 14% agree with this statement; whilst almost a quarter remained neutral regarding this issue (23%).



Base: All respondents (522)

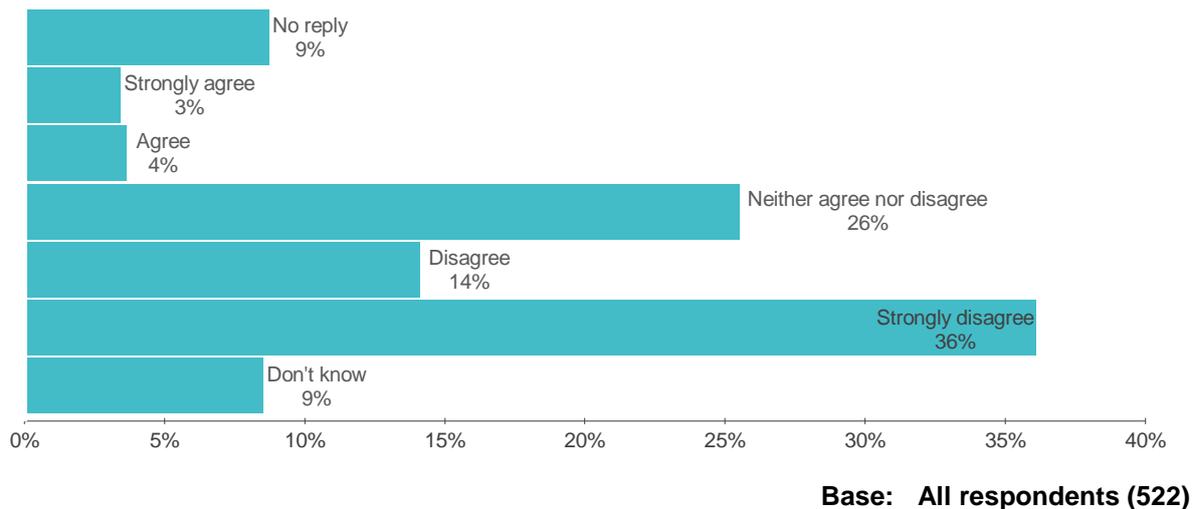




Minimise disruptions during construction

Q11e. Thinking about the proposed Phase 4 road changes, how much do you agree or disagree that: the proposed Phase 4 works minimise disruptions during construction

Half of respondents (50%) disagree that proposed Phase 4 works minimise disruptions during construction; with 7% of respondents agreeing with this statement. Over a quarter of respondents neither agree nor disagree on this issue (26%).



Phase 4 respondent analysis

There were no significant differences between groups of respondents.

Suggested considerations about the Phase 4 road changes

Q12. Is there anything else we should consider about the Phase 4 road changes?

All respondents were asked whether there was anything else that should be considered about the Phase 4 road changes. In total 121 respondents made a comment; comments could cover more than one theme, resulting in a total of 259 mentions. The full list of themes and the number of mentions are shown in Table 7.

Respondents also made 21 alternative suggestions; these have been included in full in Appendix C. Questions and clarifications have been summarised in Appendix D.

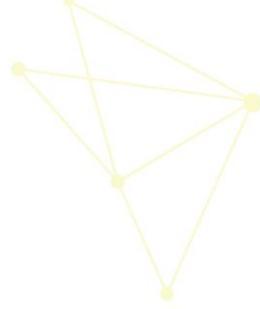
The three most common other themes raised were:

- concerns about over / further development in the area
- negative comment about the railway or station
- the environmental impacts



Table 7: Suggested considerations about the Phase 4 road changes

Key themes	Number of mentions
Concerns about over / further development	27
Alternative suggestions	21
Negative - railway / station	19
Environmental impact	18
Negative - phase design	16
Not required / Not the answer to the issues	15
Increased traffic / congestion	15
Pollution (air, dust, emissions, light and noise)	13
Impact on local area (general issues / impact on facilities / loss of views / loss of rural feel)	10
Positive – railway / station	7
Road issues (HGVs / MOD roads / parking / road safety)	7
Farming impact	6
No / None / Don't know	6
Object to the proposals	6
Due consideration of local residents views	6
Impact on existing residents	6
HIF timings	5
Phase plans clarification	5
Construction impact	5
Infrastructure for other users (cycling / horse riding / pedestrian)	5
Other phase concern	4
Change in habits due to Covid19	4
Other considerations (heritage / planning policy)	3
Physical health / Mental health / Wellbeing impact	3
Concerns about conflicts of interest / political motivation	3
Loss of property value	3
Neutral - railway / station	2
Consultation comment	2
Railway - further clarification	2
What are the alternatives / What other proposals were considered	2
Positive - phase design	2
Crime / ASB / Enviro-crime	2
Public transport (requires improvement / too expensive)	1
Safety	1
Lack of local support	1
Railway - alternative suggestion	1
HIF funding clarification / amounts required	1
Improve infrastructure (utilities / medical / education, etc)	1
Impact on existing roads	1
Public finances - management of public money	1
Loss of leisure facilities / asset of community value	1



Illustrative quotes for the most frequently cited reasons are provided below:

Concerns about over / further development:

“Is this really necessary or just another excuse to concrete over Kent countryside and facilitate the building of new homes, ruining where we live and the environment.”

“I think the development of the station and the new road and road improvements to serve it are going to ruin a really pleasant old rural agricultural area which is loved for walking and horse riding (including by myself for nearly 40 years) I think the station will see a huge surge of traffic driving to and from the station and completely urbanise and industrialise the area it’s going on and could and probably will lead to more potentially unnecessary developments including yet more housing and possibly more industrial buildings and no doubt offices which will sit empty”

“A railway station will bring minimal benefit to the peninsula. Most people will not use it, it is a selling point for builders to offer access to London. It is another way of opening up the area for development / attracting people from outside the area / not benefit of locals.”

Negative – railway / station:

“How this will impact on those who live on Ropers Lane and those who also live near it. The environmental impact of the land being used . The sound of the new proposed railway and the detrimental affect it may have.”

“A STATION IS NOT NEEDED ON THE HOO PENINSULA! STOKE/ROPER LANE ROUNDABOUT IS PERFECTLY ADEQUATE. THE NEED FOR A STATION IS ALSO UNECCESARY NOW WITH COMMUTER NUMBERS BEING FAR LESS THAN PRE COVID PANDEMIC... ALSO, THE ROUTE OF THE PROPOSED TRAINS IS OF NO USE TO RESIDENTS HERE AS WE COULD PROBABLY DRIVE THE ROUTE QUICKER.”

“A station is not necessary why move to a rural area and expect a railway station on the doorstep. This is a development that should not be allowed it is not wanted nor needed. Trains stop at Rochester, Strood, Higham and Gravesend this is enough facilities for London workers and of course Ebbsfleet too.”





Environmental impact:

“Residents views, destruction of wildlife and green spaces”

“Why in God's name are you even THINKING about building a railway station! We're entering the biggest recession this country has experienced since World War Two; we're in the grip of a pandemic that has/will change people's working/commuting habits (those who still have a job) and you want to build a station! Never MIND the environmental and ecological damage "improving" the existing railway line will cause.”

“The people on the peninsula knew they were moving to a semi-rural peninsula and you are trying to take away the peninsula’s ability to produce food they would probably prefer food and a friendly environment for wildlife as the option you are providing will be the downfall of food production and areas for wildlife as the peninsula is not very big and things cannot move sideways due to the water and you are altering the water tables”



6. Highways Proposals – Phase 5

The proposals for Phase 5 include improvements to Four Elms Roundabout, an additional lane and a dedicated slip road from the A289 Hasted Road to northbound A228, and a dedicated slip road coming down Four Elms Hill.

Full details of which were included in the consultation brochure.

Respondents were asked how much they agree or disagree with a number of statements regarding the proposed Phase 5 road changes, covering whether the proposed Phase 5 works will:

- improve access to the Hoo Peninsula
- reduce congestion in the local area
- minimise impacts on the local area
- improve access for other users
- minimise disruptions during construction

Phase 5, key findings:

- **Respondents disagree that Phase 5 works will improve access to the Hoo Peninsula.**
- **Respondents disagree that Phase 5 works will, once completed, reduce congestion in the local area.**
- **Respondents disagree that the proposed layout and design of Phase 5 will minimise impacts on the local area.**
- **Respondents disagree that the proposed changes in Phase 5 will improve access for other users.**
- **Respondents disagree that the proposed Phase 5 works will minimise disruptions during construction.**
- **Comments made by respondents regarding other considerations about the Phase 5 proposals were most likely to include:**
 - **positive comments about the phase design**
 - **negative comment about the phase design**
 - **the impact of different types of pollution**

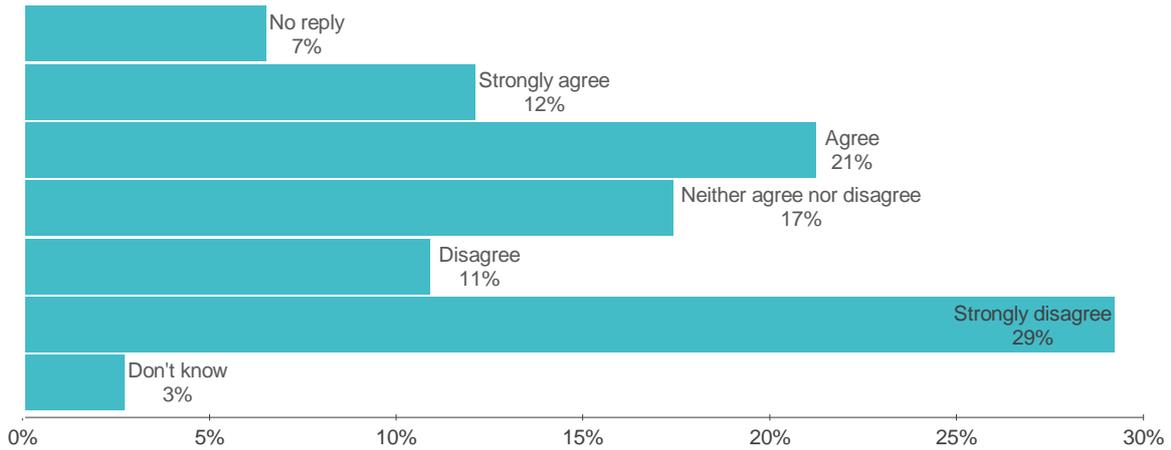
Each of these key findings is explored in more detail below, highlighting, where they exist, significant differences between groups of respondents.



Improve access to the Hoo Peninsula

Q13a. Thinking about the proposed Phase 5 road changes, how much do you agree or disagree that: the proposed Phase 5 works will improve access to the Hoo Peninsula

Two fifths of respondents (40%) disagree that the proposed Phase 5 works will improve access to the Hoo Peninsula. Whereas a third of respondents agree with this statement (33%), with just under a fifth remaining neutral on this issue (neither agreeing nor disagreeing) (17%).

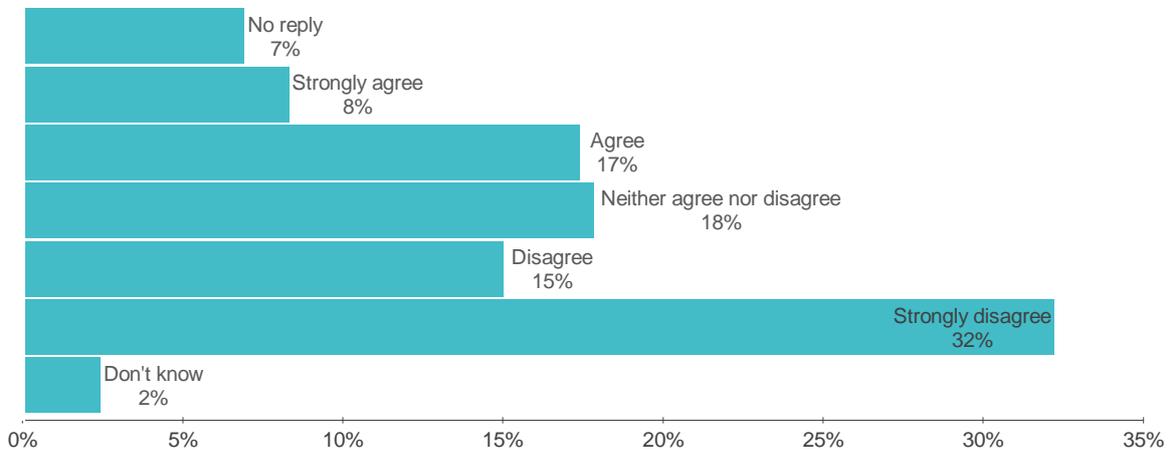


Base: All respondents (522)

Reduce congestion in the local area

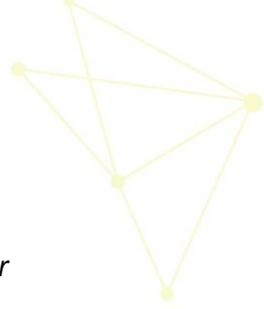
Q13b. Thinking about the proposed Phase 5 road changes, how much do you agree or disagree that: once completed the proposed Phase 5 works will reduce congestion in the local area

Almost half of respondents (47%) disagree that once completed the proposed Phase 5 works will reduce congestion in the local area. A quarter of respondents agree with this statement, with almost a fifth neither agreeing nor disagreeing (18%).



Base: All respondents (522)

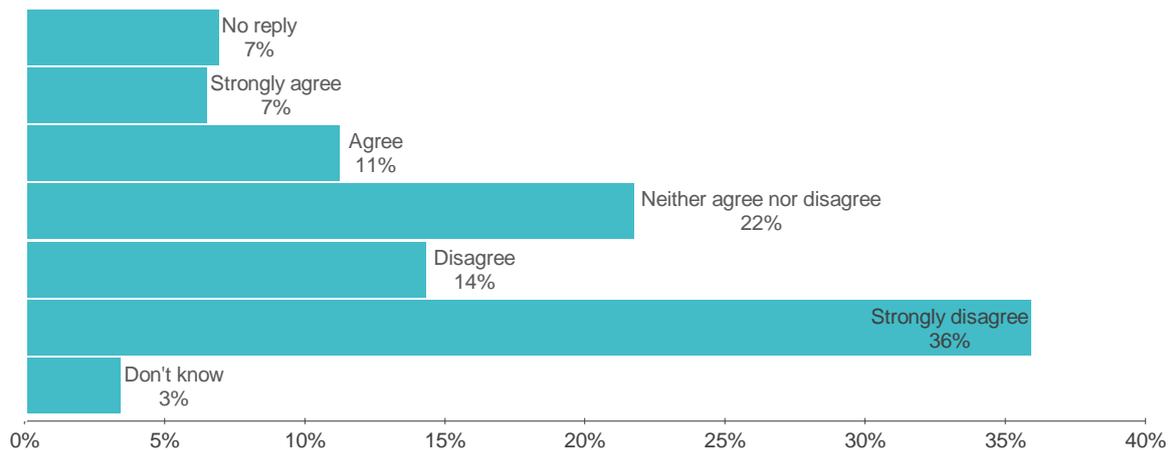




Minimise impacts on the local area

Q13c. Thinking about the proposed Phase 5 road changes, how much do you agree or disagree that: the proposed layout and design will minimise impacts on the local area

Half of respondents (50%) disagree that the proposed layout and design will minimise impacts on the local area; with 18% agreeing with this statement. Over a fifth of respondents remained neutral, neither agreeing nor disagreeing (22%).

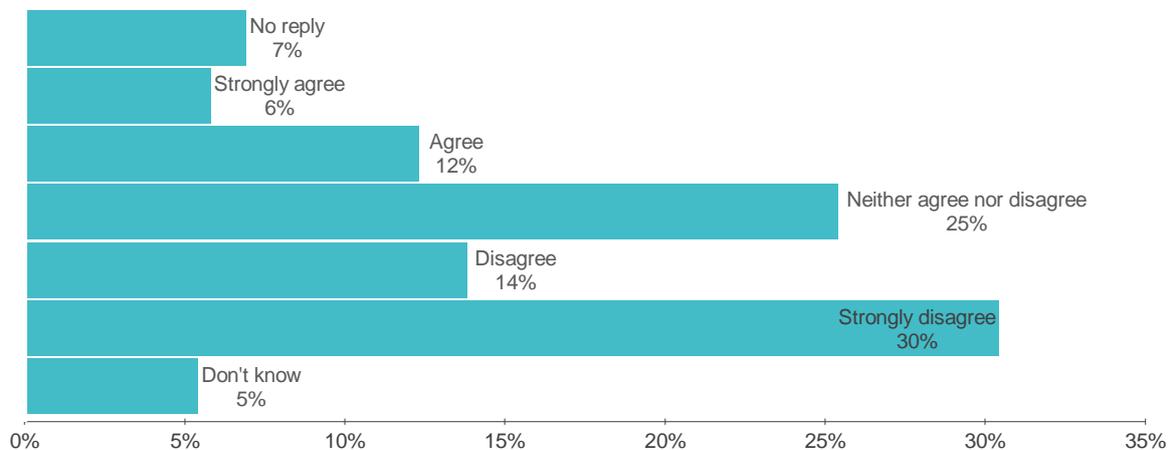


Base: All respondents (522)

Improve access for other users

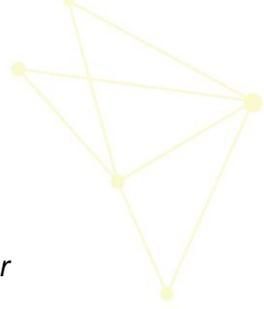
Q13d. Thinking about the proposed Phase 5 road changes, how much do you agree or disagree that: the proposed changes improve access for other users (e.g. pedestrians, cyclists and horse riders)

Over two fifths of respondents (44%) disagree that the proposed changes improve access for other users (e.g. pedestrians, cyclists and horse riders). 18% agree with this statement; whilst a quarter remained neutral regarding this issue.



Base: All respondents (522)

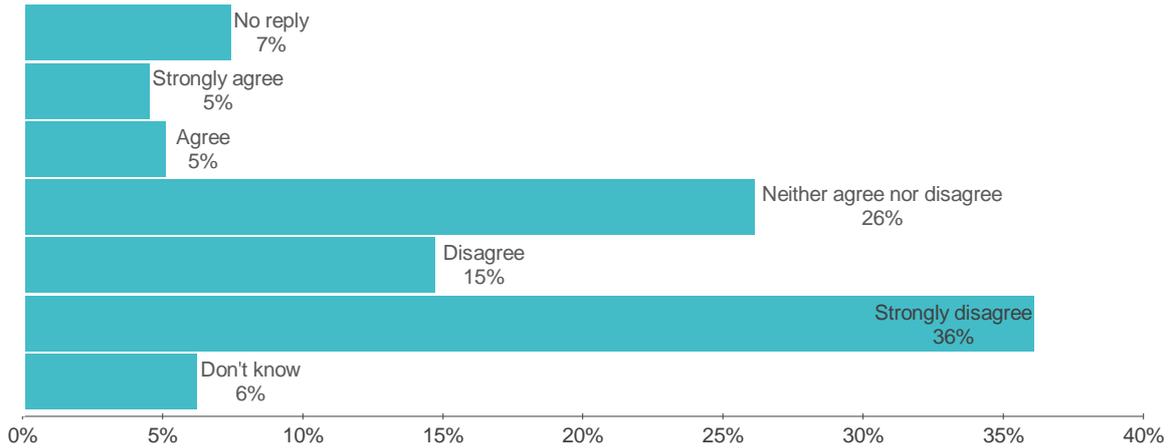




Minimise disruptions during construction

Q13e. Thinking about the proposed Phase 5 road changes, how much do you agree or disagree that: the proposed Phase 5 works minimise disruptions during construction

Just over half of respondents (51%) disagree that proposed Phase 5 works minimise disruptions during construction; with 10% of respondents agreeing with this statement. Over a quarter of respondents neither agree nor disagree on this issue (26%).



Base: All respondents (522)

Phase 5 respondent analysis

Respondent analysis showed significant differences between males and females.

<p>Gender:</p> 	<p>Males were more likely to agree that the proposed Phase 5 works will both improve access to the Hoo Peninsula (39% of males compared to 30% of females) and once completed will reduce congestion in the local area (33% of males compared to 22% of females).</p>
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Suggested considerations about the Phase 5 road changes

Q14: Is there anything else we should consider about the Phase 5 road changes?

All respondents were asked whether there was anything else that should be considered about the Phase 5 road changes. In total 141 respondents made a comment; comments could cover more than one theme, resulting in a total of 312 mentions. The full list of themes and the number of mentions are shown in Table 8.

Respondents also made 43 alternative suggestions; these have been included in full in Appendix C. Questions and clarifications have been summarised in Appendix D.

The three most common other themes raised were:

- positive comments about the phase design
- negative comments about the phase design
- the impact of different types of pollution



Table 8: Suggested considerations about Phase 5 road changes

Key themes	Number of mentions
Alternative suggestions	43
Positive - phase design	27
Negative - phase design	22
Pollution (air, dust, emissions, light and noise)	22
Increased traffic / congestion	21
Environmental impact	17
Concerns about over / further development	17
HIF timings	15
Not required / Not the answer to the issues	12
Road issues (HGVs / MOD roads / parking / road safety)	12
Phase plans clarification	11
Other phases not required	10
Impact on existing residents	8
Due consideration of local resident's views	7
Infrastructure for other users (cycling / horse riding / pedestrian)	7
Construction impact	6
Impact on local area (general issues / impact on facilities / loss of views / loss of rural feel)	6
Physical health / Mental health / Wellbeing impact	5
Concerns about conflicts of interest / political motivation	4
Loss of property value	4
Impact on existing properties	3
Consultation comments	3
Road improvement required	3
No / None / Don't know	3
Object to the proposals	3
Medway Tunnel / Medway City Estate issues	2
Other considerations (heritage / planning policy)	2
Impact on existing roads	2
Improve infrastructure (utilities / medical / education, etc)	2
Other phase concern	2
Public transport (requires improvement / too expensive)	1
Doesn't solve issues on the peninsula	1
Farming impact	1
Safety	1
Loss of leisure facilities / asset of community value	1
Other changes impact the scheme	1
Impact on vulnerable users	1
HIF funding clarification / amounts required	1
Change in habits due to Covid19	1
What are the alternatives	1
Lack of local support	1



Illustrative quotes for the most frequently cited reasons are provided below:

Positive – phase design:

“An improved layout of this junction would improve the flow of traffic onto and off the Peninsula. This should be phase 1”

“This is years overdue.”

“This new slip road to Hoo on the Four Elms roundabout should have been implemented a long time ago. This is all we require. No other new roads or "improvements".”

Negative – phase design:

“Concerns about a pedestrian crossing with traffic lights which will hold up traffic. Why not put up a pedestrian bridge? In the long term this will be far better for both traffic and pedestrians and cyclists. Once extra houses are in place the traffic congestion could be worse than it is now.”

“Again - disruption and long queues and use of green area to create a new road is counterproductive. Access is not improved as still have to regain A228 and this route has been mentioned in previous ideas with no advantage to villages further along A228”

“These highway ‘improvements’ contain pinch points which will result in more congestion and air pollution as heavy lorries are forced to slow up.”

Pollution (air, dust, emissions, light and noise):

“Pollution, disruption, destruction of countryside, views and property values.”

“With the increased flow of traffic these improvements would make would come an increase in noise so to ensure the appropriate and long-lasting sound deadening measures were still incorporated from day one is a heavy priority for local residents and homeowners.”



“There is no evidence how improvements will contribute to the reduction of queuing on Four Elms Hill and that this will address air quality issues related to the Air Quality Management Area given that 12,000 new homes could well increase traffic on the AQMA.”



7. Highways Proposals – Phase 6

The proposals for Phase 6 is an additional lane to Wulfere Way in each direction, and capacity improvements to Sans Pareil Roundabout.

Full details of which were included in the consultation brochure.

Respondents were asked how much they agree or disagree with a number of statements regarding the proposed Phase 6 road changes, covering whether the proposed Phase 6 works will:

- improve access to the Hoo Peninsula
- reduce congestion in the local area
- minimise impacts on the local area
- improve access for other users
- minimise disruptions during construction

Phase 6, key findings:

- **Respondents disagree that Phase 6 works will improve access to the Hoo Peninsula.**
- **Respondents disagree that Phase 6 works will, once completed, reduce congestion in the local area.**
- **Respondents disagree that the proposed layout and design of Phase 6 will minimise impacts on the local area.**
- **Respondents disagree that the proposed changes in Phase 6 will improve access for other users.**
- **Respondents disagree that the proposed Phase 6 works will minimise disruptions during construction.**
- **Comments made by respondents regarding other considerations about the Phase 6 proposals were most likely to include:**
 - **Increased traffic or congestion**
 - **alternative suggestions**
 - **negative comments about the phase design**
 - **the impact of different types of pollution**

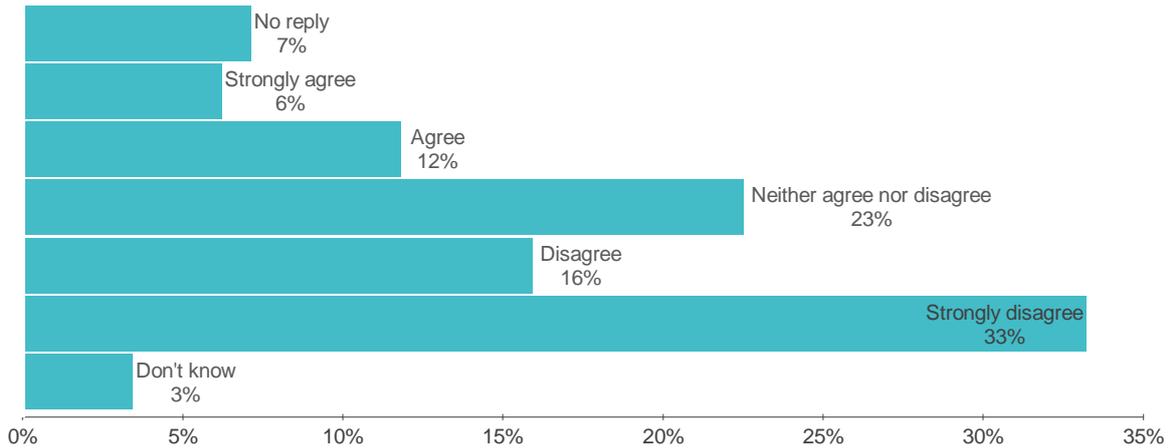
Each of these key findings is explored in more detail below, highlighting, where they exist, significant differences between groups of respondents.



Improve access to the Hoo Peninsula

Q15a. Thinking about the proposed Phase 6 road changes, how much do you agree or disagree that: the proposed Phase 6 works will improve access to the Hoo Peninsula

Almost half of respondents (49%) disagree that the proposed Phase 6 works will improve access to the Hoo Peninsula. Nearly a fifth of respondents agree with this statement (18%), with 23% remaining neutral on this issue (neither agreeing nor disagreeing).

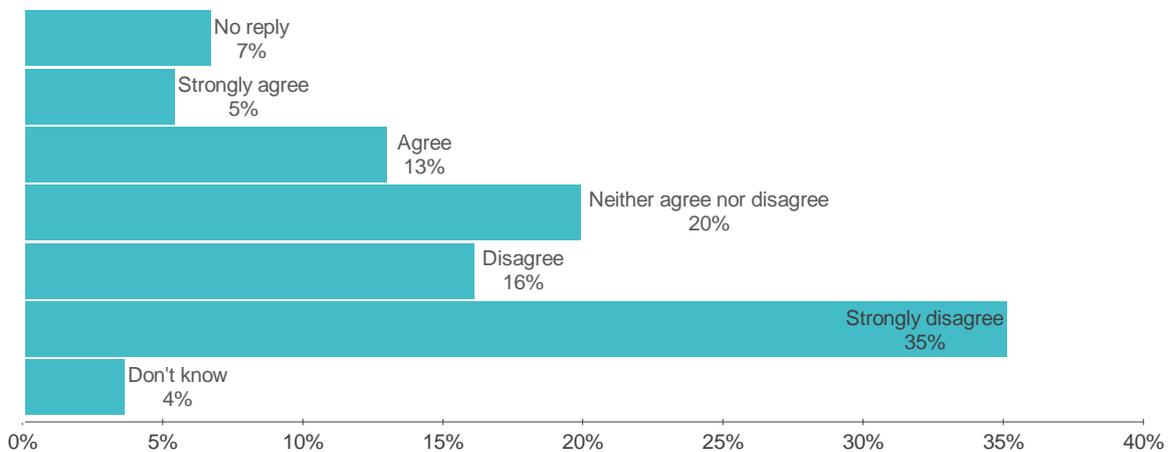


Base: All respondents (522)

Reduce congestion in the local area

Q15b. Thinking about the proposed Phase 6 road changes, how much do you agree or disagree that: once completed the proposed Phase 6 works will reduce congestion in the local area

Just over half of respondents (51%) disagree that once completed the proposed Phase 6 works will reduce congestion in the local area. 18% of respondents agree with this statement, with a fifth neither agreeing nor disagreeing (20%).



Base: All respondents (522)

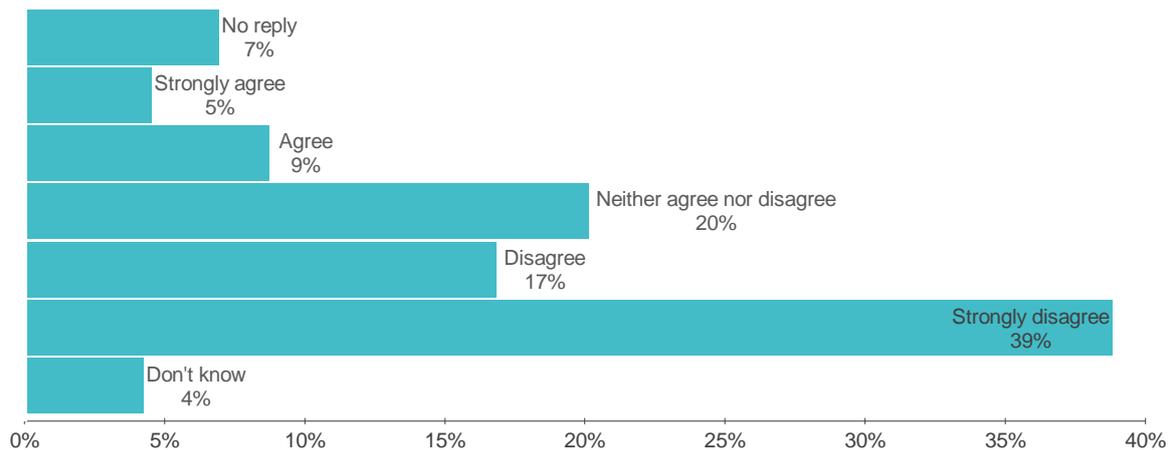




Minimise impacts on the local area

Q15c. Thinking about the proposed Phase 6 road changes, how much do you agree or disagree that: the proposed layout and design will minimise impacts on the local area

Over half of respondents (56%) disagree that the proposed layout and design will minimise impacts on the local area; with 14% agreeing with this statement. A fifth remained neutral, neither agreeing nor disagreeing.

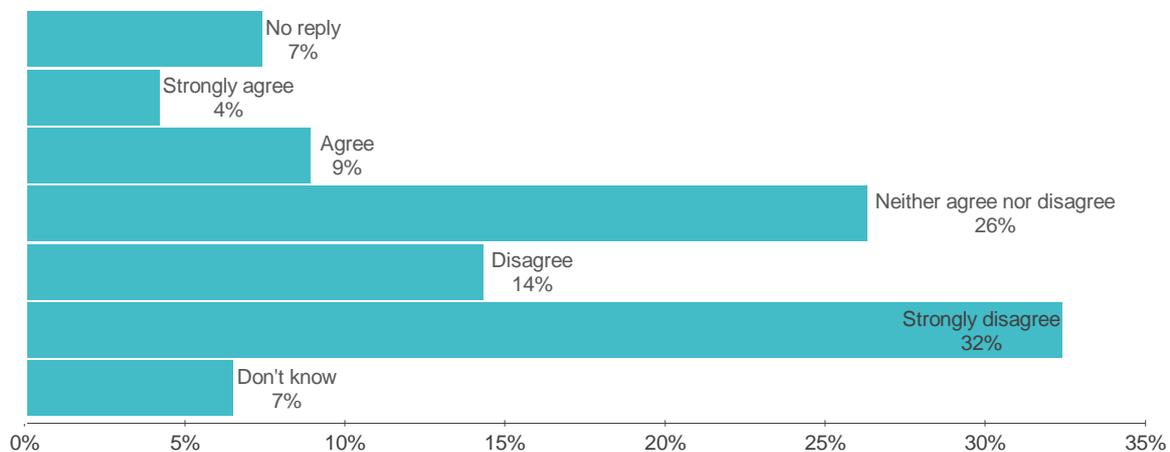


Base: All respondents (522)

Improve access for other users

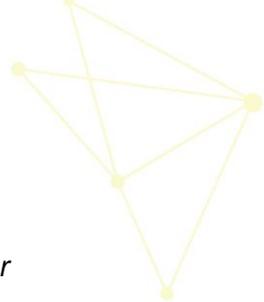
Q15d. Thinking about the proposed Phase 6 road changes, how much do you agree or disagree that: the proposed changes improve access for other users (e.g. pedestrians, cyclists and horse riders)

Almost half of respondents (46%) disagree that the proposed changes improve access for other users (e.g. pedestrians, cyclists and horse riders). 13% agree with this statement; whilst over a quarter remained neutral regarding this issue (26%).



Base: All respondents (522)

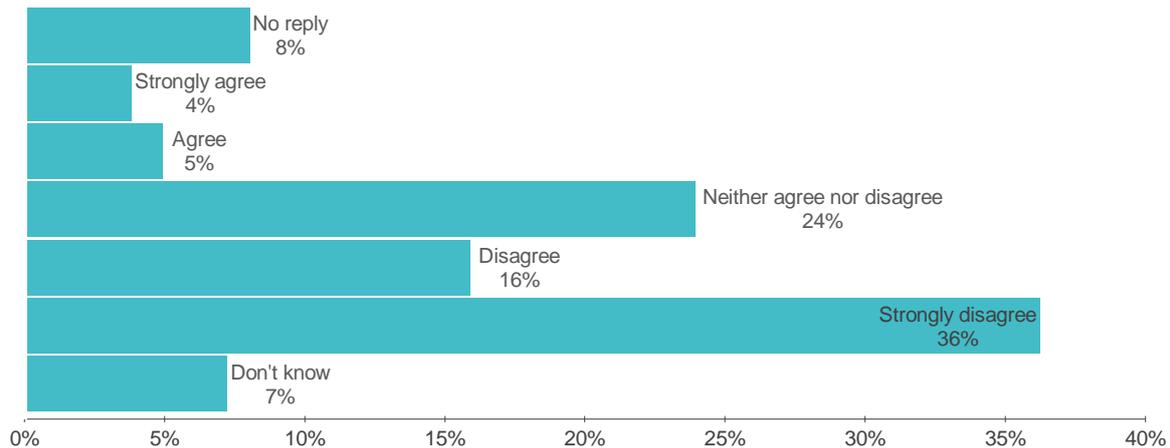




Minimise disruptions during construction

Q15e. Thinking about the proposed Phase 6 road changes, how much do you agree or disagree that: the proposed Phase 6 works minimise disruptions during construction

Just over half of respondents (52%) disagree that proposed Phase 6 works minimise disruptions during construction; with 9% of respondents agreeing with this statement. Almost a quarter of respondents neither agree nor disagree on this issue (24%).



Base: All respondents (522)

Phase 6 respondent analysis

Respondent analysis showed significant differences between different age groups and those with a disability.

<p>Age:</p> 	<p>Those aged 65+ were less likely to disagree that the proposed Phase 6 works will improve access to the Hoo Peninsula (39% compared to 49% of the group as a whole).</p> <p>Those aged under 16 up to 44 were more likely to agree that once completed the proposed Phase 6 works will reduce congestion in the local area (28% compared to 18% of the group as a whole).</p>
<p>Disability:</p> 	<p>Respondents with a disability were less likely to disagree that:</p> <ul style="list-style-type: none"> ‘the proposed changes improve access for other users’ (33% of those with a disability compared to 48% of those without a disability) ‘the proposed Phase 6 works minimise disruptions during construction’ (38% of those with a disability compared to 52% of those without a disability)





Suggested considerations about the Phase 6 road changes

Q16. Is there anything else we should consider about the Phase 6 road changes?

All respondents were asked whether there was anything else that should be considered about the Phase 6 road changes. In total 136 respondents made a comment; comments could cover more than one theme, resulting in a total of 338 mentions. The full list of themes and the number of mentions are shown in Table 9.

The three most common other themes, excluding alternative suggestions, raised were:

- increased traffic or congestion
- negative comments about the phase design
- the impact of different types of pollution

Respondents also made 32 alternative suggestions; these have been included in full in Appendix C. Questions and clarifications have been summarised in Appendix D.

Table 9: Suggested considerations about the Phase 6 road changes

Key themes	Number of mentions
Increased traffic / congestion	37
Alternative suggestions	32
Negative - phase design	31
Pollution (air, dust, emissions, light and noise)	27
Not required / Not the answer to the issues	21
Impact on existing residents	20
Other changes impact the scheme (development near Sans Pareil)	19
Concerns about over / further development	13
Environmental impact	12
Due consideration of local resident's views	8
Phase plans clarification	8
Road improvement required	8
Construction impact	8
Impact on local area (general issues / impact on facilities / loss of views / loss of rural feel)	8
Medway Tunnel / Medway City Estate issues	7
Physical health / Mental health / Wellbeing impact	6
Improve traffic flow / access	6
Road issues (HGVs / MOD roads / parking / road safety)	6
Loss of property value	6
Consultation comments	5
Doesn't solve issues on the Peninsula	4
Infrastructure for other users (cycling / horse riding / pedestrian)	4
Concerns about conflicts of interest / political motivation	4
Farming impact	3
HIF timings	3
Impact on existing roads	3
Impact on existing properties	3



No / None / Don't know	3
Public transport (requires improvement / too expensive)	2
Access issues to/from Wainscott	2
HIF funding clarification / amounts required	2
Other considerations (heritage / planning policy)	2
Positive - phase design	2
Access issues to/from Frindsbury / Strood	2
Improve infrastructure (utilities / medical / education, etc)	1
Change in habits due to Covid19	1
Waste of public money	1
Crime / ASB / Enviro-crime	1
Loss of leisure facilities / asset of community value	1
Impact on vulnerable users	1
Safety	1
Lack of local support	1
What are the alternatives	1
Prevent negative unintended consequences	1
Other	1

Illustrative quotes for the most frequently cited reasons are provided below:

Increased traffic or congestion:

“The extra traffic all the new houses and secondary school will bring to sans p roundabout and Medway tunnel.”

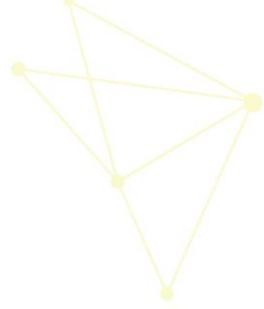
“The change to Wainscott access will just back the traffic congestion up elsewhere.”

“This proposal will only increase traffic and cause problems when leaving Benenden Road. Traffic will only back up along the estate and cause problems for residents.”

Negative – phase design:

“not viable. clash with proposed school entrance. difficulty of coming from Wainscott and turning right across the traffic to go towards Strood. traffic lights on the roundabout would improve traffic flows”

“Why would you remove a roundabout exit to add a junction - this is mad and will make traffic flow less efficient. You clearly do not understand the traffic issues in the Wainscott



area”

“It’s already unpleasant for pedestrians and cyclists, nothing will obviously improve this situation. And yet it doesn’t look like it will improve access to Medway city estate (for example), and instead the area will become more congested. It feels like a lack of imagination.”

Pollution (air, dust, emissions, light and noise):

“Noise and disruption, pollution”

“3 lanes in each direction along Wulfere Way will have a significantly detrimental impact on both noise pollution and air pollution to local residents. It is a terrible proposal. If you were to build a tunnel for through traffic at Four Elms the existing 2 lanes should suffice, as well as having a positive impact on traffic flow, air pollution and noise”

“Reducing congestion doesn't mean improving air quality. Any increase in road capacity generally means more traffic, more noise, more pollution”



B RAILWAYS

£63 million of the HIF funding will be used for rail improvements to support new housing on the Hoo Peninsula. The proposed scheme is to reinstate a passenger service on the Grain branch line and create a new station south of Sharnal Street to open up the peninsula for development by providing a reliable link to London and an interchange option at Gravesend to link to locations across Medway and join the HS1 to London St Pancras.

Full details of which were included in the consultation brochure.

1. Railway Proposals

Respondents were asked about the importance of the re-introduction of rail services to the Hoo Peninsula, the likelihood of using the service, the perceived benefits and concerns about the re-introduction of services. Lastly, respondents were asked about any other considerations that should be made.

Key findings:

- Respondents were more likely to agree that the re-introduction of passenger rail services was important for the area, than agree it was important to them.
- More than half of respondents stated they were unlikely to or wouldn't use the passenger rail service to travel to both London stations or stations on the Kent network, such as Gravesend.
- The most frequently cited benefit of re-introducing passenger rail services was 'ensure the local area is well connected and accessible'.
- The greatest concern of respondents regarding re-introducing passenger rail services on the Hoo Peninsula is the 'increased traffic travelling to the station'.
- Other suggested considerations made by respondents regarding the re-introduction of a passenger rail service on the Hoo Peninsula were most likely to include:
 - it is not necessary / a waste of money / would not be used
 - an alternative suggestion
 - issues with the train service
 - the environmental impact

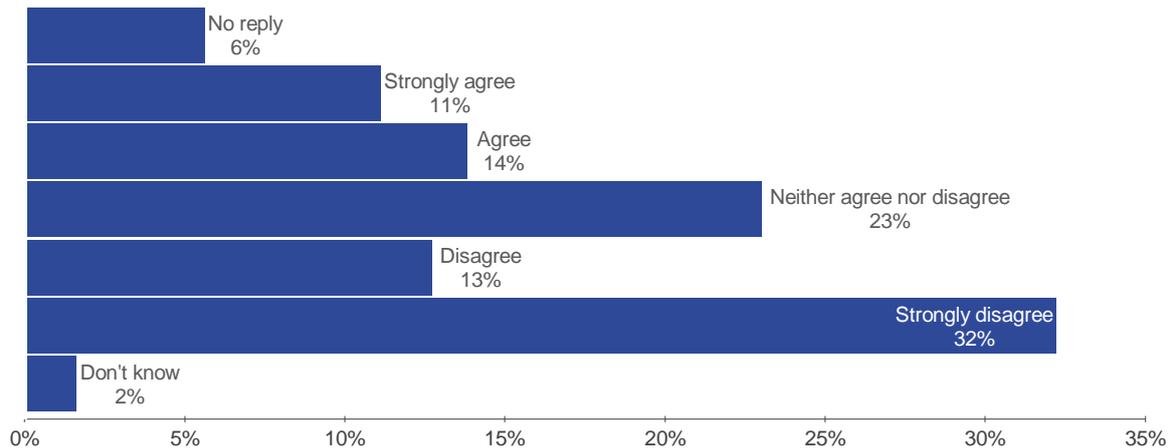
Each of these key findings is explored in more detail below, highlighting, where they exist, significant differences between groups of respondents.



Importance of the re-introduction of passenger rail services

Q17a. Thinking about the re-introduction of passenger rail services to the Hoo Peninsula, how much do you agree or disagree that: The re-introduction of passenger rail services to the Hoo Peninsula is important to me

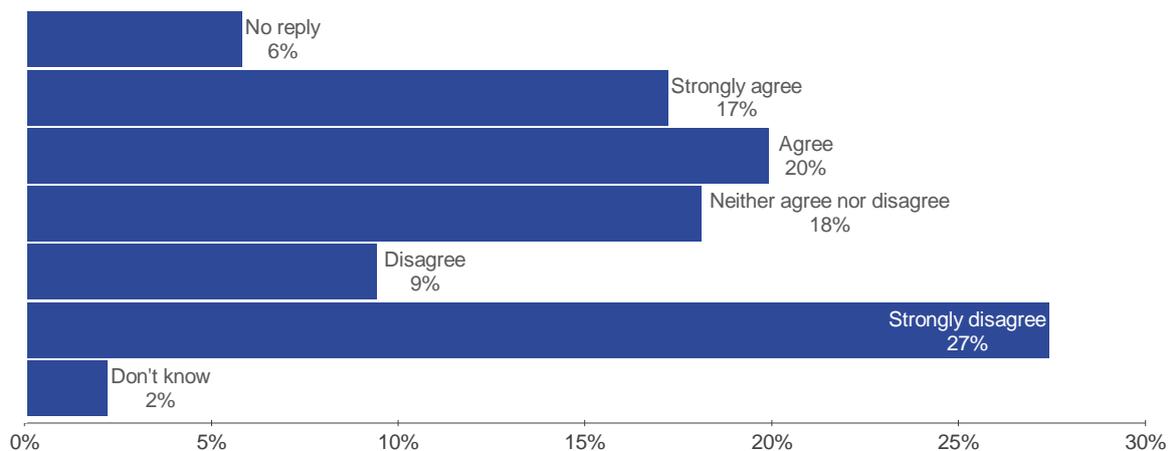
A quarter of respondents agreed with this statement (25%); whilst over two fifths of respondents disagreed (45%).



Base: All respondents (522)

Q17b. Thinking about the re-introduction of passenger rail services to the Hoo Peninsula, how much do you agree or disagree that: The re-introduction of passenger rail services to the Hoo Peninsula is important to the local area

When asked how much they agree or disagree that the re-introduction of passenger rail services to the Hoo Peninsula is important to the local area, 37% agree and 36% disagree.



Base: All respondents (522)



Respondent analysis showed that:

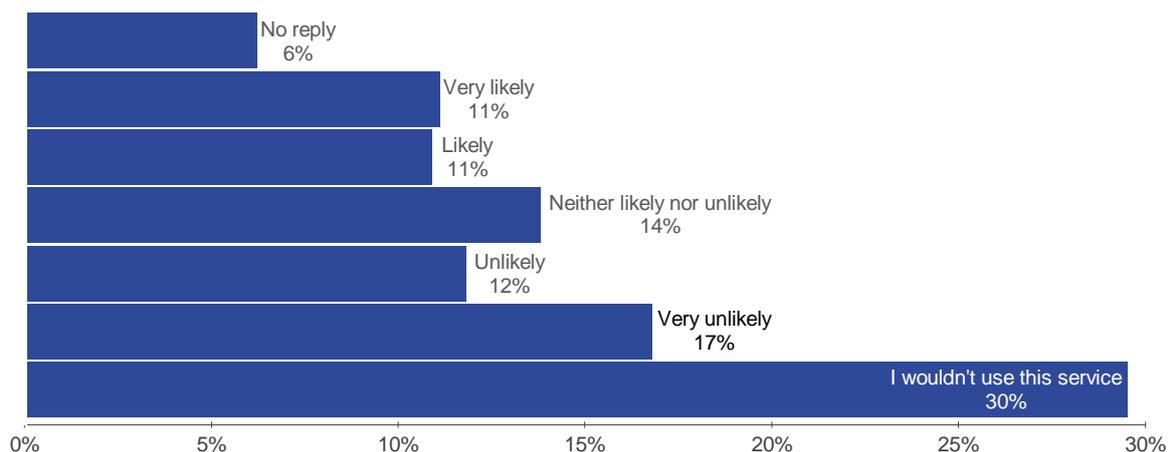
<p>Gender:</p> 	<p>Males were more likely to agree that the re-introduction of passenger rail services to the Hoo Peninsula is important to them (29%) than females (21%).</p>
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Use of the passenger rail service to London stations and stations on the Kent network

Q18a. How likely do you think you would be to use the passenger rail service to travel to each of the following destinations?

London stations

When asked how likely they think it is that they would use the passenger rail service to travel to London stations, 22% said they were likely to use this service, 29% were unlikely to use the service and 30% wouldn't use this service.

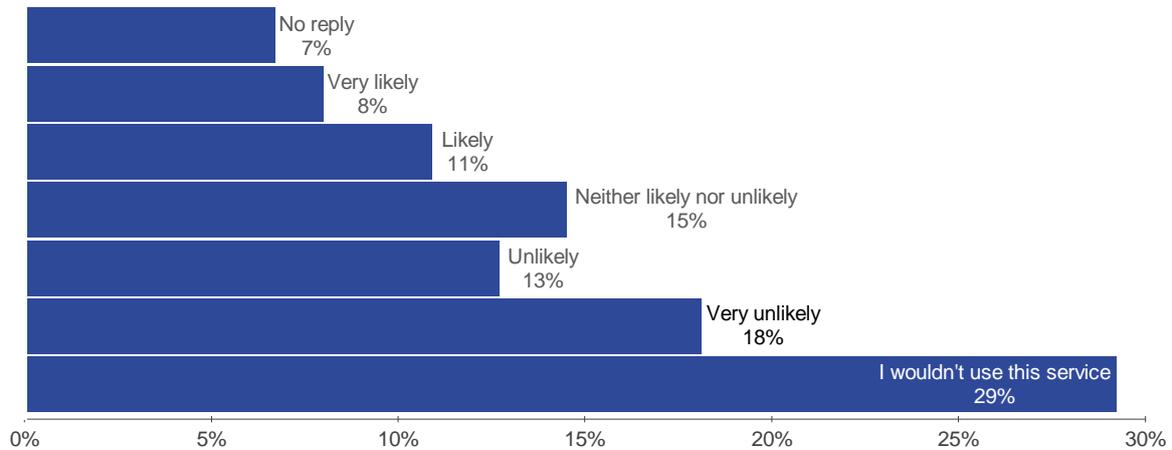


Base: All respondents (522)

Q18b. How likely do you think you would be to use the passenger rail service to travel to each of the following destinations?

Stations on the Kent network, such as Gravesend

When asked how likely they think it is that they would use the passenger rail service to travel to stations on the Kent network, such as Gravesend, 19% said they were likely to use this service, 31% were unlikely to use the service and 29% wouldn't use this service.



Base: All respondents (522)

Use of the passenger rail service stations - respondent analysis

Respondent analysis showed that there were significant differences between responses based on a respondents sex and if they had a disability.

<p>Gender:</p> 	<p>Males were more likely to feel they were unlikely to use the passenger rail service to travel to London stations (34%) than females (24%).</p>
<p>Disability:</p> 	<p>Respondents with a disability were less likely to feel they were likely to use the passenger rail service to travel to stations on the Kent network, such as Gravesend (11% of those with a disability compared to 23% of those without a disability).</p>

Benefits of re-introducing passenger rail services to the Hoo Peninsula

Q19. Which, if any, of the following do you think are benefits of re-introducing passenger rail services to the Hoo Peninsula?

When asked which, if any, from a pre-determined list they think are benefits of re-introducing passenger rail services to the Hoo Peninsula, the most frequently selected benefits were:

- 'ensure the local area is well connected and accessible' (39%)
- 'reduce reliance on cars' (36%)
- 'improve local public transport' (36%)

Nearly a third, 32%, of respondents felt that 'none of these' are benefits of re-introducing passenger rail services to the Hoo Peninsula. The full range of responses are shown in Table 10.

Table 10: Benefits of re-introducing passenger rail services to the Hoo Peninsula

	Percentage of respondents
Ensure the local area is well connected and accessible	39
Reduce reliance on cars	36
Improve local public transport	36
Make it easier to access the national transport network	33
None of these	32
Provide a faster, more extensive and reliable transport network	32
Reduce carbon emissions by moving journeys from road to rail	31
Improve air quality by transferring journeys from road to rail	30
Provide new opportunities to access employment, education and social destinations	28
Improve the local economy	20
Help tackle isolation and transport poverty	20
Create new jobs locally	18
Increase the value of properties locally	16
Widen access to health services	12
No reply	12
Other (no comment made)	<1
Other negative issues*	<1
No benefit to current residents*	<1
Other positive issues*	<1
Base:	552

*An alternative response provided by respondents

Respondent analysis showed significant differences based on the sex of the respondent:

<p>Gender:</p> 	<p>Males were more likely to feel the following were benefits of re-introducing passenger rail services to the Hoo Peninsula:</p> <ul style="list-style-type: none"> • 'provide a faster, more extensive and reliable transport network' (37% of males compared to 28% of females) • 'improve local public transport' (40% of males compared to 33% of females)
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Concerns over re-introducing passenger rail services to the Hoo Peninsula

Q20. Which, if any, of the following concern you about re-introducing passenger rail services to the Hoo Peninsula?

When asked which, if any, from a pre-determined list concern them about re-introducing passenger rail services to the Hoo Peninsula, the most common concerns were:

- 'increased traffic travelling to the station' (57%)
- 'the environmental impact of re-introducing services' (51%)
- 'cost of services' (50%)

The full range of responses are shown in Table 11.

Table 11: Concerns about re-introducing passenger rail services to the Hoo Peninsula

	Percentage of respondents
Increased traffic travelling to the station	57
The environmental impact of re-introducing services	51
Cost of the services	50
Construction work associated with re-introducing services	49
Noise associated with the trains	45
Lack of public transport to get to and from the proposed station	44
Frequency of services	43
Anti-social behaviour	42
Lack of parking at the station	40
Safety of railway line crossing points	33
None of these	12
No reply	8
Other negative issues*	2
Other	1
Issue with connections to stations*	1
Other suggestions*	<1
Base:	552

*An alternative response provided by respondents

Respondent analysis showed significant differences between groups of respondents based on their sex, age and if they have a disability.

<p>Gender:</p> 	<p>Females were more likely to feel the following were concerns of re-introducing passenger rail services to the Hoo Peninsula:</p> <ul style="list-style-type: none"> • 'noise associated with the trains' (53% of females compared to 39% of males) • 'increased traffic travelling to the station' (65% of females compared to 52% of males) • 'the environmental impact of re-introducing services' (57% of females compared to 46% of males) • 'safety of railway line crossing points' (38% of females compared to 28% of males) <p>Males were twice as likely to cite 'none of these' (16% of males compared to 8% of females)</p>
<p>Age:</p> 	<p>Those aged 65+ were less likely feel the following were concerns of re-introducing passenger rail services to the Hoo Peninsula:</p> <ul style="list-style-type: none"> • 'the environmental impact of re-introducing services' (41% compared to 51% of the group as a whole) • 'construction work associated with re-introducing services' (39% compared to 49% of the group as a whole)
<p>Disability:</p> 	<p>Respondents with a disability were more likely to feel the following were concerns of re-introducing passenger rail services to the Hoo Peninsula:</p> <ul style="list-style-type: none"> • 'safety of railway line crossing points' (44% of those with a disability compared to 31% of those without a disability) • 'anti-social behaviour' (57% of those with a disability compared to 39% of those without a disability)

Suggested considerations over the re-introduction of a passenger rail service on the Hoo Peninsula

Q21. Is there anything else we should consider about the re-introduction of a passenger rail service on the Hoo Peninsula?

All respondents were asked whether there was anything else that should be considered about the re-introduction of a passenger rail service on the Hoo Peninsula. In total 174 respondents made a comment; comments could cover more than one theme, resulting in a total of 323 mentions. The full list of themes and the number of mentions are shown in Table 12.

The three most common themes raised were that:

- the re-introduction of a passenger rail service on the Hoo Peninsula is not necessary/won't be used/waste of money
- the environmental impact
- issues with the proposed train service

Respondents also made 32 alternative suggestions; these have been included in full in Appendix C. Questions and clarifications have been summarised in Appendix D.

Table 12: Suggested considerations about the re-introduction of a passenger rail service on the Hoo Peninsula

Key themes	Number of mentions
Not necessary/Won't use/Waste of money	59
Alternative suggestions	32
Issues with train service (timetable, routes, destinations)	25
Environmental impact	25
Concerns about over/further development	20
Issues with train line (links to Kent/Medway Towns)	15
Agree reintroduction of passenger rail service	14
Parking issues (availability, accessibility, affordability, restrictions)	11
Pollution (air, light, noise)	10
Issues with cost of construction and running the train service	10
Issues with bus services to and from the station	8
Location of station	8
Will not stop car travel	8
Preference for bus travel	7
Public transport too expensive	7
Loss of rural feel	7
Increase in antisocial behaviour	6
Lack of current facilities/infrastructure in the area	6
Object to railway	6
Impact on existing resident	6
Impact on physical health/mental health/wellbeing	4
Negative comments regarding consultation	4
Develop elsewhere in Medway	4
No comment	3
Safety issues	3
Question interest from rail operators	2
Congestion	2

Object to road expansion	2
Loss of property value	2
Issue with timings quoted in proposal	1
Design of station	1
Other	1
Due consideration of local resident views	1
Loss of leisure facilities/asset of community value	1
HGV issues	1
Lack of local support	1

Illustrative quotes for the three most frequently cited themes are provided below:

Not necessary/Won't use/Waste of money:

“Yes, do not introduce something that most locals a) do not want and 2) will not use. Let's hope Medway Council will not waste further public money on this.”

“Rail companies have already stated this isn't a viable option. Don't waste any more money!”

“It is ill conceived and useless.”

Environmental impact:

“Plus environmental impact on peninsula is too great”

“This will obviously ruin the ruralness of the Peninsula with wildlife and green areas at risk of being eliminated”

“Environmental costs to the local area - wildlife and plants included”

Issues with train service:

“Connections/Frequency very limited especially to Medway Towns”

“The proposal doesn't offer a quicker way to get to London as it should go via Strood and the fast line to Vic without having to change at Gravesend”



“On top of that as I understand it there would only be services every half hour at peak times only, people will still go to Strood or Rochester”



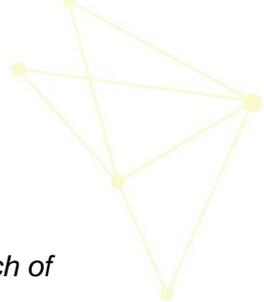
2. Railway Proposals – New Railway Station

Respondents were asked how important or unimportant were a number of issues regarding the new railway station, covering: appearance, landscaping, public open space, car parking and drop off points, secure cycle parking, and connections / links to bus services, cycle paths and footpaths.

The key findings regarding the new railway station were:

- **Respondents felt it was important:**
 - **for the appearance of the station to reflect the character, identity and heritage of the area**
 - **that the station is landscaped to blend in with the local environment**
 - **there is car parking and drop off available on site**
 - **there is secure cycle parking available on site**
 - **there are good connections to local bus services**
 - **there are good links to local cycle paths**
 - **there are good links to local footpaths**
- **Respondents felt it was not important:**
 - **that the station is provided with a public open space to create a ‘station place’ or Plaza.**
- **Respondents felt that ‘farming/agricultural heritage’ best reflects the local character of the area.**
- **When asked how they would travel to the station, the most frequently cited form of transport was ‘car’.**
- **Further considerations raised by respondents regarding the proposed new railway station were most likely to include:**
 - **do not build a new station / will not use a new station**
 - **parking issues**
 - **the environmental impact**

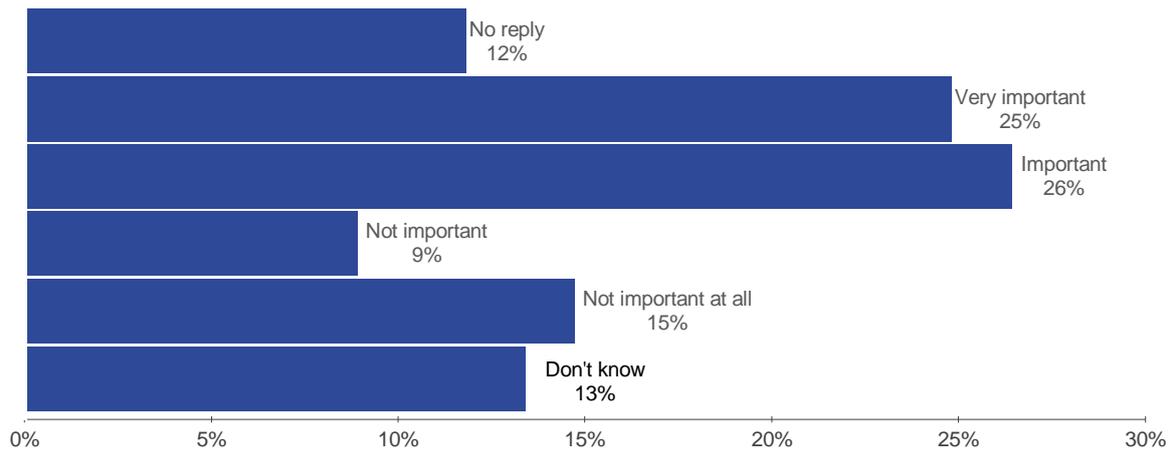
Each of these key findings is explored in more detail below, highlighting, where they exist, significant differences between groups of respondents.



Appearance to reflect the character, identity and heritage of the area

Q22a. Thinking about the proposals for the new railway station, how important are each of the following to you: the appearance of the station reflects the character, identity and heritage of the area

Just over half of respondents (51%) felt that it was important that the appearance of the station reflects the character, identity and heritage of the area. Almost a quarter felt it was not important (24%).

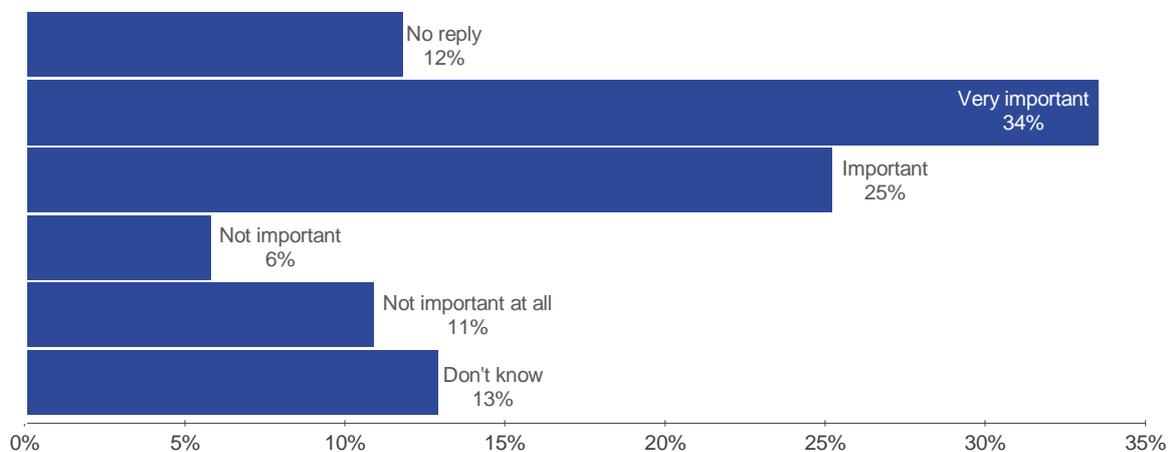


Base: All respondents (522)

Landscaped to blend in with the local environment

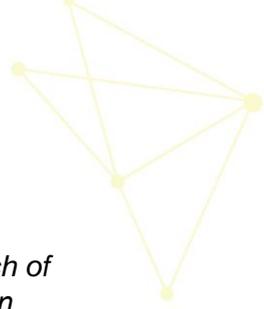
Q22b. Thinking about the proposals for the new railway station, how important are each of the following to you: the station is landscaped to blend in with the local environment

Over half of respondents (59%) felt that it was important that the station is landscaped to blend in with the local environment. 17% of respondents felt it was not important.



Base: All respondents (522)

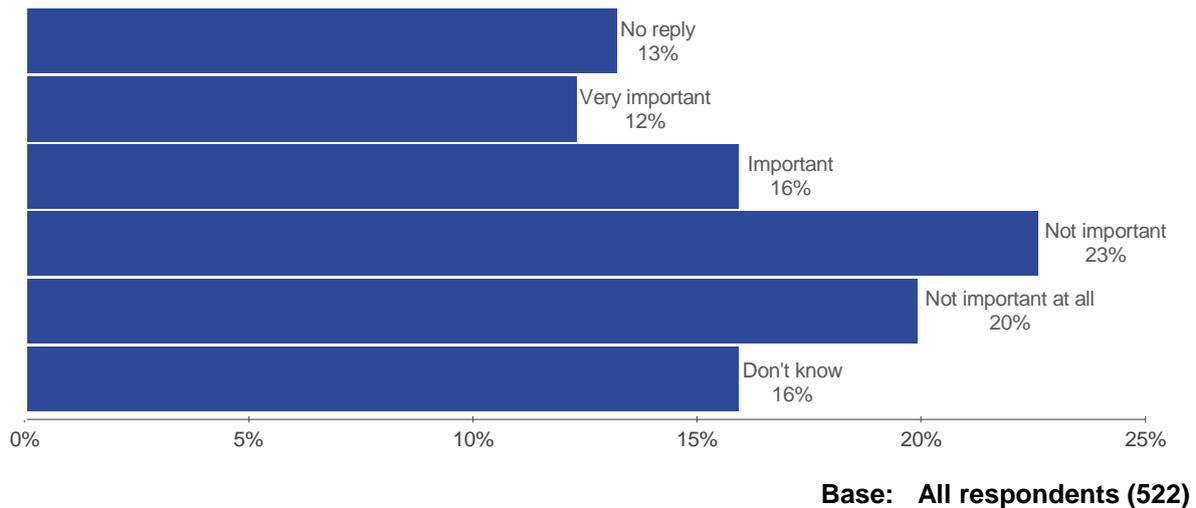




Public open space to create a 'station place' or Plaza

Q22c. Thinking about the proposals for the new railway station, how important are each of the following to you: the station is provided with a public open space to create a 'station place' or Plaza

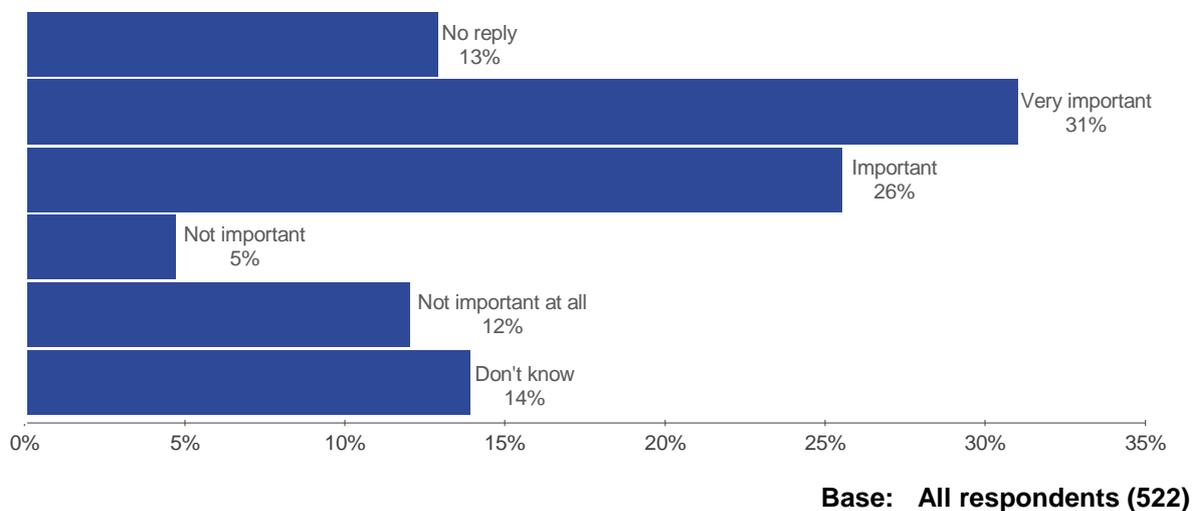
Over two fifths of respondents (43%) felt that it was not important that the station is provided with a public open space to create a 'station place' or Plaza. Over a quarter of respondents felt it was important (28%).

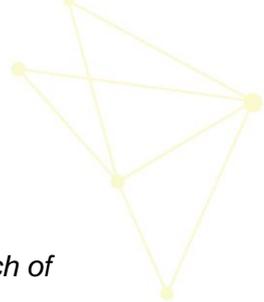


Car parking and drop off on site

Q22d. Thinking about the proposals for the new railway station, how important are each of the following to you: there is car parking and drop off available on site

Over half of respondents (57%) felt that it was important there is car parking and drop off available on site. 17% of respondents felt it was not important.

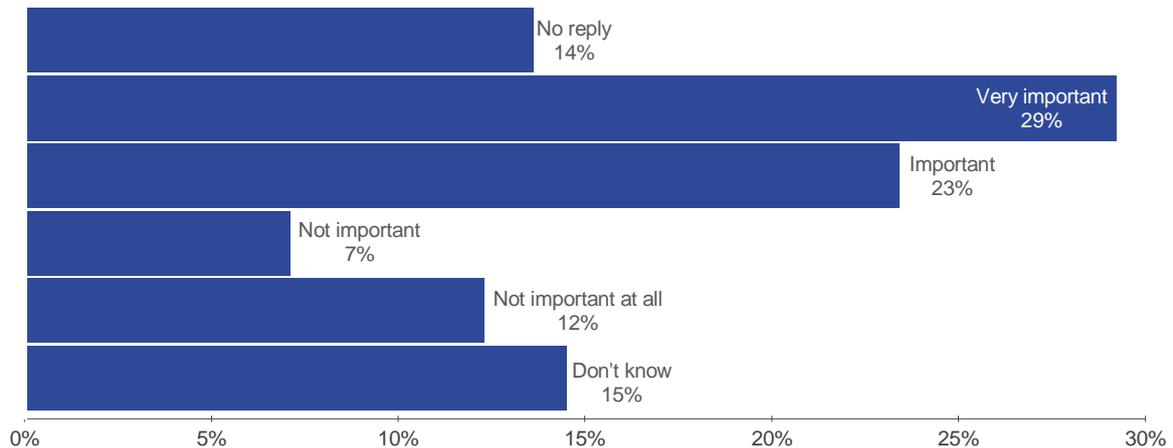




Secure cycle parking available on site

Q22e. Thinking about the proposals for the new railway station, how important are each of the following to you: there is secure cycle parking available on site

Over half of respondents (52%) felt that it was important there is secure cycle parking available on site. Almost a fifth of respondents felt it was not important (19%).

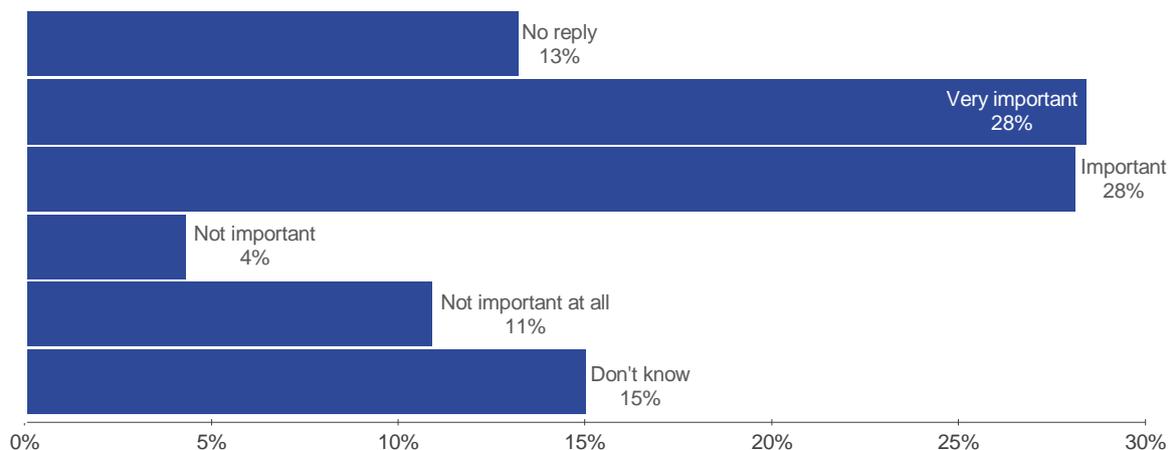


Base: All respondents (522)

Good connections to local bus services

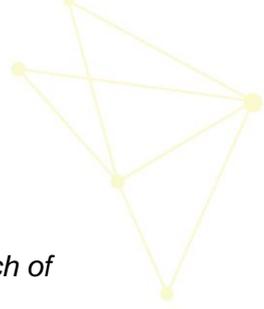
Q22f. Thinking about the proposals for the new railway station, how important are each of the following to you: there are good connections to local bus services

Over half of respondents (56%) felt that it was important there are good connections to local bus services. 15% of respondents felt it was not important.



Base: All respondents (522)

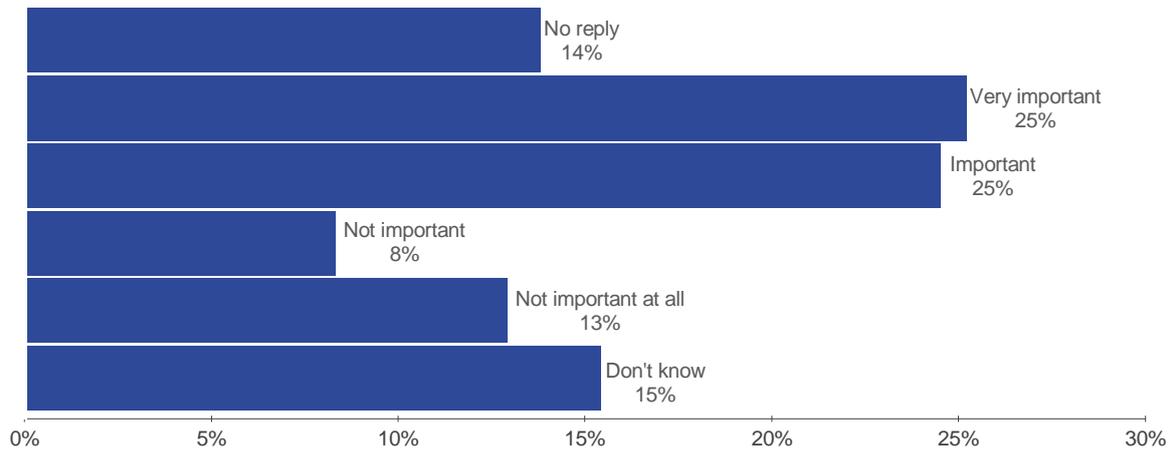




Good links to local cycle paths

Q22g. Thinking about the proposals for the new railway station, how important are each of the following to you: there are good links to local cycle paths

Half of respondents (50%) felt that it was important there are good links to local cycle paths. Just over a fifth of respondents felt it was not important (21%).

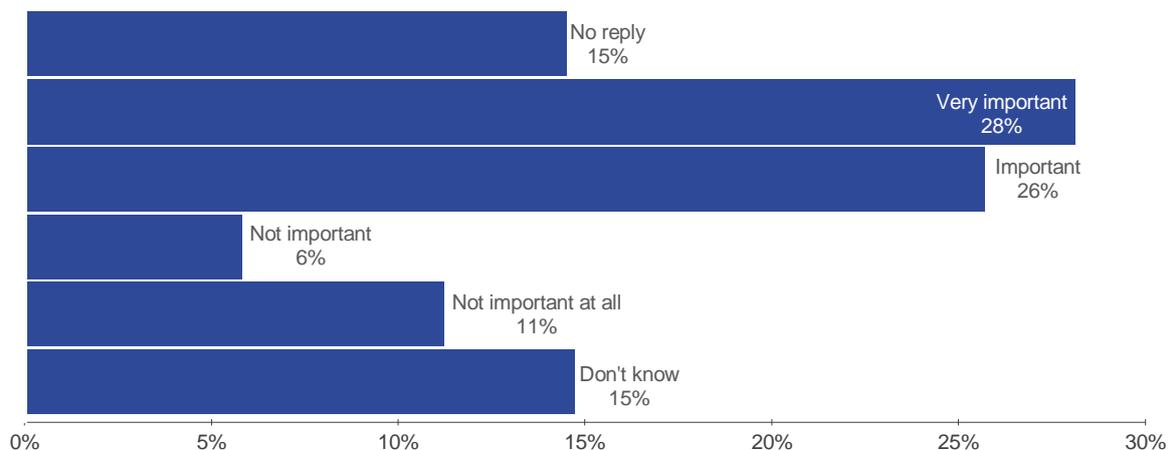


Base: All respondents (522)

Good links to local footpaths

Q22h. Thinking about the proposals for the new railway station, how important are each of the following to you: there are good links to local footpaths

Over half of respondents (54%) felt that it was important there are good links to local footpaths. 17% of respondents felt it was not important.



Base: All respondents (522)



Station design - respondent analysis

Respondent analysis showed that there were significant differences in response based on the sex and age of respondents.

<p>Gender:</p> 	<p>Males were more likely to feel it was important that 'there is car parking and drop off available' (65% of males compared to 55% of females) and 'there is secure cycle parking available on site' (58% of males compared to 51% of females).</p>
<p>Age:</p> 	<p>Those aged 65+ were less likely to feel it was important that 'there are good links to local footpaths' (43% compared to 54% of the group as a whole).</p>

Illustrative examples of what a future station building could look like

As part of the consultation booklet there were two illustrative examples of what a future station building could look like, aiming to ensure it is in keeping with the local character and future aspirations of the area. Full details of which were included in the consultation brochure.

Q23. Thinking about a future station building, which three of the following do you feel best reflect the local character of the area?

When asked which three of the following do you feel best reflect the local character of the area, the most frequently mentioned were:

- farming/agricultural heritage
- natural environment

'None of these' were felt to best reflect the local character of the area by 14% of respondents and 12% did not reply to this question. The full range of responses are shown in Table 13.

Table 13: Which best reflects the local character of the area

	Percentage of respondents
Farming/Agricultural heritage	66
Natural environment	58
The coast	28
Military heritage	27
None of these	14
No reply	12
Airship/Aeronautical heritage	6
Industrial heritage	6
Religious heritage	2
Don't build*	1
Something else	1
Shortwave radio heritage	1
Reflect rail heritage*	<1
The river*	<1
Base:	552

*An alternative response provided by respondents

Respondent analysis showed a significant difference in responses based on sex.

<p>Gender:</p> 	<p>Males (11%) were more than twice as likely to feel 'airship/aeronautical heritage' reflects the character of the area than females (4%).</p>
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Travelling to the proposed railway station

Q24. Which of the following ways would you consider travelling to the proposed railway station?

Respondents were asked to choose from a predetermined list of responses the ways they would consider travelling to the proposed railway station. The full range of responses to the question are shown in Table 14.

Table 14: Proposed ways of travelling to the station

	Percentage of respondents
Car	47
No reply	30
By foot	21
Bicycle	16
Bus	16
Taxi	9
Will not use*	6
Other	3
Motorbike	2
Base:	552

*An alternative response provided by respondents

Respondent analysis identified significant differences in the methods of transport chosen based on a respondent's sex and age.

<p>Gender:</p> 	<p>Males were more than twice as likely to cycle to the proposed station (24%) than females (10%).</p>
<p>Age:</p> 	<p>Those aged under 16 to 44 were more likely to travel to the proposed station by foot (34% compared to 21% of the group as a whole). Whereas those aged 65+ were far less likely to travel to the proposed station both by foot (10% compared to 21% of the group as a whole) and by bicycle (3% compared to 16% of the group as a whole).</p>

Suggested considerations about the proposed new railway station

Q25. Is there anything else we should consider about the proposed new railway station?

All respondents were asked whether there was anything else that should be considered about the proposed new railway station. In total 129 respondents made a comment; comments could cover more than one theme, resulting in a total of 179 mentions. The full list of themes and the number of mentions are shown in Table 15.

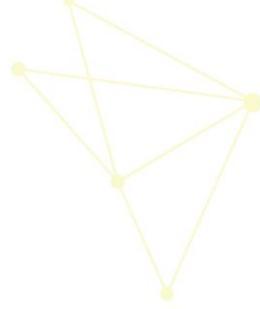
The three most common themes raised were:

- do not build a new station/will not use a new station,
- parking issues (availability, accessibility, affordability, restrictions)
- environmental impact.

Respondents also made 16 alternative suggestions and 8 suggestions regarding the design of the station; these have been included in full in Appendix C. Questions and clarifications have been summarised in Appendix D.

Table 15: Suggested considerations about the proposed new railway station

Key themes	Number of mentions
Do not build a new station/Will not use a new station	61
Alternative suggestions	16
Parking issues (availability, accessibility, affordability, restrictions)	10
Environmental impact	9
Suggested station design	8
Issues with train service (routes, destinations)	8
Improve bus travel (cheaper, easier, preferable)	7
Location of station	7
Pollution (air, light, noise)	6
Impact on existing residents	5
Costs (budget concerns)	5
Develop elsewhere in Medway	5
Increase in crime/antisocial behaviour	5
Impact on physical health/mental health/wellbeing	4
No comment	3
Secure cycle parking	2
Loss of rural feel	2
Secure motorcycle parking	2
Loss of property value	2
Concerns about over/further development	2
Agree proposal	1
Room for expansion	1
Public transport too expensive	1
Compensation for existing residents	1
Due consideration of local residents' views	1
HGV issues	1
Congestion	1
Loss of leisure facilities/asset of community value	1
Lack of current facilities/infrastructure in the area	1
Lack of local support	1



Illustrative quotes for the three most frequently cited themes are provided below:

Do not build a new station/Will not use a new station:

“Do not waste money on creating a white elephant when common sense tells you people who would use the train would want to be able to get high speed train”

“No - it will not have sufficient use to be important”

“I will not be using the new station”

Parking issues:

“Keep the car parks cheap and get the cars off the road!!”

“This makes parking & costs important to consider”

“Plenty of parking and costs that induce people to use it not put them off or try to park elsewhere locally to avoid paying”

Environmental impact:

“Destruction of countryside, views”

“New railway, more housing, more roads = negative impact on the natural environment”

“The Woodland Trust will oppose any proposals that threaten loss of harm to ancient woodland and veteran trees.”



3. Railway Proposals – Railway Passing Loops

To create a passenger service whilst maintaining the freight service, dual track will be required to allow trains to pass. This will be achieved by introducing discrete lengths of track to create passing places. The Grain line was originally constructed with some dual track, and the footprint of the Network Rail land allows for dualling of the track and associated enhancement of track bed and embankments throughout its length without the need to acquire new land along the railway.

The location of the loops are determined by a number of factors including frequency of service and the speed of the trains as well as potential routes. There will be dualling of the section between Hoo Junction and Cliffe Junction and a passing loop at Cooling Street. Full details of which were included in the consultation brochure.

Respondents were asked about their concerns about construction of the passing loops and any other considerations that need to be made.

Key Findings:

- **The greatest concern of respondents regarding the construction of the proposed passing loops is the ‘the environmental impact of construction’ on the area.**
- **Further considerations raised by respondents about the construction of the passing loops were most likely to include:**
 - **the environmental impact**
 - **impact on existing residents**
 - **an objection to the railway**

Each of these key findings is explored in more detail below, highlighting, where they exist, significant differences between groups of respondents.

Concerns about the construction of the proposed passing loops

Q26. Thinking about the construction of the proposed passing loops, which, if any, of the following are concerns for you?

Respondents had choice of a range of concerns from a list of choices, in response to this question the most frequently cited concerns were:

- the environmental impact of construction
- increased construction traffic
- noise associated with construction

More than two-fifths of respondents selected each of the concerns listed, excluding none of these. The full range of responses to the question are shown in Table 16.

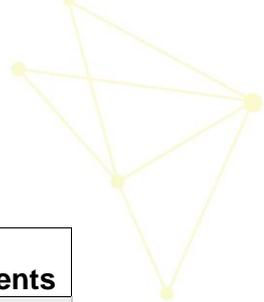


Table 16: Concerns about the construction of the proposed passing loops

	Percentage of respondents
The environmental impact of construction	64
Increased construction traffic	55
Noise associated with construction	52
Local road closures	50
Maintaining access to public rights of way	50
The time taken to complete the construction	49
The impact of the construction compounds	46
Maintaining local access	45
None of these	13
No reply	12
Other	2
Base:	552

Respondent analysis showed a significant difference of opinion based on the sex of the respondent.

<p>Gender:</p> 	<p>Females were more likely to feel the following were concerns regarding the construction of the proposed passing loops:</p> <ul style="list-style-type: none"> • 'increased construction traffic' (61% of females compared to 53% of males) • 'the environmental impact of construction' (71% of females compared to 59% of males)
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Suggested considerations about the proposed passing loops

Q27. Is there anything else we should consider about the proposed passing loops?

All respondents were asked whether there was anything else that should be considered about the proposed passing loops. In total 57 respondents made a comment; comments could cover more than one theme, resulting in a total of 91 mentions. The full list of themes and the number of mentions are shown in Table 17.

The three most common themes raised were:

- environmental impact
- impact on existing residents
- object to railway

Respondents also made 10 alternative suggestions; these have been included in full in Appendix C. Questions and clarifications have been summarised in Appendix D.



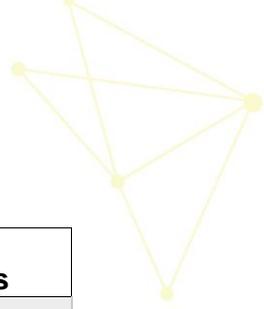


Table 17: Suggested considerations about the proposed passing loops

Key themes	Number of mentions
Environmental impact	14
Alternative suggestions	10
Impact on existing residents	10
Object to railway	8
Pollution (air, noise)	7
Concerns about over/further development	4
Impact on physical health/mental health/wellbeing	4
No comment	4
Develop elsewhere in Medway	3
Loss of property value	3
Loss of leisure facilities/asset of community value	2
Negative comments regarding consultation	2
Due consideration of local residents' views	2
Passing loops are required/essential	2
Loss of rural feel	2
Safety	2
Public transport too expensive	1
HGV issues	1
Raise height of Canal Road overbridge	1
Lack of local support	1
Protect rights of way	1
Compensation for existing residents	1
Quicker to drive	1
No issue with proposal	1
Planning issues	1
Congestion	1
Other	1
Parking issues	1

Illustrative quotes for the three most frequently cited themes are provided below:

Environmental impact:

“...such works should be undertaken and designed in way to minimise impact upon the wider environment and surrounding landscape.”

“Environmental nightmare”

“There has been enough devastation to wildlife on the peninsula, this is just going to add to it”





Impact on existing residents:

“Effect on local communities”

“None of the proposed work will improve the lives of the people of the Hoo Peninsula”

“But this is not about benefiting those that currently live here, who will be impacted by the construction and destruction of our countryside.”

Object to railway:

“As stated above I am not in favour of the reintroduction of the railway”

“There is no need for a rail link for the people who live on the peninsula”

“No one will use it; it will be a boon to the construction companies, but will be a giant albatross that will go unused.”



4. Railway Proposals – Railway Crossings

A rail passenger service to Hoo will increase both the number of trains on the line, and their speed. Consequently, existing footpaths and vehicular crossings of the line will need to be segregated, either by physical separation (bridges) or by diversion of the route to an existing crossing.

The proposals include a number of changes to level crossings along the route of the line. Safety is the main consideration when making changes to rail crossings.

Full details of which were included in the consultation brochure.

Respondents were asked about their use of crossings and if there are any further considerations that should be made.

Key Findings:

- **Two thirds of respondents ‘don’t use any of these crossings’.**
- **Only 4% of respondents wanted to make any further comments about crossings.**
- **The suggested consideration most likely to be raised by respondents regarding changes to the crossings was the environmental impact.**

Each of these key findings is explored in more detail below, highlighting, where they exist, significant differences between groups of respondents.

Use of current railway crossings

Q28. Which, if any, of the following railway crossings do you currently use?

The majority of respondents don’t use any of the crossings. For those who currently use them the most frequently used was ‘Stoke Road Crossing’ (10%). Less than one in ten respondents used any of the other listed crossings. The full range of responses to the question are shown in Table 18.

Table 18: Use of railway crossings

	Percentage of respondents
I don’t use any of these crossings	66
No reply	17
Stoke Road Crossing	10
Wybourne & High Halstow Crossing	9
Church Lane Crossing	7
Solomon’s Crossing	5
Creek Lane Crossing	5
Kings Crossing	4
Whitehall Bridleway Crossing	4
Base:	552

There were no marked differences between groups of respondents.

Suggested considerations when making changes to crossings

Q29. Is there anything we should consider when making changes to crossings?

All respondents were asked this question. Over two thirds of respondents did not want to make any further comments (69%) and more than a quarter (27%) gave no response. Of those that did want to make further comments, 3% commented on 'Wybourne & High Halstow Crossing', with 2% commenting on the rest of the crossings listed.

Table 19: Changes to crossings

	Percentage of respondents
Do not want to make any further comments	69
No reply	27
Wybourne & High Halstow Crossing	3
Kings Crossing	2
Church Lane Crossing	2
Solomon's Crossing	2
Stoke Road Crossing	2
Whitehall Bridleway Crossing	2
Creek Lane Crossing	2
Base:	552

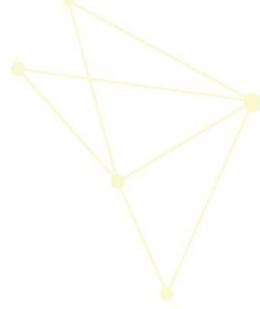
Suggested considerations about Church Lane Crossing

Q30. What else should we consider about the Church Lane Crossing?

Those respondents that would like to make changes to this crossing (base: 11) were asked whether there was anything else that should be considered about Church Lane Crossing. In total 9 respondents made a comment; comments could cover more than one theme, resulting in a total of 12 mentions. The two most common themes raised were: safety and environmental impact. Respondents also gave 3 alternative suggestions to the proposal; these have been included in full in Appendix C. Questions and clarifications have been summarised in Appendix D.

Table 20: Suggested considerations about Church Lane Crossing

Key themes	Number of mentions
Alternative suggestions	3
Safety	3
Environmental impact	3
Objection	2
Crossing is a public right of way	1



Suggested considerations about Kings Crossing

Q31. What else should we consider about the Kings Crossing?

Those respondents that would like to make changes to this crossing (base: 12) were asked whether there was anything else that should be considered about Kings Crossing. In total 9 respondents made a comment; comments could cover more than one theme, resulting in a total of 13 mentions. The two most common themes raised were: environmental impact and objection to proposal. Respondents also gave 5 alternative suggestions to the proposal; these have been included in full in Appendix C. Questions and clarifications have been summarised in Appendix D.

Table 21: Suggested considerations about Kings Crossing

Key themes	Number of mentions
Alternative suggestions	5
Environmental impact	3
Objection to proposal	3
Safety	2

Suggested considerations about Wybourne & High Halstow Crossing

Q32. What else should we consider about the Wybourne & High Halstow Crossing?

Those respondents that would like to make changes to this crossing (base: 14) were asked whether there was anything else that should be considered about Wybourne & High Halstow Crossing. In total 10 respondents made a comment; comments could cover more than one theme, resulting in a total of 11 mentions. The two most common themes raised were: environmental impact and safety. Respondents also gave 3 alternative suggestions to the proposal; these have been included in full in Appendix C. Questions and clarifications have been summarised in Appendix D.

Table 22: Suggested considerations about Wybourne & High Halstow Crossing

Key themes	Number of mentions
Environmental impact	5
Alternative suggestions	3
Safety	2
Objection	1

Suggested considerations about Solomon's Crossing

Q33. What else should we consider about the Solomon's Crossing?

Those respondents that would like to make changes to this crossing (base: 11) were asked whether there was anything else that should be considered about Solomon's Crossing. In total 9 respondents made a comment; comments could cover more than one theme, resulting in a total of 14 mentions. The two most common themes raised were: environmental impact and safety. Respondents also gave 3 alternative suggestions to the proposal; these have been included in full in Appendix C. Questions and clarifications have been summarised in Appendix D.



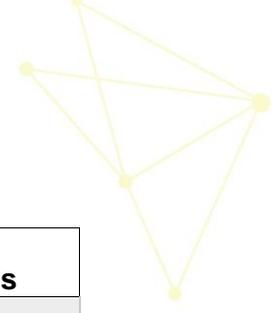


Table 23: Suggested considerations about Solomon’s Crossing

Key themes	Number of mentions
Environmental impact	6
Safety	3
Alternative suggestions	3
Objection	2

Suggested considerations about Whitehall Bridleway Crossing

Q34. What else should we consider about the Whitehall Bridleway Crossing?

Those respondents that would like to make changes to this crossing (base: 9) were asked whether there was anything else that should be considered about Whitehall Bridleway Crossing. In total 7 respondents made a comment; comments could cover more than one theme, resulting in a total of 8 mentions. The two most common themes raised were: safety and environmental impact. Respondents also gave 2 alternative suggestions to the proposal; these have been included in full in Appendix C. Questions and clarifications have been summarised in Appendix D.

Table 24: Suggested considerations about Whitehall Bridleway Crossing

Key themes	Number of mentions
Safety	2
Environmental impact	2
Alternative suggestions	2
Agree with proposal	1
Object to proposal	1

Suggested considerations about Stoke Road Crossing

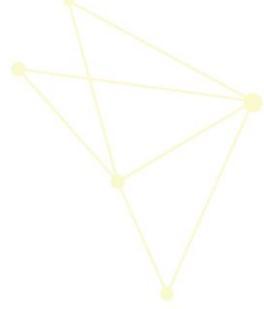
Q35. What else should we consider about the Stoke Road Crossing?

Those respondents that would like to make changes to this crossing (base: 11) were asked whether there was anything else that should be considered about Stoke Road Crossing. In total 8 respondents made a comment; comments could cover more than one theme, resulting in a total of 9 mentions. The two most common themes raised were: Environmental impact and safety. Respondents also gave 3 alternative suggestions to the proposal; these have been included in full in Appendix C. Questions and clarifications have been summarised in Appendix D.

Table 25: Suggested considerations about Stoke Road Crossing

Key themes	Number of mentions
Alternative suggestions	3
Environmental impact	3
Safety	2
Objection	1





Suggested considerations about Creek Lane Crossing

Q36. *What else should we consider about the Creek Lane Crossing?*

Those respondents that would like to make changes to this crossing (base: 9) were asked whether there was anything else that should be considered about Creek Lane Crossing. In total 6 respondents made a comment; comments could cover more than one theme, resulting in a total of 7 mentions. The two most common themes raised were: environmental impact and safety. Respondents also made 1 alternative suggestion; this has been included in full in Appendix C. Questions and clarifications have been summarised in Appendix D.

Table 26: Suggested considerations about Creek Lane Crossing

Key themes	Number of mentions
Environmental impact	3
Safety	2
Alternative suggestions	1
Objection	1



5. Railway Proposals – Managing potential effects of the proposals

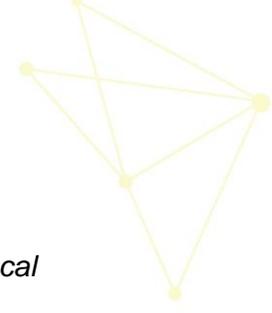
Respondents were asked how strongly they agree or disagree with a number of issues regarding the potential effects of the construction works associated with the railway proposals, asking whether the proposals to manage construction works help to achieve the following:

- minimise the impact on local residents
- minimise the impact on the environment
- minimise the impact on users of public rights of way

Key Findings:

- **Over a third of respondents disagree that the proposals to manage construction works help to minimise the impact on local residents.**
- **Almost two fifths of respondents disagree that the proposals to manage construction works help to minimise the impact on the environment.**
- **Over a third of respondents disagree that the proposals to manage construction works help to minimise the impact on users of public rights of way.**
- **Further considerations raised by respondents about managing the potential effects of the railway proposals were most likely to include:**
 - concerns about over/further development,
 - impact on existing residents
 - environmental impact

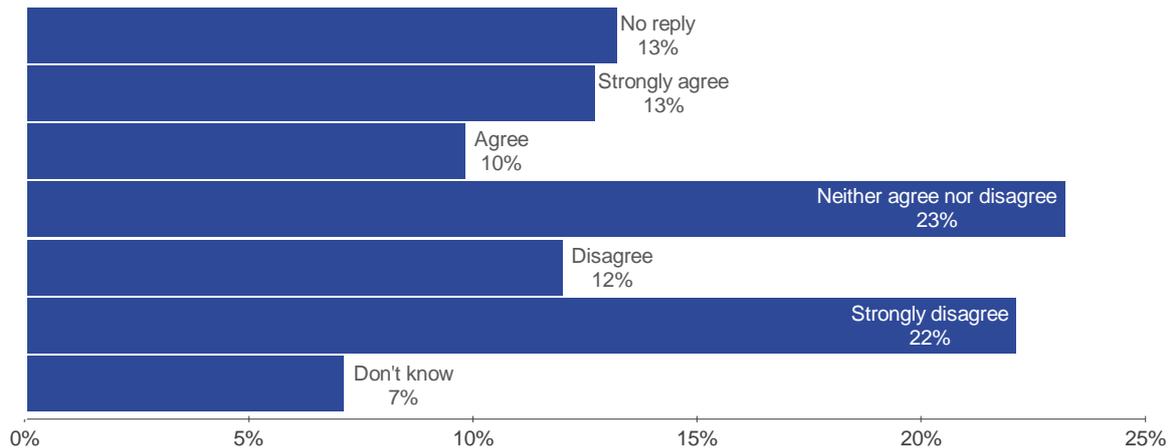
Each of these key findings is explored in more detail below, highlighting, where they exist, significant differences between groups of respondents.



Minimise the impact on local residents

Q37a. The proposals to manage construction works help to minimise the impact on local residents

Over a third of respondents (34%) disagree that the proposals to manage construction works help to minimise the impact on local residents. Almost a quarter agree with the statement (23%), with almost a quarter neither agreeing nor disagreeing (23%).

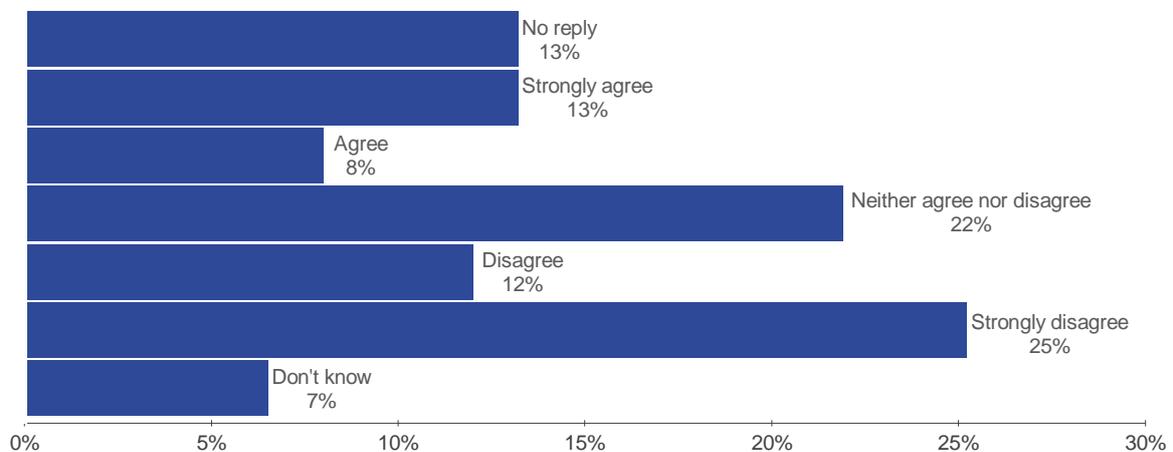


Base: All respondents (522)

Minimise the impact on the environment

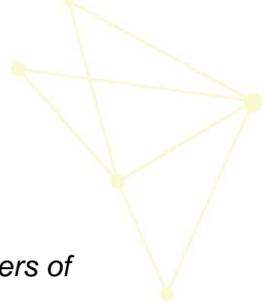
Q37b. The proposals to manage construction works help to minimise the impact on the environment

Almost two fifths of respondents (37%) disagree that the proposals to manage construction works help to minimise the impact on the environment. A fifth agree with the statement (21%), with over a fifth neither agreeing nor disagreeing (22%).



Base: All respondents (522)

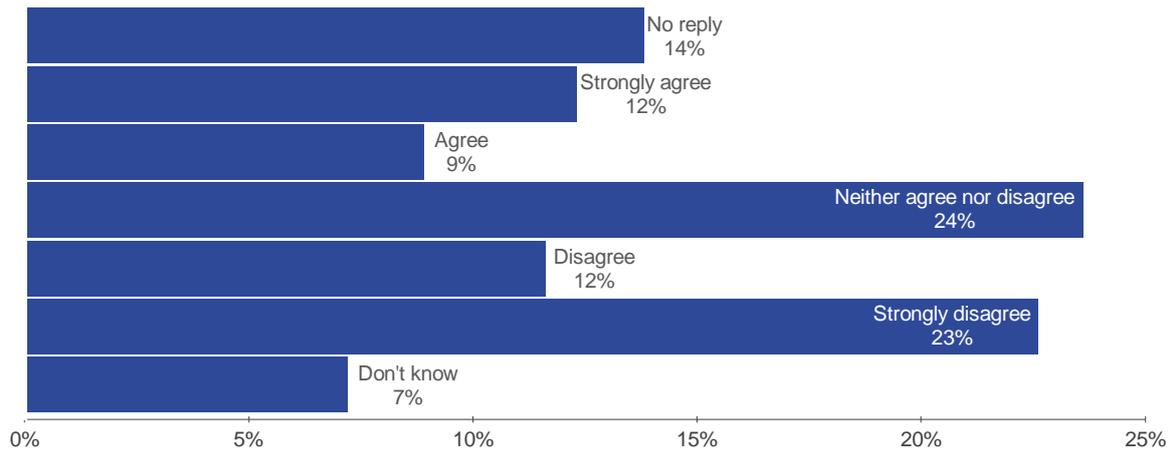




Minimise the impact on users of public rights of way

Q37c. *The proposals to manage construction works help to minimise the impact on users of public rights of way (e.g. pedestrians, cyclists, and horse riders)*

Over a third of respondents (35%) disagree that the proposals to manage construction works help to minimise the impact on users of public rights of way (e.g. pedestrians, cyclists and horse riders). A fifth agree with the statement (21%), with almost a quarter neither agreeing nor disagreeing (24%).



Base: All respondents (522)

Railway Proposals – Managing potential effects of the proposals - respondent analysis

Respondent analysis showed significant differences in responses based on sex and age group.

<p>Gender:</p> 	<p>Males were more likely to agree that the proposals to manage construction works help:</p> <ul style="list-style-type: none"> • 'to minimise the impact on local residents (29% of males compared to 20% of females) • 'minimise the impact on the environment' (27% of males compared to 19% of females) • 'minimise the impact on users of public rights of way' (27% of males compared to 19% of females)
<p>Age:</p> 	<p>Those aged 65+ were less likely to disagree that:</p> <ul style="list-style-type: none"> • 'the proposals to manage construction works help to minimise the impact on local residents' (24% compared to 34% of the group as a whole) • 'the proposals to manage the construction works help to minimise the impact on users of public rights of way' (24% compared to 34% of the group as a whole)



Suggested considerations about managing the potential effects of the railway proposals

Q38. *Is there anything else we should consider about managing the potential effects of the railway proposals?*

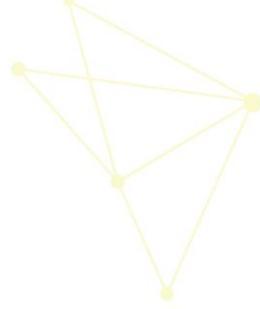
All respondents were asked whether there was anything else that should be considered about managing the potential effects of the railway proposals. In total 53 respondents made a comment; comments could cover more than one theme, resulting in a total of 79 mentions. The full list of themes and the number of mentions are shown in Table 27.

The three most common themes raised were:

- concerns about over/further development
- impact on existing residents
- environmental impact

Table 27: Suggested considerations about managing the potential effects of the railway proposals

Key themes	Number of mentions
Concerns about over/further development	17
Impact on existing residents	11
Environmental impact	10
Object to railway	7
Pollution (air, light, noise)	5
No comment	4
Due consideration of local residents' views	4
Develop elsewhere	2
Loss of property value	2
Issues with developers	2
Planning issues	2
Loss of rural feel	1
Negative comments regarding consultation	1
Maintain rights of way	1
HGV issues	1
Impact on physical health/mental health/wellbeing	1
Issues with Councillors	1
Parking issues	1
Public transport too expensive	1
Loss of leisure facilities/asset of community value	1
Lack of local support	1
Congestion	1
Safety issues	1
Lack of provision for horses	1



Illustrative quotes for the three most frequently cited themes are provided below:

Concerns about over/further development:

“Cannot comment on any of the above as I strongly disagree with any station construction and anymore development on the peninsula”

“Only that it would cause a drop in our living standards as the only reason for having a station in a rural village like this is that you intend to cover the area in housing”

“The only reason this project is being considered is to turn Hoo into a town which the residents do not agree with”

Impact on existing residents:

“Far too much disruption for local resident”

“There has already been a detrimental impact on the lives of locals in this area!”

“Please consider the impact on the "wider community" eg Higham Road, Grant Road, Leigh Road and Guinness Drive residents, who will now be seeing their local nature trails and family along Islingham Farm Road destroyed.”

Environmental impact:

“Minimise impact? You're going to RUIN THE ENTIRE AREA”

“It will badly affect the nearby SSSI”

“No new construction can in anyway improve the environment. The whole proposal is about destroying the villages and countryside around the area and increasing the population”



C STRATEGIC ENVIRONMENTAL MANAGEMENT SCHEME

£14.35 million of the HIF funding will be used for protecting wildlife and ecology.

The aspiration is for the Strategic Environmental Management Scheme (SEMS) to create a connected network of wildlife friendly habitats and community parklands, which will support new meadows, hedges, marshes and woodlands. Where appropriate, these areas will also have new footpaths and cycleways providing safe recreational opportunities.

These changes are all about the environment and more specifically, biodiversity. The SEMS will be actively managed to maximise the benefits for biodiversity alongside access and health and safety interests. As a scheme, SEMS will be planned and designed to address the indirect impact of possible growth on the Peninsula's protected habitats.

Full details of which were included in the consultation brochure.

1. SEMS – enhancement and protection of the natural environment

Respondents were asked how much they agree or disagree with a number of statements regarding the enhancement and protection of the natural environment, covering the following:

- enhancement and protection of green spaces
- impact of development on the environment
- new green spaces
- boundaries between green spaces

The key findings regarding the enhancement and protection of the natural environment were:

- **Respondents agree that:**
 - **the enhancement and protection of green spaces on the Hoo Peninsula is important to them**
 - **the enhancement and protection of green spaces on the Hoo Peninsula is important to the local area**
 - **any development should minimise the impact to the environment on the Hoo Peninsula**
 - **any new green spaces should help to protect existing ecologically sensitive sites on the Hoo Peninsula**
 - **new green spaces should include a variety of habitats**
 - **any new green spaces should link with existing natural spaces**
 - **there should be clear boundaries between green spaces using fencing and hedgerows to provide definition**
- **Further comments raised by respondents about how proposed green spaces could enhance and protect the natural environment were most likely to include:**
 - **to protect the existing greenspaces / no new greenspaces**
 - **concerns about over / further development**
 - **the environmental impact on the area**

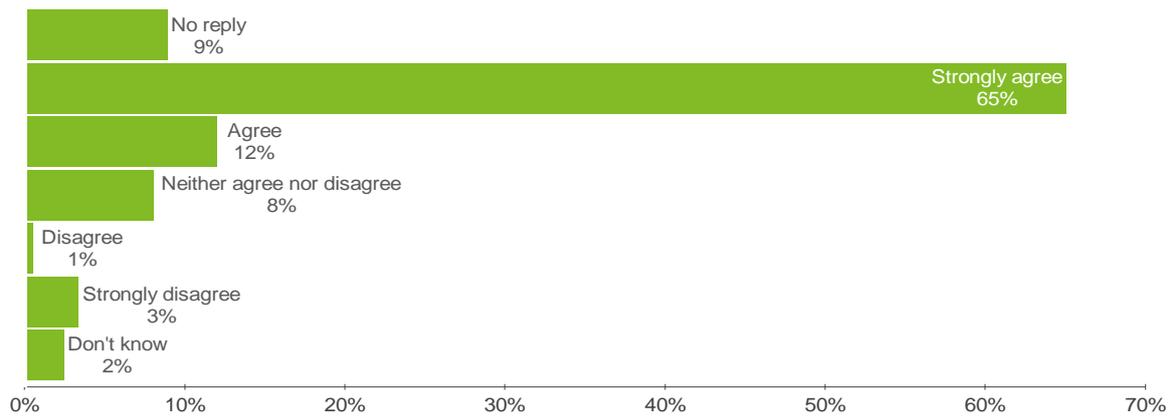
Each of these key findings is explored in more detail below, highlighting, where they exist, significant differences between groups of respondents.



Importance of the enhancement and protection of green spaces on the Hoo Peninsula to the respondent

Q39a. *Thinking about the enhancement and protection of the natural environment on the Hoo Peninsula, how much do you agree or disagree that: the enhancement and protection of green spaces on the Hoo Peninsula is important to me*

Over three quarters of respondents (77%) agree that the enhancement and protection of green spaces on the Hoo Peninsula is important to them. 4% of respondents disagree with this statement, with 8% remaining neutral on this issue (neither agreeing nor disagreeing).



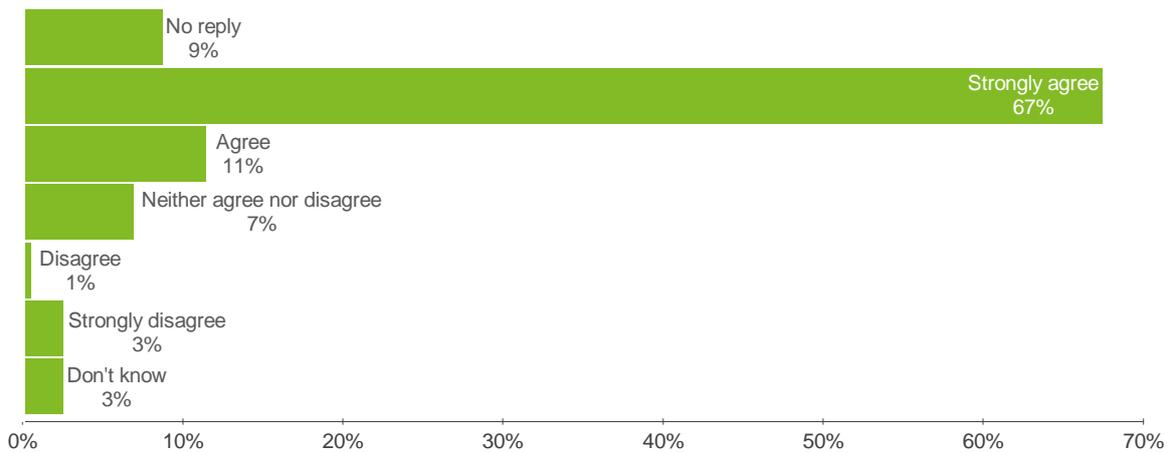
Base: All respondents (522)

Importance of the enhancement and protection of green spaces on the Hoo Peninsula to the local area

Q39b. *Thinking about the enhancement and protection of the natural environment on the Hoo Peninsula, how much do you agree or disagree that: the enhancement and protection of green spaces on the Hoo Peninsula is important to the local area*

Over three quarters of respondents (78%) agree that the enhancement and protection of green spaces on the Hoo Peninsula is important to the local area. 4% of respondents disagree with this statement, with 7% remaining neutral on this issue (neither agreeing nor disagreeing).



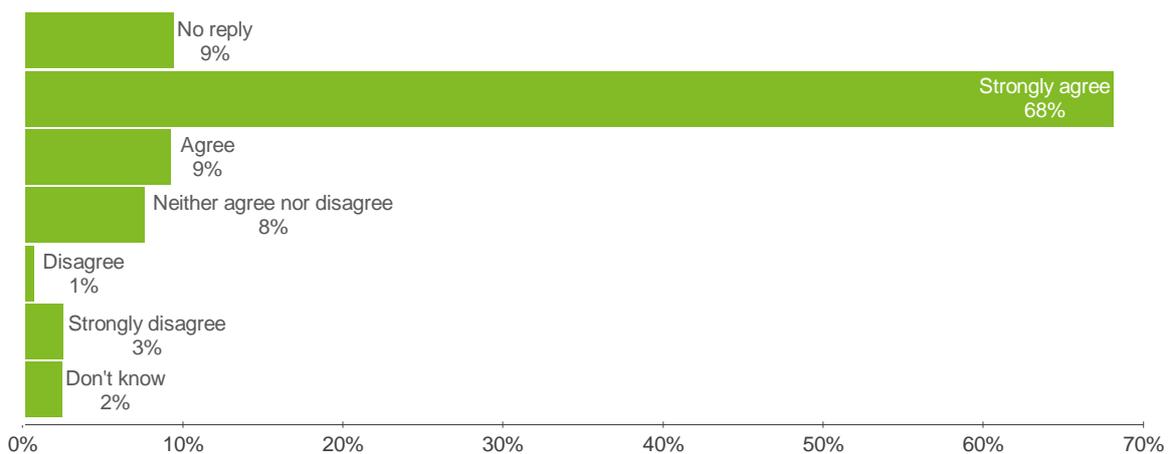


Base: All respondents (522)

Any development should minimise the impact to the environment on the Hoo Peninsula

Q39c. Thinking about the enhancement and protection of the natural environment on the Hoo Peninsula, how much do you agree or disagree that: any development should minimise the impact to the environment on the Hoo Peninsula

Over three quarters of respondents (77%) agree that any development should minimise the impact to the environment on the Hoo Peninsula. 4% of respondents disagree with this statement, with 8% remaining neutral on this issue (neither agreeing nor disagreeing).

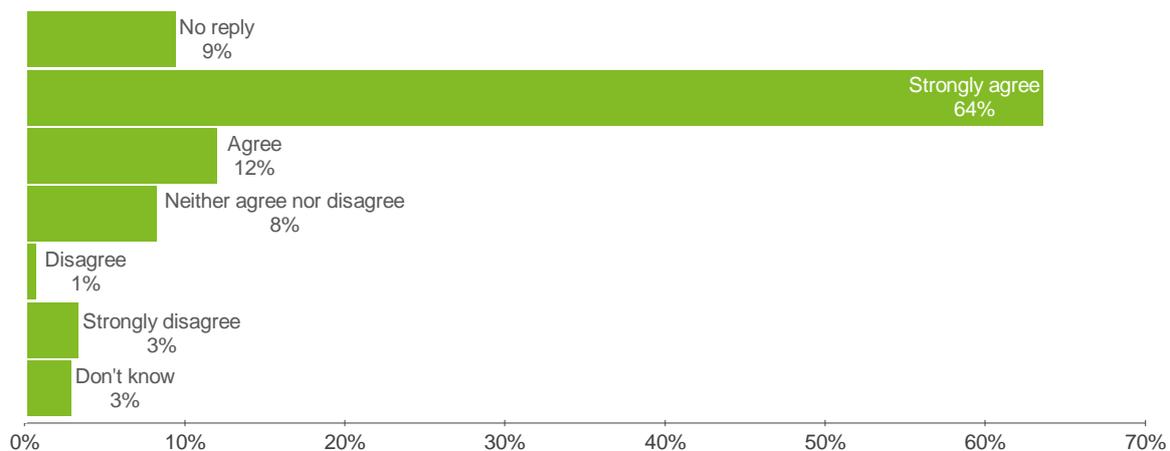


Base: All respondents (522)

New green spaces should help to protect existing ecologically sensitive sites on the Hoo Peninsula

Q39d. Thinking about the enhancement and protection of the natural environment on the Hoo Peninsula, how much do you agree or disagree that: any new green spaces should help to protect existing ecologically sensitive sites on the Hoo Peninsula

Over three quarters of respondents (76%) agree that any new green spaces should help to protect existing ecologically sensitive sites on the Hoo Peninsula. 4% of respondents disagree with this statement, with 8% remaining neutral on this issue (neither agreeing nor disagreeing).

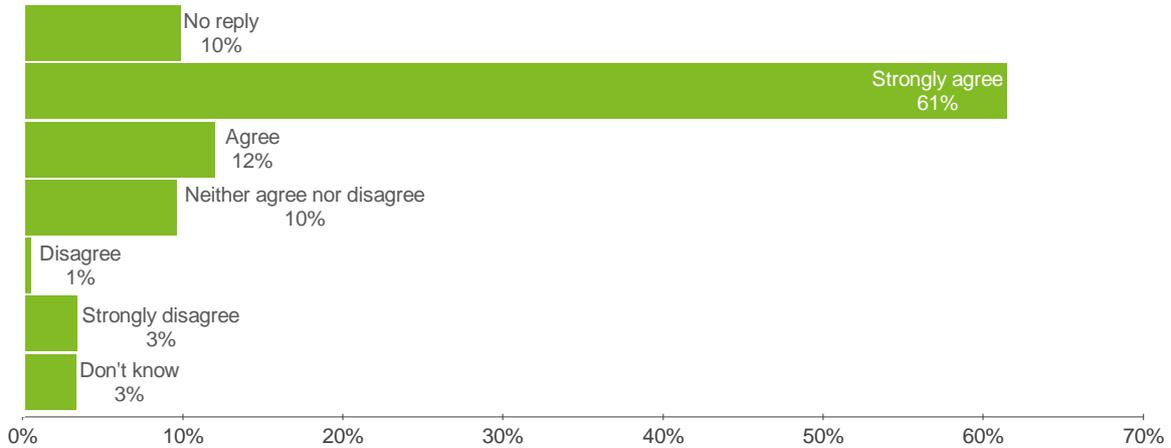
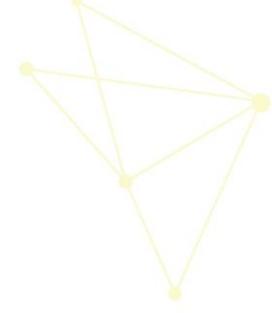


Base: All respondents (522)

New green spaces should include a variety of habitats

Q39e. Thinking about the enhancement and protection of the natural environment on the Hoo Peninsula, how much do you agree or disagree that: new green spaces should include a variety of habitats e.g. wildflower meadows, hedgerows, marshland, etc

Almost three quarters of respondents (73%) agree that new green spaces should include a variety of habitats e.g. wildflower meadows, hedgerows, marshland, etc. 4% of respondents disagree with this statement, with 10% remaining neutral on this issue (neither agreeing nor disagreeing).

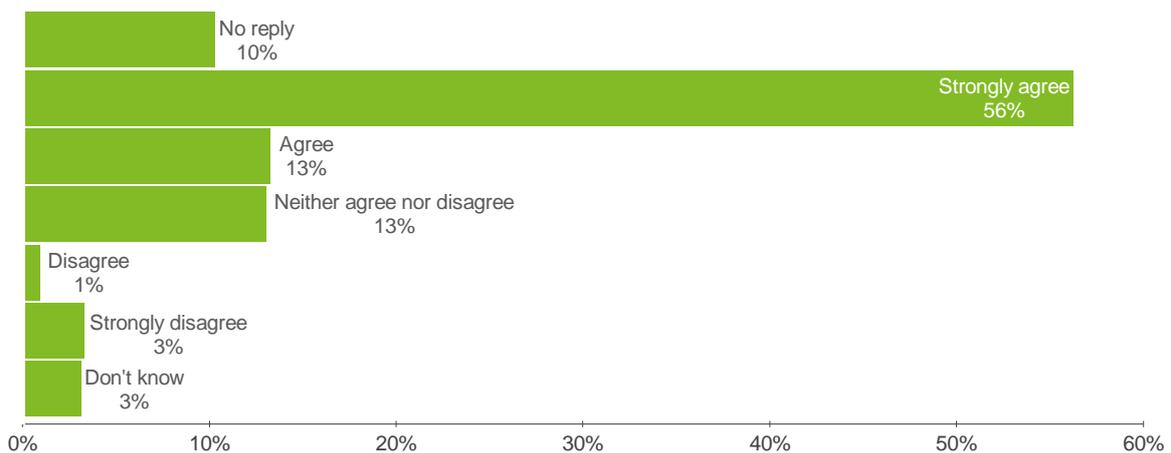


Base: All respondents (522)

New green spaces should link with existing natural spaces

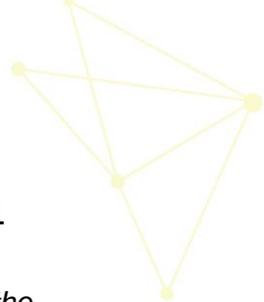
Q39f. Thinking about the enhancement and protection of the natural environment on the Hoo Peninsula, how much do you agree or disagree that: any new areas of green space should link with existing natural spaces

Almost three quarters of respondents (69%) agree that any new green spaces should link with existing natural spaces. 4% of respondents disagree with this statement, with 13% remaining neutral on this issue (neither agreeing nor disagreeing).



Base: All respondents (522)

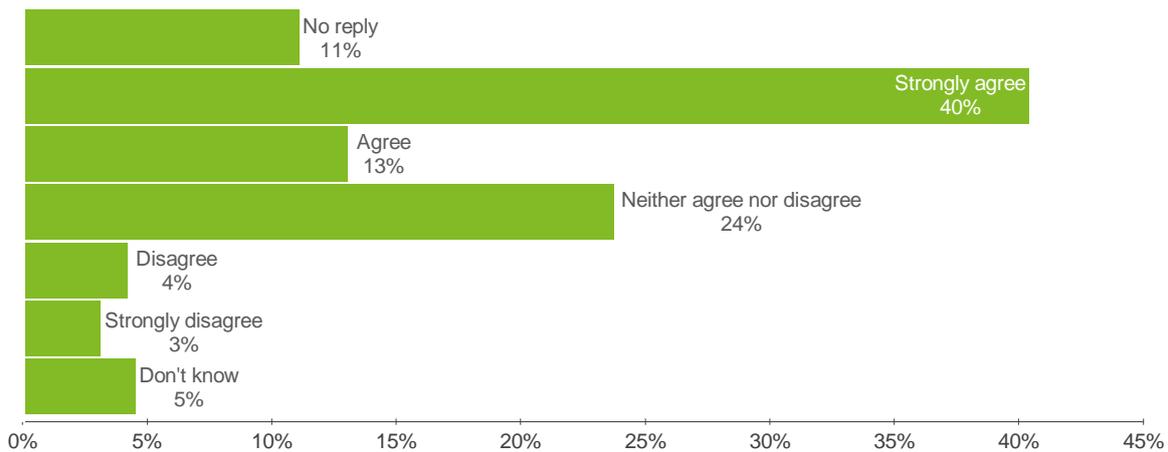




There should be clear boundaries between green spaces using fencing and hedgerows to provide definition

Q39g. Thinking about the enhancement and protection of the natural environment on the Hoo Peninsula, how much do you agree or disagree that: there should be clear boundaries between green spaces using fencing and hedgerows to provide definition

More than half of respondents (53%) agree there should be clear boundaries between green spaces using fencing and hedgerows to provide definition. 7% disagree with this statement; whilst almost a quarter remained neutral regarding this issue (24%).



Base: All respondents (522)

SEMS – enhancement and protection of the natural environment - respondent analysis

Respondent analysis showed a significant difference based on the sex of respondents.

<p>Gender:</p> 	<p>Males were more likely to agree the following regarding the enhancement and protection of the natural environment:</p> <ul style="list-style-type: none"> • ‘any development should minimise the impact to the environment on the Hoo Peninsula’ (83% of males compared to 76% of females) • ‘any new green spaces should help to protect existing ecologically sensitive sites on the Hoo Peninsula’ (81% of males compared to 74% of females) • ‘any new areas of green space should link with existing natural spaces’ (76% of males compared to 68% of females)
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Further comments about how proposed green spaces could enhance and protect the natural environment on the Hoo Peninsula

Q40. Do you have any other comments about how proposed green spaces could enhance and protect the natural environment on the Hoo Peninsula?

All respondents were asked whether they had any further comments about how proposed green spaces could enhance and protect the natural environment on the Hoo Peninsula. In total 161 respondents made a comment; comments could cover more than one theme, resulting in a total of 247 mentions. The full list of themes and the number of mentions are shown in Table 28.

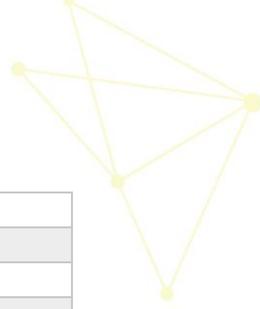
The three most common themes raised were:

- protect existing greenspace/no new greenspaces
- concerns about over/further development
- environmental impact

Respondents also made 20 alternative suggestions and raised 8 questions to be considered; these have been included in full in Appendix C. Questions and clarifications have been summarised in Appendix D.

Table 28: Comments about how proposed green spaces could enhance and protect the natural environment on the Hoo Peninsula

Key themes	Number of mentions
Protect existing greenspace/No new greenspaces	70
Concerns about over/further development	40
Alternative suggestions	20
Environmental impact	15
Loss of leisure facilities/asset of community value	14
Impact on existing residents	10
Questions to be considered	8
Protect agricultural land	7
Council/Developers don't care about environment	7
Develop elsewhere	6
Object to new roads	6
Hedges preferable to fences	5
No comment	5
Ensure accessibility	4
Negative comments regarding consultation	3
Agree with SEMS	3
Impact on physical health/mental health/wellbeing	2
More footpaths	2
Loss of rural feel	2
More signage	2
Spend money elsewhere	2
Parking issues	2
More new greenspaces	2
Pollution	2
Congestion	1
HGV issues	1
Lack of local support	1



No more housing developments	1
Due consideration of local residents' views	1
Protect wildlife	1
Public transport too expensive	1
More leisure spaces/activities	1

Illustrative quotes for the three most frequently cited themes are provided below:

Protect existing greenspace/No new greenspaces:

“Why don't you protect what we already have without building on green and agricultural fields! This survey is a complete travesty!”

“Just leave it as it is. There is beautiful natural wild spaces, stop building over it all and leave it be. Enough is enough.”

“Leave them as they are”

Concerns about over/further development:

“These green spaces are being put in to build more houses.”

“To facilitate the building of thousands of new homes will be an environmental crime and will never be forgotten.”

“The construction of new homes have come at a big cost by taking away green space and wildlife. I am totally against anymore new houses being constructed”

Environmental impact:

“This proposal will have a huge impact on the environment. No man made ""Green"" area can ever replace a natural green space.”

“Stop destroying the environment”

“The proposal of green space does not eradicate the unmeasurable damage to the countryside of any development.”



2. SEMS – development of green spaces

Respondents were asked how much they agree or disagree with a number of statements regarding how green spaces should be developed on the Hoo Peninsula, covering the following topics:

- wildlife
- use by people
- connectivity

The key findings regarding the development of green spaces were:

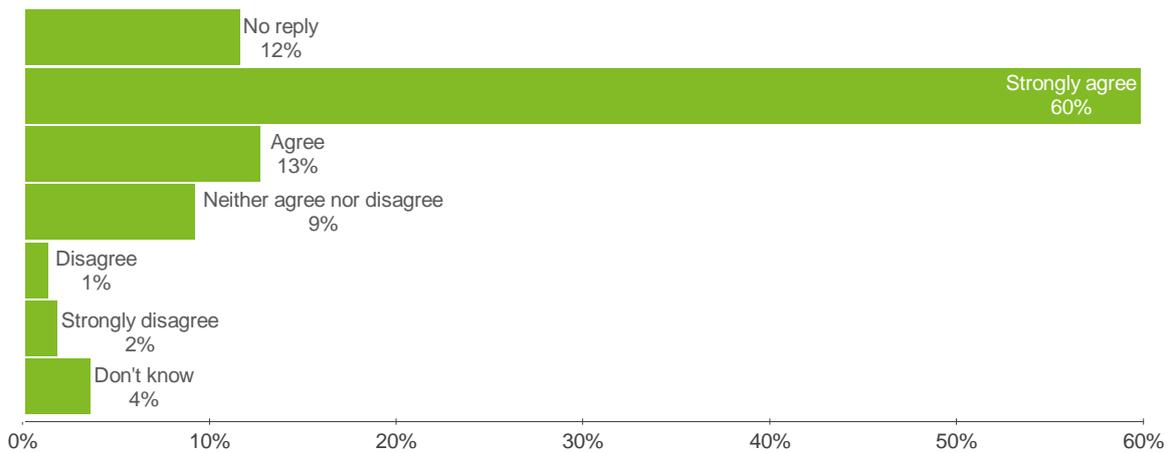
- **Respondents agree that:**
 - **there should be areas of green space close to Hoo which encourage wildlife**
 - **there should be areas of green space close to Hoo that people can freely enjoy without disturbing wildlife**
 - **green spaces should be connected to help people and wildlife move safely around**
 - **green spaces should allow them to meet others from the local community**
 - **there should be planned paths to allow different types of users to enjoy the green space**
 - **there should be information boards and signage to allow people to enjoy the green space**
 - **there should be visitor facilities to allow people to enjoy the green space**
- **Comments raised by respondents as to how green spaces should be developed were most likely to include:**
 - **the protection of existing green space**
 - **the concerns about over / further development**
 - **the protection / enhancement of Deangate**

Each of these key findings is explored in more detail below, highlighting, where they exist, significant differences between groups of respondents.

Areas of green space close to Hoo which encourage wildlife

Q41a. Thinking about how green space should be developed on the Hoo Peninsula, how much do you agree or disagree that: there should be areas of green space close to Hoo which encourage wildlife

Almost three quarters of respondents (73%) agree that there should be areas of green space close to Hoo which encourage wildlife. 3% of respondents disagree with this statement, with 9% remaining neutral on this issue (neither agreeing nor disagreeing).

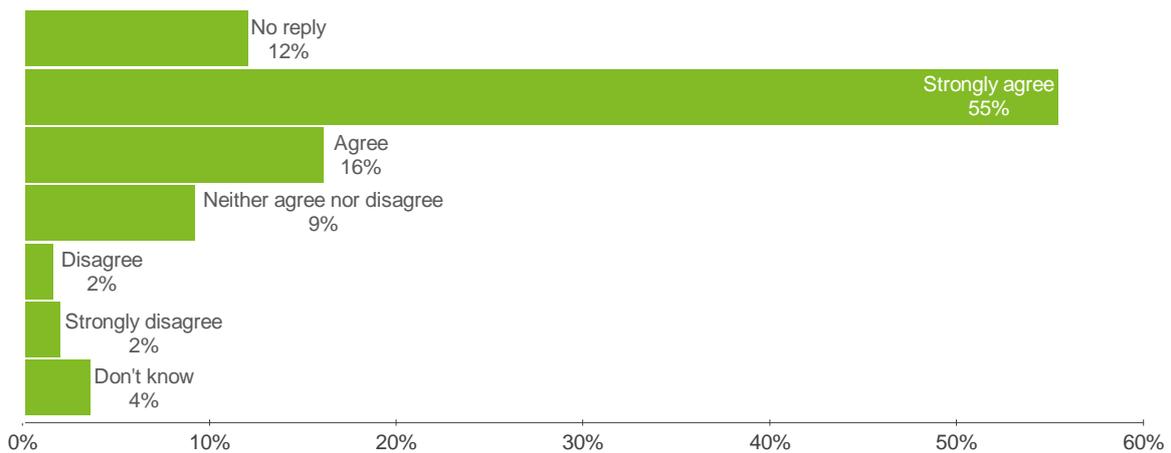


Base: All respondents (522)

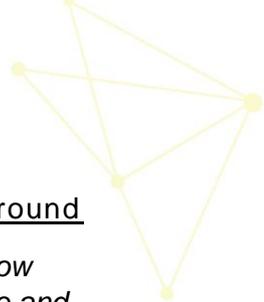
Areas of green space close to Hoo that people can freely enjoy without disturbing wildlife

Q41b. Thinking about how green space should be developed on the Hoo Peninsula, how much do you agree or disagree that: there should be areas of green space close to Hoo that people can freely enjoy without disturbing wildlife

Almost three quarters of respondents (71%) agree that there should be areas of green space close to Hoo that people can freely enjoy without disturbing wildlife. 4% of respondents disagree with this statement, with 9% remaining neutral on this issue (neither agreeing nor disagreeing).



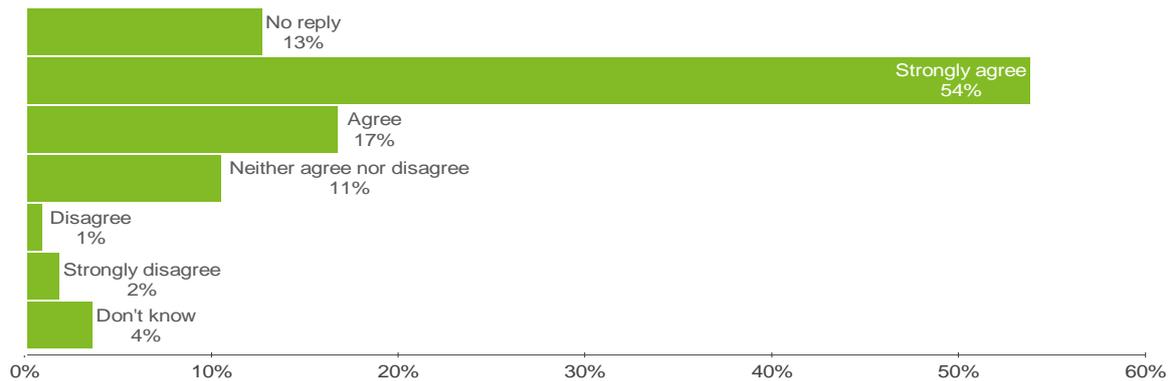
Base: All respondents (522)



Green spaces that are connected to help people and wildlife move safely around

Q41c. Thinking about how green space should be developed on the Hoo Peninsula, how much do you agree or disagree that: green spaces should be connected to help people and wildlife move safely around

Almost three quarters of respondents (71%) agree that green spaces should be connected to help people and wildlife move safely around. 3% of respondents disagree with this statement, with 11% remaining neutral on this issue (neither agreeing nor disagreeing).

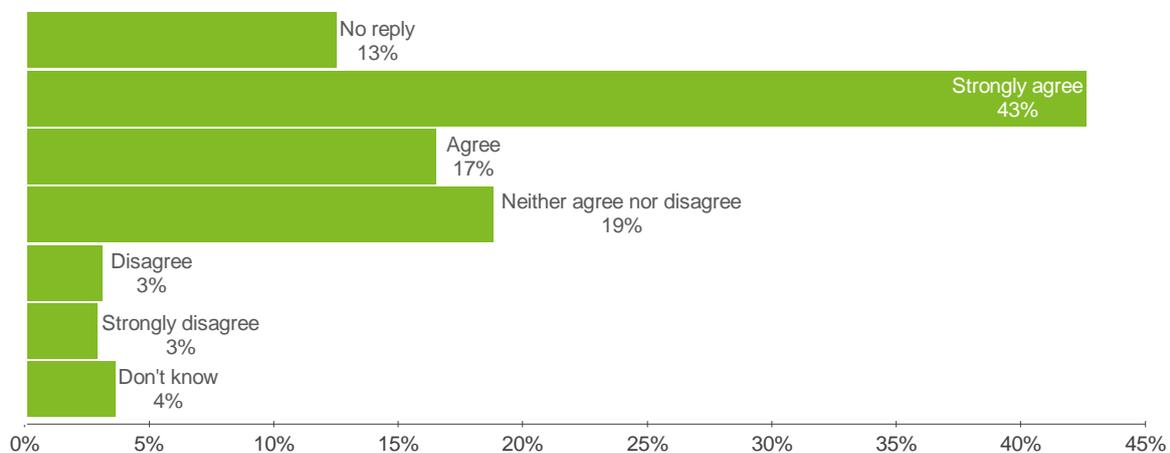


Base: All respondents (522)

Green spaces that allow respondents to meet others from the local community

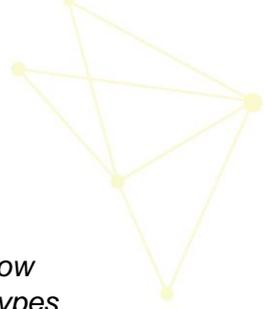
Q41d. Thinking about how green space should be developed on the Hoo Peninsula, how much do you agree or disagree that: green spaces should allow me to meet others from the local community

Three fifths of respondents (60%) agree that green spaces should allow them to meet others from the local community. 6% of respondents disagree with this statement, with almost a fifth remaining neutral on this issue (neither agreeing nor disagreeing) (19%).



Base: All respondents (522)

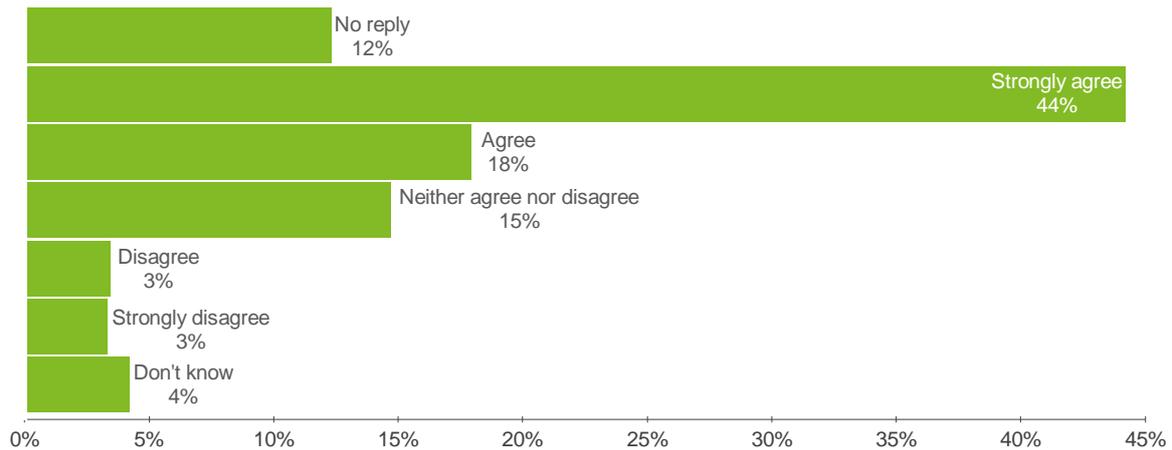




Planned paths to allow different types of users to enjoy the green space

Q41e. Thinking about how green space should be developed on the Hoo Peninsula, how much do you agree or disagree that: there should be planned paths to allow different types of users to enjoy the green space

Almost two thirds of respondents (62%) agree that there should be planned paths to allow different types of users to enjoy the green space. 6% of respondents disagree with this statement, with 15% remaining neutral on this issue (neither agreeing nor disagreeing).

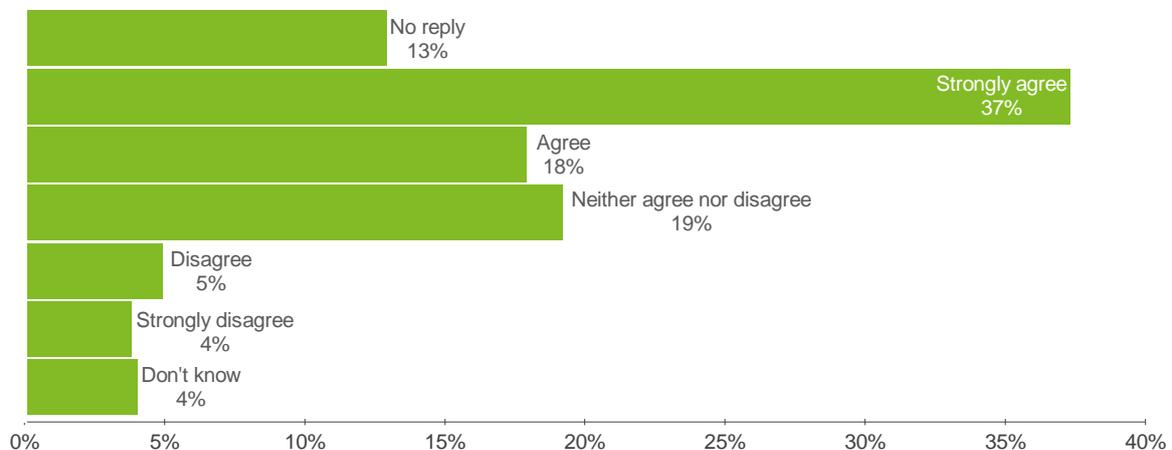


Base: All respondents (522)

Information boards and signage to allow people to enjoy the green space

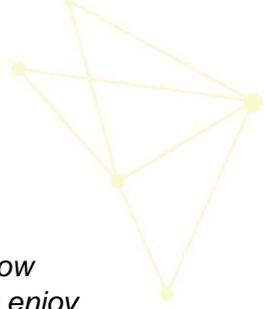
Q41f. Thinking about how green space should be developed on the Hoo Peninsula, how much do you agree or disagree that: there should be information boards and signage to allow people to enjoy the green space

Over half of respondents (55%) agree that there should be information boards and signage to allow people to enjoy the green space. 9% of respondents disagree with this statement, with almost a fifth remaining neutral on this issue (19%).



Base: All respondents (522)

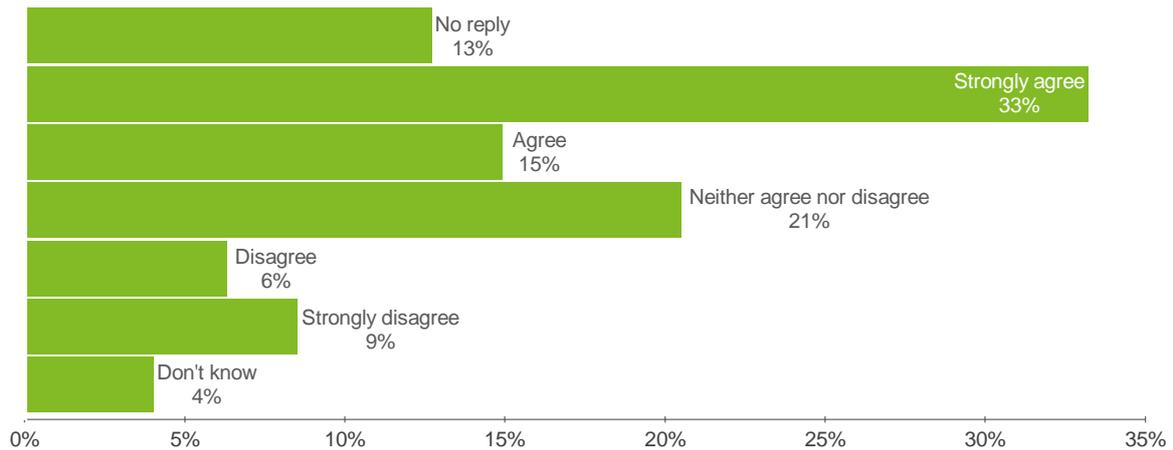




Visitor facilities to allow people to enjoy the green space

Q41g. Thinking about how green space should be developed on the Hoo Peninsula, how much do you agree or disagree that: there should be visitor facilities to allow people to enjoy the green space e.g. toilets, visitor centre, car parking, etc

Almost half of respondents (48%) agree there should be visitor facilities to allow people to enjoy the green space e.g. toilets, visitor centre, car parking, etc. 15% disagree with this statement; whilst over a fifth remained neutral regarding this issue (21%).



Base: All respondents (522)

Respondent analysis showed a significant difference of opinion between the sex and age group of respondents.

<p>Gender:</p> 	<p>Males (54%) were more likely to agree that there should be visitor facilities to allow people to enjoy the green space e.g. toilets, visitor centre, car parking, etc, than females (45%).</p>
<p>Age:</p> 	<p>Those aged 65+ were also more likely to agree that there should be visitor facilities to allow people to enjoy the green space (59% compared to 48% of the group as a whole).</p>



Further comments about how green space should be developed on the Hoo Peninsula

Q42. Do you have any other comments about how green space should be developed on the Hoo Peninsula?

All respondents were asked whether they had any further comments about how green space should be developed on the Hoo Peninsula. In total 143 respondents made a comment; comments could cover more than one theme, resulting in a total of 218 mentions. The full list of themes and the number of mentions are shown in Table 29.

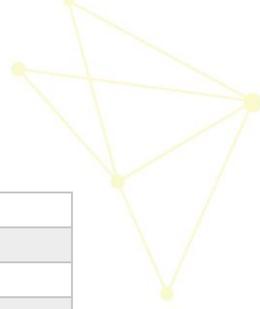
The three most common themes raised were:

- protect existing greenspace
- concerns about over/further development
- protect/enhance Deangate

Respondents also made 26 alternative suggestions and raised 3 questions to be considered; these have been included in full in Appendix C. Questions and clarifications have been summarised in Appendix D.

Table 29: Comments about how green space should be developed on the Hoo Peninsula

Key themes	Number of mentions
Protect existing greenspaces	72
Concerns about over/further development	37
Alternative suggestions	26
Protect/Enhance Deangate	9
Parking (encourages use of car)	7
No comment	5
Object to proposal	4
Discourage tourism/visitors	4
Existing toilets closed	4
Negative comments regarding consultation	4
Object to more roads	3
Develop elsewhere	3
Due consideration of local residents' views	3
Issues with footpaths	3
Questions to be considered	3
Agree the need for facilities	3
Protect agricultural land	3
Lack of current facilities/infrastructure in the area	3
Impact on existing residents	2
Ensure accessibility	2
Concern with plans	2
Congestion	2
Will encourage antisocial behaviour	2
Impact on physical health/mental health/wellbeing	1
HGV issues	1
Encourage use of existing facilities	1
Environmental impact	1
Loss of leisure facilities/asset of community value	1
Agree with SEMS	1



Public transport too expensive	1
Lack of local support	1
loss of rural feel	1
Pollution	1
Object to railway station	1
Council does not care for existing residents	1

Illustrative quotes for the three most frequently cited themes are provided below:

Protect existing greenspaces:

“There is already plenty of green space surrounding Hoo. Why make it sound that you are giving us something that is already there?”

“The green spaces are already there but you are taking them.”

“Protect our green spaces that we already have”

Concerns about over/further development:

“Stop building houses, roads and pointless rail stations”

“There is already plenty of green space don’t destroy it by overbuilding & overpopulating the area further”

“Development of green space into housing, industrial and other uses other than green space should be minimised to reduce environmental impact e.g. the flooding we are all currently experiencing due to new housing on flood plains etc”

Protect/Enhance Deangate:

“Use Deangate as a country park”

“You could spend money on the facilities at Deangate if you want to improve public space on the peninsula.”

“Deangate golf course was brilliant before the council closed it. This area could now be made into a great outdoor space for the local community. It could be similar to Jeskyns & shorne country park & bring in revenue from possible functions hiring out the facilities”



3. SEMS – new access routes and paths

To help define the location and nature of new access routes, including opportunities for multi-user paths, respondents were asked for suggestions for new access routes and paths including:

- location e.g. giving the start and end points and links to existing pathways
- who the path is going to be used by e.g. walkers, cyclists, horse riders, etc
- the type of surface that should be used e.g. tarmac, gravel, grass, etc

Key findings:

- **Comments raised by respondents about the location and type of new access routes and paths that could be developed on the Hoo Peninsula were most likely to include:**
 - concerns about over/further development
 - maintaining existing paths
 - path surfaces
- **Further considerations raised by respondents about the green spaces on the Hoo Peninsula were most likely to include:**
 - concerns about over / further development in the area
 - the protection of existing green spaces
 - the protection of Deangate

Each of these key findings is explored in more detail below, highlighting, where they exist, significant differences between groups of respondents.

Suggestions about the location and type of new access routes and paths that could be developed on the Hoo Peninsula

Q43. Do you have any suggestions about the location and type of new access routes and paths that could be developed on the Hoo Peninsula?

All respondents were asked whether they had any suggestions about the location and types of new access routes and paths that could be developed on the Hoo Peninsula. In total 127 respondents made a comment; comments could cover more than one theme, resulting in a total of 205 mentions. The full list of themes and the number of mentions are shown in Table 30.

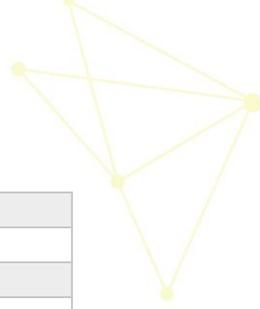
The three most common themes raised were:

- concerns about over/further development
- maintain existing paths
- path surfaces

Respondents also suggested 26 specific routes; these have been included in full in Appendix C. Questions and clarifications have been summarised in Appendix D.

Table 30: Suggestions about the location and type of new access routes and paths that could be developed on the Hoo Peninsula

Key themes	Number of mentions
Concerns about over/further development	28
Specific routes suggested	26
Maintain existing paths	16
Path surfaces	15
Environmental impact	10
No comment	10
No new footpaths required	10
Reference to road scheme	10
Cycle paths (more routes, improve)	9
Bridleways	9
Link existing routes	8
Cycle paths (more routes, improvements)	6
Furniture (lighting, signage, bins)	6
Make Deangate a country park	5
Due consideration of local residents' views	4
Prevent off roading	3
Pollution issues	3
Multi use paths	3
Priorities non car users	3
More footpaths	3
Ensure accessibility	2
Congestion	2
Impact on existing residents	2
Impact on physical health/mental health/wellbeing	2
HGV issues	1
Ensure waterways maintained to prevent flooding	1
loss of rural feel	1
Public transport too expensive	1



Protect agricultural land	1
Hedges rather than fences	1
Lack of local support	1
Parking	1
Loss of leisure facilities/asset of community value	1
Loss of property value	1

Illustrative quotes for the three most frequently cited themes are provided below:

Concerns about over/further development:

“Yes - don't develop the Peninsula full stop. Once it's gone, it's gone for good. We will never get this wonderful, natural, unique place back.”

“If you didn't build on our green fields and tarmac over our current beautiful landscape, there would be no need to artificially create new areas!”

“Don't build on the peninsula”

Maintain existing paths:

“Save our existing routes”

“but ensure current footpaths are maintained as currently they are not.”

“I suggest already existing routes and paths are maintained properly first. Most are in dire need of some attention.”

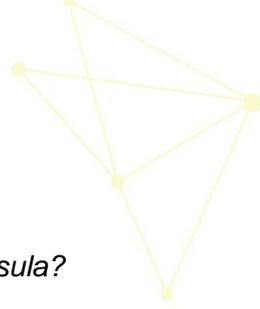
Path surfaces:

“Some kind of material that doesn't hurt your feet.”

“Natural looking footpaths and car parks to blend in with the local wildlife (nothing extravagant)”

“even help with the type of surface so they can be usable by all and not by just one user group, e.g. horses and pedestrians.”





Suggested considerations about green spaces on the Hoo Peninsula

Q44. Is there anything else we should consider about green spaces on the Hoo Peninsula?

All respondents were asked whether there was anything else that should be considered about green spaces on the Hoo Peninsula. In total 156 respondents made a comment; comments could cover more than one theme, resulting in a total of 205 mentions. The full list of themes and the number of mentions are shown in Table 31.

The three most common themes raised were:

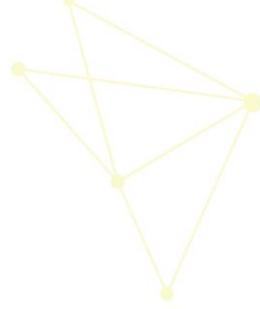
- concerns about over/further development,
- protect existing greenspaces
- protect Deangate

Respondents also made 18 environmental suggestions, 12 alternative suggestions and raised 2 questions to be considered; these have been included in full in Appendix C. Questions and clarifications have been summarised in Appendix D.

Table 31: Suggested considerations about green spaces on the Hoo Peninsula

Key themes	Number of mentions
Concerns about over/further development	62
Protect existing greenspaces	58
Environmental suggestions	18
Alternative suggestions	12
Protect Deangate	10
More greenspaces	5
Protect agricultural land	5
No comment	4
Ensure accessibility	3
Pollution	2
Prevention of littering	2
Facilities for dog walkers	2
Issues with trees	2
Facilities (seating, toilets)	2
Congestion	2
Questions to be considered	2
Impact on physical health/mental health/wellbeing	1
Loss of leisure facilities/asset of community value	1
Due consideration of local residents' views	1
loss of rural feel	1
Loss of property value	1
Environmental impact	1
Issues with construction	1
HGV issues	1
Connect with housing	1
Impact on existing residents	1
Public transport too expensive	1
Parking	1
Pedestrians' areas	1
Lack of local support	1





Illustrative quotes for the three most frequently cited themes are provided below:

Concerns about over/further development:

“Enough green spaces should be left. Over development is a concern. Too much green space is being developed as opposed to brown field sites”

“Please do not dig up/disrupt or destroy any more of our countryside”

“Yes - leave our existing landscape alone!”

Protect existing greenspaces:

“Leave the ones we have alone!”

“LEAVE THE ONES WE HAVE AND YOU WON'T NEED TO WORRY ABOUT CREATING ANY MORE.”

“We need to keep as much greenspace and woodland/heathland as possible as our native wildlife is reducing rapidly.”

Protect Deangate:

“Use Deangate as a country park”

“Yes - please do not ruin the Deangate green space - there is no need to build either a road or houses on it”

“Reopen and manage dean gate properly, provide facilities for the community that are not wrapped up in smoke and mirrors. Stop being untruthful with intentions, tarmac site will be a country park if managed correctly”



4. Future Hoo – New Routes to Good Growth Proposals

To conclude, respondents were asked if there was anything else that should be considered about the road, rail and environmental proposals on the Hoo Peninsula.

Key findings:

- **Further considerations raised by respondents about the road, rail and environmental proposals on the Hoo Peninsula were most likely to include:**
 - **concerns about over / further development**
 - **the impact on existing residents**
 - **the environmental impact.**

Each of these key findings is explored in more detail below, highlighting, where they exist, significant differences between groups of respondents.

Suggested considerations about the road, rail and environmental proposals on the Hoo Peninsula

Q45. Is there anything else we should consider about the road, rail and environmental proposals on the Hoo Peninsula?

All respondents were asked whether there was anything else that should be considered about the road, rail and environmental proposals on the Hoo Peninsula. In total 219 respondents made a comment; comments could cover more than one theme, resulting in a total of 430 mentions. The full list of themes and the number of mentions are shown in Table 32.

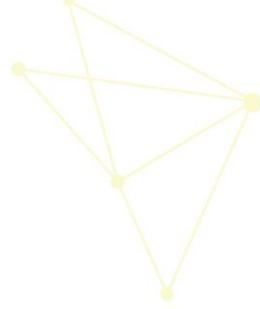
The three most common themes raised were:

- concerns about over/further development
- impact on existing residents
- environmental impact

Respondents also made 33 alternative suggestions regarding the highways proposal and 9 alternative suggestions regarding the rail proposal, 24 further criticisms of the highways' proposal and raised 6 questions to be considered; these have been included in full in Appendix C. Questions and clarifications have been summarised in Appendix D.

Table 32: Suggested considerations about the road, rail and environmental proposal on the Hoo Peninsula

Key themes	Number of mentions
Concerns about over/further development	59
Impact on existing residents	48
Environmental impact	43
Alternative suggestions regarding the highways proposal	33
Pollution (air, light, noise)	33
Criticism of highways proposal	24
Lack of current facilities/infrastructure in the area	19
Loss of property value	16
Object to highways proposals	15
Negative comments regarding consultation	15
Object to rail proposal	14
Due consideration of local residents' views	9
Improvements required for existing residents	9
Look at alternatives	9
Alternative suggestions regarding the rail proposal	9
Impact on physical health/mental health/wellbeing	8
Other issues	7
Questions to be considered	6
Timeframe (unrealistic)	6
Loss of rural feel	5
Develop elsewhere	5
Type of development (aimed at commuters)	4
Issue with construction	4
No comment	4
Agree with highways proposal	3
Station (current site prone to flooding, station at Cliffe, location good)	3
Agree proposal	3
Agree with rail proposal	2
Compensation	2
Funding issues	2
Protect agricultural land	2
Loss of leisure facilities/asset of community value	1
Congestion	1
Requirements for developers	1
HGV issues	1
Better bus service	1
Parking	1
Use Deangate as a country park	1
Public transport too expensive	1
Lack of local support	1



Illustrative quotes for the three most frequently cited themes are provided below:

Concerns about over/further development:

“It is a fact that the residents of the Hoo Peninsula have lost any faith in the MC planning department since time and again they have repeatedly opposed the unsustainable building of new homes in our communities.”

“STOP OVER-DEVELOPING THE AREA!”

“We do not want this development as we see no improvements to our area and lives from it. In fact we see is as ruining our current peaceful lifestyle here in Wainscott.”

Impact on existing residents:

“Current plans would cause misery for existing residents yet don't seem to solve the issues that already exist.”

“The impact upon local residents and their properties and our environment”

“The Hoo Peninsular is full any further developments would adversely affect the environment and quality of life for the residents.”

Environmental impact:

“Don't destroy the countryside.”

“Do not ruin our beautiful countryside any further, we already don't have much left in this area!”

“As residents in this natural landscape, we do not need to be ‘herded’ into particular artificial open spaces dictated to by town planners intent on meeting targets.”





**Have your say
Future Hoo**

New Routes to Good Growth

New Routes to Good Growth

During 2020, Medway Council had confirmation from government that our Housing Infrastructure Fund application had been successful and that £170m has been earmarked for the building of new roads, the provision of a new train station and service and the delivery of environmental enhancements.

We are pleased to invite you to participate in the engagement and consultation on the Housing Infrastructure Fund proposals planned to improve accessibility and the environment in and around Hoo. We would like to hear your views on the proposals and this important opportunity for Hoo. Even with COVID-19 restrictions in place we are determined to make this consultation fully accessible to all.

Background information relating to this project is included on the website www.medway.gov.uk/futurehoo , including a downloadable brochure. This will provide you with an understanding of why the New Routes to Good Growth proposal has been formulated and why the government wants to invest in infrastructure in this area. It is the first opportunity that we have had to communicate fully with all residents and stakeholders on the entirety of the HIF bid.

The information covers each of the project areas and gives an overview of:

- The alignment and function of the new road on to the Peninsula
- The improvements to existing roads and junctions
- The location of the new rail station and rail passing places
- The environmental aspirations

This is just the start of the consultation on the road, rail, and environmental improvements. As the schemes move forward through their specific planning procedures, there will be further opportunities to be involved and provide your feedback.

The information is provided to enable you to engage fully with this questionnaire and to share your thoughts on the proposed new infrastructure. Whilst there is some detail included as part of this questionnaire we strongly suggest that you read the detailed information in the brochure before completing this questionnaire.

When you have completed the survey please return to us using the Freepost envelope provided.

If you would like to contact us for more information about the Future Hoo New Routes to Good Growth survey you can contact us by email at futurehoo@medway.gov.uk or in writing to Regeneration Development Team, Medway Council, Gun Wharf, Dock Road, Chatham, Kent, ME4 4TR.

This consultation will run from **11 January until midnight on 7 March 2021** and the results will be made public in Spring 2021.

Taking part in the survey

Taking part in the survey is voluntary. Before taking part you should read our privacy notice at the end of the survey as this tells you about the information we collect and what we will do with it.

Are you happy to take part in the Future Hoo New Routes to Good Growth survey?

Yes

No

Highways Proposals

£86 million of this fund will be used to make road improvements to support new housing on the Hoo Peninsula.

The highways proposals will accommodate future traffic growth associated with any future housing proposals for the Hoo Peninsula. They involve improvements to existing infrastructure, as well as the provision of new infrastructure including new slip roads, junctions and interchanges on the A228 and A229, a relief road via Woodfield Way i.e. a second road access to the peninsula, and wider highway improvements. These changes will help to maximise the use of existing infrastructure whilst also creating additional capacity to facilitate future Hoo growth.

We'd like to get your views about the highways proposals and each of the different phases.

These proposals are described in detail on the road webpage and in section 3 of the consultation brochure.

Q1 Thinking about the following statements, how much do you agree or disagree that:

(Please tick one box per row)

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
Improving road links on and off the Hoo Peninsula is important to me	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improving road links on and off the Hoo Peninsula is important to the local area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q2 Which, if any, of the following do you think are benefits of improving road links on the Hoo Peninsula? (Please tick all that apply)

- | | |
|--|---|
| <input type="checkbox"/> Ensure the local area is well connected and accessible | <input type="checkbox"/> Improve journey times |
| <input type="checkbox"/> Provide new opportunities to access employment, education and social destinations | <input type="checkbox"/> Improve air quality by reducing bottlenecks on Four Elms Hill / Four Elms Roundabout |
| <input type="checkbox"/> Improve the local economy | <input type="checkbox"/> Improved safety |
| <input type="checkbox"/> Provide a faster, more extensive and reliable transport network | <input type="checkbox"/> Improved footways |
| <input type="checkbox"/> Improve local public transport | <input type="checkbox"/> Improved cycle ways |

- Reduce reliance on a single main road on and off the Hoo Peninsula
- None of these
- Make it easier to access the national transport network
- Other
- Create new jobs locally

Other, please state

Highways Proposals

Q3 Which, if any, of the following concern you about improving road links on the Hoo Peninsula? (Please tick all that apply)

- Noise associated with the improvement works
- Lack of public transport
- Loss of rural feeling
- Noise associated with traffic
- Construction work associated with improving road links
- Over development of the area
- Increased traffic
- Safety of new road links
- None of these
- The environmental impact of improving the road links
- Increased air pollution
- Other
- Increased HGV lorries
- Ability of other local roads to cope with traffic

Other, please state

Q4 Is there anything else we should consider about improving road links on the Hoo Peninsula?

Construction of the highways proposal is to be split into six phases to avoid impacting the existing highway network.

During the construction period, traffic flows will be maintained where possible. Any road closures required will be restricted to night-time only and suitable diversion routes will be provided. Residential access will be maintained throughout construction. Consultation with key stakeholders such as Police and emergency services will be conducted to agree phasing, traffic management and suitable diversion routes.

- Phase 1 includes a new signalised junction to link the A289 with Islingham Farm Road, plus improvements to Higham Road and Woodfield Way.
- Phase 2 includes a new relief road, connecting Upchat roundabout to the A228. A new spur link road and roundabout will also be introduced to ease congestion.
- Phase 3 entails improvements to the existing Bells Lane roundabout to accommodate traffic growth.
- Phase 4 shows the measures to be implemented at Ropers Lane roundabout to accommodate the new rail station.
- Phase 5 consists of improvements to Four Elms Hill roundabout.
- Phase 6 involves upgrading the existing A289 Wulfere Way and Sans Pareil roundabout to ease network congestion.

A walking, cycling and horse-riding assessment and review (WCHAR), a process that is undertaken on major highways projects, will be undertaken at each phase, and this will inform any further design requirements relating to the provision of walking, cycling and horse-riding facilities. Interested groups will be consulted on WHCHAR, including Medway Local Access Forum and others.

Highways Proposals - Phase 1

The proposals for Phase 1 include Modifications to the A289 including providing new slip roads to Higham Road and widening and improvements to Islingham Farm Road and Woodfield Way. This will mean that drivers on the A289 will be able to leave at this junction to access Hoo rather than continue on to the Four Elms Roundabout. When travelling towards the M2/A2 drivers will be able to use the new road rather than continue down to the Four Elms Roundabout.

There will be no substantive works to Woodfield Way (Phase 1) within the vicinity of the SSSI area.

Shared footways have been provided on Islingham Farm Road and Woodfield Way. Users of the public rights of way (RS119 – Granary Cottage to Hoo Road) at Woodfield Way will be accommodated as part of the road improvements to maintain the route. All other existing public rights of way across the road improvements are not impacted by the works.

These proposals are described in detail on the road webpage and in section 3 of the consultation brochure.

Q 5 Thinking about the proposed Phase 1 road changes, how much do you agree or disagree that: (Please tick one box per row)

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
The proposed Phase 1 works will improve access to the Hoo Peninsula	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Once completed the proposed Phase 1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

works will reduce congestion in the local area

The proposed layout and design will minimise impacts on the local area

The proposed changes improve access for other users (e.g. pedestrians, cyclists and horse riders)

The proposed Phase 1 works minimise disruptions during construction

<input type="checkbox"/>						
<input type="checkbox"/>						
<input type="checkbox"/>						

Q6 Is there anything else we should consider about the Phase 1 road changes?

Highways Proposals - Phase 2

The proposals for Phase 2 include:

- A proposed new relief road from Upchat Roundabout on Woodfield Way, connecting to an improved Main Road Hoo junction. The new relief road will also connect users to the new slip roads on the A289 from Islingham Farm Road.
- A new junction on Peninsula Way providing access to a new road connecting to the proposed relief road.

The road improvements will include footways to provide priority for pedestrians and cyclists in terms of movement and crossing points. This will help to facilitate safe and easy pedestrian and cycling movement through the various developments in the area. Consideration is being given to a connecting footbridge as part of the walking, cycling and horse-riding assessment and review (WCHAR). Segregated cycle tracks are also proposed for the relief road and the Main Road junction.

The site of the works is not subject to any statutory or non-statutory designations but is adjacent to Chattenden Woods and Lodge Hill Site of Special Scientific Interest (SSSI). There are potential indirect impacts to the habitat within the SSSI from the relief road (Phase 2). The council will work closely with Natural England to understand any potential for disturbance and noise impacts to the nationally important nightingale population and other habitats and species, and to ensure that appropriate mitigation measures are put in place.

These proposals are described in detail on the road webpage and in section 3 of the consultation brochure.

Q7 Thinking about the proposed Phase 2 road changes, how much do you agree or disagree t
 (Please tick one box per row)

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
The proposed Phase 2 works will improve access to the Hoo Peninsula	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Once completed the proposed Phase 2 works will reduce congestion in the local area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The proposed layout and design will minimise impacts on the local area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The proposed changes improve access for other users (e.g. pedestrians, cyclists and horse riders)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The proposed Phase 2 works minimise disruptions during construction	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q8 Is there anything else we should consider about the Phase 2 road changes?

Highways Proposals - Phase 3

The proposals for Phase 3 include improvements to A228 Bells Lane Roundabout and Dux Court Road, including widening to increase capacity and minimise queuing.

Footway and cycling provisions have been provided on the southern side of the A228 to tie into the existing facility at Bell's Lane and Ratcliffe Highway. A signalised crossing is proposed to be situated east of the Bell's Lane roundabout and this provides a link towards a shared footway north of the A228. This provides a safer route for pedestrians as it moves them away from the roundabout.

Existing public rights of way across the road improvements are not impacted by the works.

The site of the works is not subject to any statutory or non-statutory environmental designations.

These proposals are described in detail on the road webpage and in section 3 of the consultation brochure.

Q 9 Thinking about the proposed Phase 3 road changes, how much do you agree or disagree that:

(Please tick one box per row)

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
The proposed Phase 3 works will improve access to the Hoo Peninsula	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Once completed the proposed Phase 3 works will reduce congestion in the local area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The proposed layout and design will minimise impacts on the local area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The proposed changes improve access for other users (e.g. pedestrians, cyclists and horse riders)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The proposed Phase 3 works minimise disruptions during construction	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q10 Is there anything else we should consider about the Phase 3 road changes?

Highways Proposals - Phase 4

The proposals for Phase 4 including improvements to Stoke / Ropers Lane Roundabout and access to the new station.

The site of the works is not subject to any statutory or non-statutory environmental designations.

These proposals are described in detail on the road webpage and in section 3 of the consultation brochure.

Q1 1	Thinking about the proposed Phase 4 road changes, how much do you agree or disagree t (Please tick one box per row)	Strongly agree	Agree	Neither agree nor disagre e	Disagre e	Strongly disagre e	Don't know
	The proposed Phase 4 works will improve access to the Hoo Peninsula	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Once completed the proposed Phase 4 works will reduce congestion in the local area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	The proposed layout and design will minimise impacts on the local area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	The proposed changes improve access for other users (e.g. pedestrians, cyclists and horse riders)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	The proposed Phase 4 works minimise disruptions during construction	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q1 Is there anything else we should consider about the Phase 4 road changes?

2

Highways Proposals - Phase 5

The proposals for Phase 5 include improvements to Four Elms Roundabout, an additional lane and a dedicated slip road from the A289 Hasted Road to northbound A228, and a dedicated slip road coming down Four Elms Hill.

As part of the new proposals, a new shared pedestrian/cycle footway and crossing facilities will be provided following collaboration, interaction, and engagement with key stakeholders. The public rights of way (RS119 – Granary Cottage to Hoo Road) at Four Elms Hill will be re-routed around the embankments to maintain the route.

The site of the works is not subject to any statutory or non-statutory environmental designations.

These proposals are described in detail on the road webpage and in section 3 of the consultation brochure.

Q1 3 Thinking about the proposed Phase 5 road changes, how much do you agree or disagree to (Please tick one box per row)

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
The proposed Phase 5 works will improve access to the Hoo Peninsula	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Once completed the proposed Phase 5 works will reduce congestion in the local area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The proposed layout and design will minimise impacts on the local area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The proposed changes improve access for	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

other users (e.g. pedestrians, cyclists and horse riders)									
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The proposed Phase 5 works minimise disruptions during construction	<input type="checkbox"/>						
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Q1 Is there anything else we should consider about the Phase 5 road changes?

4

Highways Proposals - Phase 6

The proposals for Phase 6 is an additional lane to Wulfere Way in each direction, and capacity improvements to Sans Pareil Roundabout.

These proposals are described in detail on the road webpage and in section 3 of the consultation brochure.

Q1 5 **Thinking about the proposed Phase 6 road changes, how much do you agree or disagree t**
(Please tick one box per row)

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
The proposed Phase 6 works will improve access to the Hoo Peninsula	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Once completed the proposed Phase 6 works will reduce congestion in the local area	<input type="checkbox"/>					
--	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------

The proposed layout and design will minimise impacts on the local area	<input type="checkbox"/>					
--	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------

The proposed changes improve access for other users (e.g. pedestrians, cyclists and horse riders)	<input type="checkbox"/>						
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The proposed Phase 6 works minimise disruptions during construction	<input type="checkbox"/>						
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Q16 Is there anything else we should consider about the Phase 6 road changes?

Railway Proposals

£63 million of the HIF funding will be used for rail improvements to support new housing on the Hoo Peninsula.

The proposed scheme is to reinstate a passenger service on the Grain branch line and create a new station south of Sharnal Street to open up the Peninsula for development by providing a reliable link to London and an interchange option at Gravesend to link to locations across Medway and join the HS1 to London St Pancras.

We want to know what you think about the proposals to re-introduce passenger rail services to the Hoo Peninsula, the new station, rail passing loops and crossing and managing the potential effects of the associated construction works.

These proposals are described in detail on the rail webpage and in section 4 of the consultation brochure.

Q17 Thinking about the re-introduction of passenger rail services to the Hoo Peninsula, how much do you agree or disagree that: (Please tick one box per row)

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
The re-introduction of passenger rail services to the Hoo Peninsula is important to me	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The re-introduction of passenger rail services to the Hoo Peninsula is important to the local	<input type="checkbox"/>					
---	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------

area									
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Q1 8 How likely do you think you would be to use the passenger rail service to travel to each of the following destinations? (Please tick one box per row)

	Very likely	Likely	Neither likely nor unlikely	Unlikely	Very unlikely	I would not use the service
London stations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stations on the Kent network, such as Gravesend	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q1 9 Which, if any, of the following do you think are benefits of re-introducing passenger rail services to the Hoo Peninsula? (Please tick all that apply)

<input type="checkbox"/>	Ensure the local area is well connected and accessible	<input type="checkbox"/>	Reduce reliance on cars	<input type="checkbox"/>	Create new jobs locally
<input type="checkbox"/>	Provide new opportunities to access employment, education and social destinations	<input type="checkbox"/>	Make it easier to access the national transport network	<input type="checkbox"/>	Reduce carbon emissions by moving journeys from road to rail
<input type="checkbox"/>	Improve the local economy	<input type="checkbox"/>	Help tackle isolation and transport poverty	<input type="checkbox"/>	Improve air quality by transferring journeys from road to rail
<input type="checkbox"/>	Provide a faster, more extensive and reliable transport network	<input type="checkbox"/>	Widen access to health services	<input type="checkbox"/>	None of these
<input type="checkbox"/>	Improve local public transport	<input type="checkbox"/>	Increase the value of properties locally	<input type="checkbox"/>	Other

Other, please state

Railway Proposals

Q2 0 Which, if any, of the following concern you about re-introducing passenger rail services to the Hoo Peninsula? (Please tick all that apply)

<input type="checkbox"/>	Noise associated with the trains	<input type="checkbox"/>	Lack of public transport to get to and from the proposed station
<input type="checkbox"/>	Increased traffic travelling to the station	<input type="checkbox"/>	Construction work associated with re-introducing services
<input type="checkbox"/>	Cost of the services	<input type="checkbox"/>	Safety of railway line crossing points
<input type="checkbox"/>	Frequency of services	<input type="checkbox"/>	Anti-social behaviour
<input type="checkbox"/>	The environmental impact of re-introducing services	<input type="checkbox"/>	None of these
<input type="checkbox"/>	Lack of parking at the station	<input type="checkbox"/>	Other

	Other, please state

Q2 1	Is there anything else we should consider about the re-introduction of a passenger rail service on the Hoo Peninsula?

Railway Proposals - New Railway Station
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Q2 2	Thinking about the proposals for the new railway station, how important are each of the following to you: (Please tick one box per row)																																																						
	<table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="width: 35%;"></th> <th style="width: 12.5%;">Very important</th> <th style="width: 12.5%;">Important</th> <th style="width: 12.5%;">Not important</th> <th style="width: 12.5%;">Not important at all</th> <th style="width: 12.5%;">Don't know</th> </tr> </thead> <tbody> <tr> <td>The appearance of the station reflects the character, identity and heritage of the area</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>The station is landscaped to blend in with the local environment</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>The station is provided with a public open space to create a 'station place' or Plaza</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>There is car parking and drop off available on site</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>There is secure cycle parking available on site</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>There are good connections to local bus services</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>There are good links to local cycle paths</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>There are good links to local footpaths</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> </tbody> </table>		Very important	Important	Not important	Not important at all	Don't know	The appearance of the station reflects the character, identity and heritage of the area	<input type="checkbox"/>	The station is landscaped to blend in with the local environment	<input type="checkbox"/>	The station is provided with a public open space to create a 'station place' or Plaza	<input type="checkbox"/>	There is car parking and drop off available on site	<input type="checkbox"/>	There is secure cycle parking available on site	<input type="checkbox"/>	There are good connections to local bus services	<input type="checkbox"/>	There are good links to local cycle paths	<input type="checkbox"/>	There are good links to local footpaths	<input type="checkbox"/>																																
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There are good links to local footpaths	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>																																																		

Railway Proposals - New Railway Station

The consultation brochure includes two illustrative examples of what a future station building could look like, aiming to ensure it is in keeping with the local character and future aspirations of the area.

Illustrative example one, is a barn style station set in a station square comprising wavy lines to reflect the nautical nature of the area, and its shortwave radio heritage. This station building is expandable to provide additional facilities as the station patronage increases.

Illustrative example two, is an alternative style station to reflect the Airship heritage of the area set in a station square as before.

These are shown on the rail webpage and in section 4 of the consultation brochure.

Q23 Thinking about a future station building, which THREE of the following do you feel best reflect the local character of the area? (Please tick up to three boxes)

- | | |
|--|---|
| <input type="checkbox"/> Farming / Agricultural heritage | <input type="checkbox"/> The coast |
| <input type="checkbox"/> Industrial heritage | <input type="checkbox"/> Shortwave radio heritage |
| <input type="checkbox"/> Airship / Aeronautical heritage | <input type="checkbox"/> Natural environment |
| <input type="checkbox"/> Military heritage | <input type="checkbox"/> None of these |
| <input type="checkbox"/> Religious heritage | <input type="checkbox"/> Something else |

Something else, please state

Q24 Which of the following ways would you consider travelling to the proposed railway station? (Please tick all that apply)

- | | |
|------------------------------------|--------------------------------|
| <input type="checkbox"/> By foot | <input type="checkbox"/> Taxi |
| <input type="checkbox"/> Bicycle | <input type="checkbox"/> Bus |
| <input type="checkbox"/> Motorbike | <input type="checkbox"/> Other |
| <input type="checkbox"/> Car | |

Other, please state

Q25 Is there anything else we should consider about the proposed new railway station?

Railway Proposals - Railway Passing Loops

To create a passenger service whilst maintaining the freight service dual track will be required to allow trains to pass. This will be achieved by introducing discrete lengths of track to create passing places.

The Grain Line was originally constructed with some dual track, and the footprint of the Network Rail land allows for dualling of the track and associated enhancement of track bed and embankments throughout its length without the need to acquire new land along the railway.

The location of the loops are determined by a number of factors including frequency of service and the speed of the trains as well as potential routes.

There will be dualling of the section between Hoo Junction and Cliffe Junction and a passing loop at Cooling Street. These proposals are described in detail on the rail webpage and in section 4 of the consultation brochure.

Q26 Thinking about the construction of the proposed passing loops, which, if any, of the following are concerns for you? (Please tick all that apply)

- Noise associated with construction
- Increased construction traffic
- The environmental impact of construction
- Local road closures
- The time taken to complete the construction
- Maintaining local access
- Maintaining access to public rights of way
- The impact of the construction compounds
- None of these
- Other

Other, please state

Q27 Is there anything else we should consider about the proposed passing loops?

Railway Proposals - Railway Crossings

A rail passenger service to Hoo will increase both the number of trains on the line, and their speed. Consequently, existing footpath and vehicular crossings of the line will need to be segregated, either by physical separation (bridges) or by diversion of the route to an existing crossing.

The proposals include a number of changes to level crossings along the route of the line. Safety is the main consideration when making changes to rail crossings. These proposals are described in detail on the rail webpage and in section 4 of the consultation brochure.

Q28 Which, if any, of the following railway crossings do you currently use? (Please tick all that apply)

- | | | |
|---|---|---|
| <input type="checkbox"/> Church Lane Crossing | <input type="checkbox"/> Solomon's Crossing | <input type="checkbox"/> Creek Lane Crossing |
| <input type="checkbox"/> Kings Crossing | <input type="checkbox"/> Whitehall Bridleway Crossing | <input type="checkbox"/> I don't use any of these crossings |
| <input type="checkbox"/> Wybourne & High Halstow Crossing | <input type="checkbox"/> Stoke Road Crossing | |

Railway Proposals - Railway Crossings

Q29 Is there anything we should consider when making changes to crossings? Please tick each specific crossing location you would like to make any further comments about.

- | | | |
|---|---|---|
| <input type="checkbox"/> Church Lane Crossing | <input type="checkbox"/> Solomon's Crossing | <input type="checkbox"/> Creek Lane Crossing |
| <input type="checkbox"/> Kings Crossing | <input type="checkbox"/> Whitehall Bridleway Crossing | <input type="checkbox"/> I do not want to make any further comments |
| <input type="checkbox"/> Wybourne & High Halstow Crossing | <input type="checkbox"/> Stoke Road Crossing | |

If you do not want to make any further comments about railway crossings please go to Q37; otherwise please add your comments to the relevant crossing in Q30 to Q36.

Q30 If you selected Church Lane Crossing in Q29. What else should we consider about the Church Lane Crossing?

Q31 If you selected Kings Crossing in Q29. What else should we consider about the Kings Crossing?

Q32 If you selected the Wybourne & High Halstow Crossing in Q29. What else should we consider about the Wybourne & High Halstow Crossing?

Q33 If you selected Solomon's Crossing in Q29. What else should we consider about the Solomon's Crossing?

Q34 If you selected Whitehall Bridleway Crossing in Q29. What else should we consider about the Whitehall Bridleway Crossing?

Railway Proposals - Railway Crossings

Q35 If you selected Stoke Road Crossing in Q29. What else should we consider about the Stoke Road Crossing?

Q36 If you selected Creek Lane Crossing in Q29. What else should we consider about the Creek Lane Crossing?

Railway Proposals - Managing potential effects of the proposals

Q37 Thinking about the potential effects of the construction works associated with the railway proposals, how much do you agree or disagree that:
 (Please tick one box per row)

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
The proposals to manage construction works help to minimise the impact on local residents	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The proposals to manage construction works help to minimise the impact on the environment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The proposals to manage construction works help to minimise the impact on users of public rights of way (e.g. pedestrians, cyclists, and horse riders)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q38 Is there anything else we should consider about managing the potential effects of the railway proposals?

Strategic Environmental Management Scheme

£14.35 million of the HIF funding will be used for protecting wildlife and ecology.

The aspiration is for the Strategic Environmental Management Scheme (SEMS) to create a connected network of wildlife friendly habitats and community parklands, which will support new meadows, hedges, marshes and woodlands. Where appropriate, these areas will also have new footpaths and cycleways providing safe recreational opportunities.

These changes are all about the environment and more specifically, biodiversity. The SEMS will be actively managed to maximise the benefits for biodiversity alongside access and health and safety interests. As a scheme, SEMS will be planned and designed to address the indirect impact of possible growth on the Peninsula’s protected habitats.

These proposals are described in detail on the environment webpage and in section 5 of the consultation brochure.

Q39 Thinking about the enhancement and protection of the natural environment on the Hoo Peninsula, how much do you agree or disagree that: (Please tick one box per row)

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
The enhancement and protection of green spaces on the Hoo Peninsula is important to me	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The enhancement and protection of green spaces on the Hoo Peninsula is important to the local area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Any development should	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

minimise the impact to the environment on the Hoo Peninsula									
Any new green spaces should help to protect existing ecologically sensitive sites on the Hoo Peninsula	<input type="checkbox"/>								
New green spaces should include a variety of habitats e.g. wildflower meadows, hedgerows, marshland, etc	<input type="checkbox"/>								
Any new areas of green space should link with existing natural spaces	<input type="checkbox"/>								
There should be clear boundaries between green spaces using fencing and hedgerows to provide definition	<input type="checkbox"/>								

Strategic Environmental Management Scheme

Q40 Do you have any other comments about how proposed green spaces could enhance and protect the natural environment on the Hoo Peninsula?

Q41 Thinking about how green space should be developed on the Hoo Peninsula, how much do you agree or disagree that:
(Please tick one box per row)

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
There should be areas of green space close to Hoo which encourage wildlife	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

There should be areas of green space close to Hoo that people can freely enjoy without disturbing wildlife	<input type="checkbox"/>						
Green spaces should be connected to help people and wildlife move safely around	<input type="checkbox"/>						
Green spaces should allow me to meet others from the local community	<input type="checkbox"/>						
There should be planned paths to allow different types of users to enjoy the green space	<input type="checkbox"/>						
There should be information boards and signage to allow people to enjoy the green space	<input type="checkbox"/>						
There should be visitor facilities to allow people to enjoy the green space e.g. toilets, visitor centre, car parking, etc	<input type="checkbox"/>						

Q4 2	<p>Do you have any other comments about how green space should be developed on the Hoo Peninsula?</p> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>
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Strategic Environmental Management Scheme

We will be asking for input from community and user groups, in addition to statutory stakeholders, to help us define the location and nature of new access routes, including opportunities for multi-user paths.

We would like to hear about your suggestions for new access routes and paths. Please give us as much information as possible, this could include:

- location; e.g. giving the start and end points and links to existing pathways
- who the path is going to be used by e.g. walkers, cyclists, horse riders, etc

- the type of surface that should be used e.g. tarmac, gravel, grass, etc

**Q4
3** Do you have any suggestions about the location and type of new access routes and paths that could be developed on the Hoo Peninsula?

**Q4
4** Is there anything else we should consider about green spaces on the Hoo Peninsula?

Future Hoo - New Routes to Good Growth Proposals

Q45 Is there anything else we should consider about the road, rail and environmental proposals on the Hoo Peninsula?

About You

**Q4
6** Are you responding as:

<input type="checkbox"/>	An individual	<input type="checkbox"/>	An organisation	<input type="checkbox"/>	An elected representative
--------------------------	---------------	--------------------------	-----------------	--------------------------	---------------------------

An organisation

Q4 7	If you answered 'organisation' in Q46. Please state the name of the organisation you are responding on behalf of:

An elected representative

Q4 8	If you answered 'elected representative' in Q46. As an elected representative, are you:				
	<input type="checkbox"/>	A ward member for Strood Rural or Peninsula ward		<input type="checkbox"/>	A parish councillor for a Parish on the Hoo Peninsula
	<input type="checkbox"/>	A ward member for a ward elsewhere in Medway		<input type="checkbox"/>	A parish councillor for a Parish elsewhere in Medway
	<input type="checkbox"/>	A Member of Parliament		<input type="checkbox"/>	Other elected representative

	Other, please state

About You

Only answer Questions 49 to 53 if you are responding as an individual

Medway is committed to consulting with all its residents and interested parties so, to ensure that all groups within the community have the opportunity to participate, we would appreciate it if you could provide us with the following information. The information provided will remain private and confidential and will not be used for any other purpose. You are under no obligation to provide the following information and it will not affect your response if you choose not to.

Q49 **Are you?**

Male

Female

I prefer not to say

Q5 0	In which of the following age bands do you fall?				
	<input type="checkbox"/>	Under 16		<input type="checkbox"/>	55-64
	<input type="checkbox"/>	16-24		<input type="checkbox"/>	65-74
	<input type="checkbox"/>	25-34		<input type="checkbox"/>	75+
	<input type="checkbox"/>	35-44		<input type="checkbox"/>	I prefer not to say
	<input type="checkbox"/>	45-54			

About you

Q51 Do you have any long-standing health problem or disability? Long-standing means anything that has lasted, or is expected to last, at least 12 months.

- Yes
 No
 I prefer not to say

Q5 2	What is your ethnic group?					
<input type="checkbox"/>	White - English/ Welsh/ Scottish/ Northern Irish/ British	<input type="checkbox"/>	Any other mixed / multiple ethnic background	<input type="checkbox"/>	Asian / Asian British - Chinese	
<input type="checkbox"/>	White - Irish	<input type="checkbox"/>	Black / Black British - African	<input type="checkbox"/>	Any other Asian background	
<input type="checkbox"/>	White - Gypsy or Irish Traveller	<input type="checkbox"/>	Black / Black British - Caribbean	<input type="checkbox"/>	Other - Arab	
<input type="checkbox"/>	Any other White background	<input type="checkbox"/>	Any other Black / African/ Caribbean background	<input type="checkbox"/>	Any other ethnic background	
<input type="checkbox"/>	Mixed - White and Black Caribbean	<input type="checkbox"/>	Asian / Asian British - Indian	<input type="checkbox"/>	I prefer not to say	
<input type="checkbox"/>	Mixed - White and Black African	<input type="checkbox"/>	Asian / Asian British - Pakistani			
<input type="checkbox"/>	Mixed - White and Asian	<input type="checkbox"/>	Asian / Asian British - Bangladeshi			

If Other, please state below:

Q5 3 What is your postcode sector? This is the first part of your postcode along with the number from the next part e.g. ME3 8 or ME14 1

Your Response

Thank you for completing this questionnaire, the results of which will be considered and used to help shape the proposals and applications for the highways, rail and SEMS consents.

Please return your completed surveys by 7 March 2021 using the Freepost envelopes provided.

Taking Part - Privacy Notice

Medway Council is consulting on the New Routes to Good Growth proposals as part of the Housing Infrastructure Fund. This notice is about Medway Council and the collection of personal information for the Future Hoo - New Routes to Good Growth survey. In this notice, Medway Council will be referred to as 'we', 'us' or 'our'. Medway Council is the data controller (contact details below) for the information you provide when completing the Future Hoo - New Routes to Good Growth survey. This means it decides how your personal data is processed and for what

purposes.

By taking part in the survey you will be agreeing to us processing your personal information in the analysis of your response. The types of activity this includes is: processing your survey, grouping and analysing the results by different characteristics e.g. sex, age group, ethnicity or if you have a long term illness or disability, sharing aggregated results with other parts of the council, partners, consultants and other stakeholders working on the HIF and sharing non-aggregated results with other parts of the council, partners, consultants and other stakeholders working on the HIF.

If you are responding as an individual we will collect and process the following personal information about you: your sex, your age group, your ethnicity, if you have a long term illness or disability and your postcode sector - this is the first part of the postcode and the first number from the next part e.g. ME1 1 or ME14 1.

If you are responding as an elected representative we will ask you what type of elected representative you are. If you are responding as an organisation we will ask you for your organisation name.

When completing the survey you will provide information about who you are (demographics) and where you live. We provide more detail below about how we use each category of information. Where sharing aggregated results would not provide sufficient detail to develop the New Routes to Good Growth proposals your information may be shared as non-aggregated survey data with other parts of the council, partners, consultants and other stakeholders working on the HIF. No individual responses will be included in reports and outputs as a result of this sharing. Your information will not be passed to any other third parties unless we are required to do so by law.

If you are responding as an individual the information you provide will not be used to report on individual responses in the public domain. We will combine your response with all the other responses we receive to create statistical reports of the results of the survey to allow us to identify trends in responses between different groups of users. We may use quotes from comments provided by respondents but these will not be linked to any other information provided. The information below explains how we use each of the categories of data.

Who you are: The demographic information (age group, sex, ethnicity and if you have a long term illness or disability) you provide is used to: understand the profile of respondents and how it compares to Medway as a whole, and help us understand the demographics (age group, sex, ethnicity and long term illness or disability status) of who has responded to the survey and if there are any differences between groups. The information you provide is pseudonymised; that means that the personal information we ask for is grouped by a field which makes it harder to identify a person for example instead of using your month and year of birth we ask your age group.

Where you live: The postcode sector you provide is used to: understand the profile of respondents and how it compares to Medway as a whole, and help us understand the location of respondents. We ask for your postcode sector as it makes it harder to identify individuals.

Your organisation: If you are responding on behalf of an organisation you will be asked to provide your organisation name. We may use quotes from comments provided by you and attribute them to the organisation responding to this survey. *Elected representatives:* If you are responding as an elected representative we will ask what type of elected representative you are. We will group and report on responses from different types of elected representatives. We may use quotes from comments provided by you and attribute them to the broad groups of elected representatives.

We will keep the completed surveys for 5 years after the close of the survey. We will process your data as you have given your consent to complete the survey. After you have submitted the survey we have a legitimate interest in the processing of your personal data for the specific purposes outlined in the 'how we use your information' section. We will ask you for your consent for aspects which are not vital for the running of the survey at each relevant point of the survey and you can choose to leave questions unanswered.

If you would like to contact us for more information about the Future Hoo New Routes to Good Growth survey you can contact us by email at futurehoo@medway.gov.uk or in writing to Regeneration Development Team, Medway Council, Gun Wharf, Dock Road, Chatham, Kent, ME4 4TR.

If you have any queries or complaints about this privacy notice please contact us: Data Protection Officer; Gayle Jones on 01634 334329, by email at GDPR@medway.gov.uk or write to the Data Protection Officer, Medway

APPENDIX B: RESPONDENT PROFILE

Respondents by type

	Number of respondents	Percentage of respondents %
An individual	521	94.4
An organisation	14	2.5
An elected representative	8	1.4
No response	9	1.6

Base: 552 respondents

Elected representative by type

	Number of respondents	Percentage of respondents %
A ward member for Strood Rural or Peninsula ward	2	25.0
A ward member for a ward elsewhere in Medway	2	25.0
A parish councillor for a Parish on the Hoo Peninsula	4	50.0

Base: 8 respondents

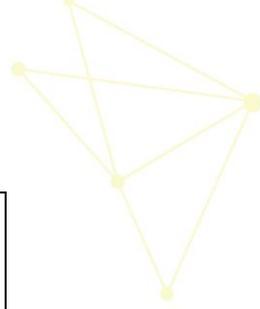
All respondents participating as individuals (Base: 521) were then asked a number of demographic questions about themselves.

Respondents by sex

	Number of respondents	Percentage of respondents %
Male	225	43.2
Female	254	48.8
I prefer not to say	31	6.0
No response	11	2.1

Base: 521 respondents

Respondents by age group



	Number of respondents	Percentage of respondents %
Under 16	0	0
16 – 44	160	30.7
45 – 64	211	40.5
65+	99	19.0
I prefer not to say	45	8.6
No response	6	1.2

Base: 521 respondents

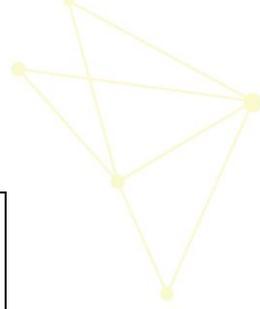
Respondents by postcode

	Number of respondents	Percentage of respondents %
ME1	5	1.0
ME2	84	16.1
ME3	362	69.5
ME4	3	0.6
ME5	4	0.8
Other Postcodes (DA12, ME7, ME9)	3	0.6
No response	60	11.5

Base: 521 respondents

Respondents by ethnicity





	Number of respondents	Percentage of respondents %
White – English/Welsh/Scottish/Northern Irish/British	407	78.1
White – Irish	3	0.6
White – Gypsy or Irish Traveller	1	0.2
Any other White background	4	0.8
Mixed – White and Black Caribbean	4	0.8
Mixed – White and Asian	1	0.2
Any other mixed/multiple ethnic background	1	0.2
Black / Black British – African	3	0.6
Black / Black British – Caribbean	3	0.6
Asian / Asian British – Indian	2	0.4
Any other ethnic background	1	0.2
I prefer not to say	80	15.4
No response	11	2.1

Base: 521 respondents

Respondents with long standing health problem or disability

	Number of respondents	Percentage of respondents %
Yes	72	13.8
No	334	64.1
I prefer not to say	84	16.1
No response	31	6.0

Base: 521 respondents



APPENDIX C: ALTERNATIVE SUGGESTIONS

HIGHWAYS

Q4: Is there anything else we should consider about improving road links on the Hoo Peninsula?

Alternative suggestions

I don't think the peninsula should be overloaded by way of massively increasing the road links creating a 'motorway' rather than simple relief measures to keep the area flowing at all times.

Any improvements need to be very sympathetic to the area and should be used as a mechanism to ensure the residents of the Peninsula are not trapped for 12 hours, like after a recent occurrence.

I would have thought a dual carriageway located behind the army barracks, which joins the A289 nearer the A2/M2 junction (impacting on a small amount of farmland), will be more effective and less disruptive to the Wainscott community.

Subway crossing to top of four elms and banishment of the ability of hgvs to attempt taking the alternative route onto the peninsula (cooling road via weight limitation signs

This is an invaluable opportunity to address problems with the most dangerous roundabout in the area. Cars attempting to turn right or go straight across the Four Elms roundabout having come up Brompton Farm Road or from the new estate by the roundabout are faced with taking their lives in their hands for a significant period of each day. The problem is caused by the speed with which cars coming through the tunnel enter the roundabout. The roundabout has long needed a tunnel or flyover, preferably the former. The proposed changes under phase 5 do not appear to address this problem. There are proposed pedestrian traffic lights but pedestrian use will be very limited-if these lights were to operate as traffic control lights to allow traffic from West Strood and Wainscott time to safely join the roundabout that would be a significant improvement. Alternatively some system which restricted sight lines by traffic coming from the tunnel would also force traffic to enter the roundabout more slowly and safely (I have seen such a system operating in Wales). I would also argue that these changes are so urgent that they need to be addressed as soon as possible rather than being left until later in the project schedule.

Why waste millions of taxpayers money building a new road and a new railway out on the Hoo Peninsula when you can build more houses next to or near to existing roads and railways in the Medway Towns.



The proposals so far reflect neither the government's walking and cycling ambitions under 'gear change' nor the design guidance of LTN1/20. Shared use pedestrian/cycleways are not appropriate for new infrastructure development. The needs of the two modes are different and they should have their own separate space. Crossing facilities appear inadequate and prioritise motor traffic flow. Pedestrian and cycle infrastructure shown has been added as an afterthought, the roads themselves create severance of any potential networks between future developments. How will people walking or cycling cross these roads safely as part of their everyday journeys? How will they cross Ropers Lane to reach the proposed station? Why is there no direct link to the existing cycle route along Old Sharnal Street (NCN179 / former A228)? Leisure routes for people walking and cycling through SEMS are welcome but they are rarely suitable for commuting, shopping, visiting GP surgeries and many other everyday journeys. Where such routes are anticipated to fulfil those functions they should be properly surfaced and well lit.

I wish that the four elms roundabout coming from Wainscott would be improved too. It is near on impossible to get off that roundabout at school times and rush hour. From about 3:45pm it's terrible as all the traffic is coming down the hill from Hoo and also from the Medway tunnel. Traffic lights are needed at peak times.

Consider the priority needed. The villages struggling often when there's an accident on four elms - has it been considered that maybe a reduced speed or even speed camera could help with the accidents on four elms before having to create a WHOLE new road access. If that's not really relevant then the new road could be useful as a backup, but as a backup - consider keeping this as a country lane or smaller road as more as a backup option to keep the rural feel of the village maybe.

Could a bridge linking Grain to Sheerness be built opening more opportunities for work and housing? Both are relatively poor areas and regeneration in both areas would undoubtedly be assisted with a road/rail bridge linking both peninsulas, also this would also spread the traffic levels on both main arteries plus would open up Thamsport to be a viable port again, and also assist Isle of Sheppey by giving a second road off the island

HGV parking areas as currently they park on the sides of roads which is illegal dangerous and they often leave urine and faeces in bottles on the sides of the roads

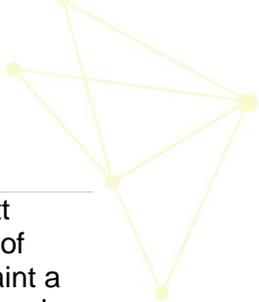
Dedicated/restricted routes for HGV vehicles (which are increasing due to expansion of Kingsnorth industrial/commercial development)

The B2000 is already overcrowded and expected to get worse with new building plots already being approved and worked on. It only took one small accident on the B2000 at one bottleneck a few months ago to create chaos in the surrounding villages for miles, particularly as one alternative route was closed for roadworks. As a minimum, the B2000 needs to be widened and optimally connected to the new relief roads.

The Higham flyover will be an elevated slip on/off over the A289. Have you considered improvements to the four elms roundabout?

Just putting a traffic light system at the roundabout at the bottom of four elms hill would make a significant impact, there is a blind spot when you are joining the roundabout from the Wainscott direction. Money should be spent on a reliable electric bus system.

As with the A289 (Hasted Road), where possible any new route should be placed in a 'sunken' position so as to reduce their noise, dirt and visual effects.



A far simpler and cheaper, less damaging solution would be an extra lane on Wainscott bypass from beginning of horseshoe to 4 elms roundabout and that flows direct to, left of roundabout. Slow speeds on roundabout with either speed tables or reduce its size. Paint a mini roundabout on b2000 a289 junction road allow greater flow and lessen queues at rush hour and reduce people going down a289 to 4 elms.

Build in Capstone for once!!

To use land that is not destroying important greenspaces.

Why not introduce traffic lights at the four elms hill roundabout or increase the number of lanes?

I am wondering why a road cannot be put in down the side of the dual carriageway using the existing slip road further back linking with the improved single track on the opposite side to the houses and causing less disruption.

I think it would be a better idea to widen Four Elms hill and build a raised carriageway so that traffic can flow straight on to the bypass with spurs coming off to cater for local traffic to Wainscott.

There are other ways to develop this area without impacting houses, particularly the Higham Road area.

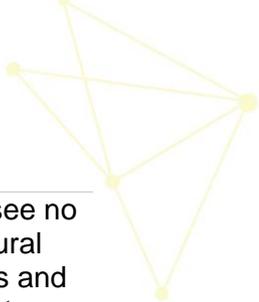
I would suggest a new road off of the existing bypass (hasted way) just before four elms roundabout. I would also suggest that four elms hill is made into a three lane road in each direction. This would be considerably cheaper that your present proposal of an elevated roadway.

The South East is far too busy & maybe government should be approached to have houses built elsewhere. The North of England has asked for regeneration. Then Medway Council would not be under so much pressure for housing here.

There should be adequate Footpaths, cycle lanes and the ability to divert traffic in the event of an incident. Such as an incident on Four Elms Hill, traffic should be able to cross over (under supervision)to take advantage of the lanes that are not affected.

I believe that more consideration and space needs to be allocated to bus services on the Hoo Peninsula and connecting it to other towns and communities. The plans do not appear to connect new road building and the new links being opened up to residential (delivered and potentially to be built). This could be done with better bus infrastructure to make public transport on and off the Peninsula an easier and less daunting choice. Present plans do not appear to have looked at bus access in any great detail and as such presents barriers to modal shift further increasing car use. This will work to undo Medway Council's and national governments declared aims of aiding carbon reduction, improving air quality, public health and emotional wellbeing by encouraging a shift away from car use towards communities having a variety of options to move about their local environments. Ideas to be considered are dedicated bus stops (away from main carriageway), bus priority measures at junctions and cycle sheds/parks adjacent to bus stops to create final mile opportunities.

Why on earth build part of the new road through the old Deangate Golf Course, which I understand was given to the Community as a resource FOR the Community. What right do you have to do that, it is NOT yours to take. You could easily have routed that new stretch of road alongside, meaning you didn't have to encroach on Community land at all. And also, why put in a new Round-a-bout as shown on page 18 top left, that would seem to go nowhere.



If we are to improve the road links then we must consider the impact on wildlife, I can see no measures to allow mammals to traverse the new road infrastructure that will divide natural habitat along its route. It is already self-evident by the number of 'roadkill' badger, foxes and small mammals on the existing A228 and A289 that these roads already form a barrier to 'free movement' of wildlife across the existing corridors. The new roads will add another layer of separation across the whole of its route from Higham Road to the new intersection with the A228 between Chattenden and Bells Lane. In this day and age it is inconceivable that there appears to be no provision for safe wildlife crossings such as wildlife bridges and under-passes. Yet more wildlife fragmentation that will create 'islands of nature'. What is the point of creating new wild spaces (Cockham Wood park - allegedly) when the wildlife is 'contained' and doomed to fail due to isolation. As always, nature will take a back place with ineffective, disjointed thinking!

There are other ways to develop this area without impacting local farmland and housing particularly in the Higham Road and Islingham Farm Road area.

There are other areas that could be used which will have less impact but this seems like a money making scheme rather than actually considering the area.

Why is the reconstruction of Four Elms roundabout stated as phase 5 when this could solve all problems and no need to implement the phase one element at Higham Road / Islingham Farm Road.

The problems could be solved with an additional Grain only turning lane around the left of the roundabout(with a barrier) so allowing the Hoo/Grain traffic to flow easily. Traffic lights could be installed and variable speed limits could be extended from the Medway tunnel to include the approach to the 4 Elms Hill roundabout. A mini roundabout on the B2000/A289 junction would allow more traffic to exit in the rush hour when it is often full and people stay on the 4 Elms roundabout causing more traffic on the bypass.

There's enough space in the area for everybody to live happily, spend the right amount of money to keep everybody happy. Anything is possible with the right amount of money .

Why not utilise the existing military road from Chattenden to lodge hill and use the existing road through the camp to higher Halsted. this road can be upgraded to allow move free movement and the greenery around the road would help reduce the air pollution from the road.

Improve existing roads. Do not destroy any more land. Do not destroy the open spaces of Deangate. More roads are not needed - we do not need more housing and therefore do not need more roads. Spend the money on Doctors!

Avoid the roads being built to close to existing houses on Grant Road and Chaplin Close. Keep the road on the farm side both up and down.

The original bypass (A289) was deliberately and very sensibly 'sunk' down into the hillside as far as possible when designed to minimise all forms of pollution - these proposals are simply going to reverse that position and create very nasty living conditions for hundreds of people quite unnecessarily.

Look for a brand-new alternative route onto and off the peninsular. Another Medway crossing to link in with dual carriageway at Gillingham? A new road to link in with the new Thames crossing?

I feel you are missing a trick, with the announcement of Jacobs being awarded the new Thames crossing contract. A spur from this road could follow the rough route of the railway line missing houses and join the A228 at Sharnel street. This would be totally independent of the Wainscott bypass.

It should be considered that there are much better ways to improve the traffic situation that don't include digging up countryside

A far better solution would be to widen the existing bypass with feeder lanes directly on to Four Elms Hill.

Create cuttings or underpasses to achieve a better result for access to the peninsula

I would suggest the plans were rethought of as they are not considerate of Wainscott in the slightest.

Previously there was going to be a relief road going from four elms to Medway tunnel, why has that not happened?

Have you considered building another crossing of the Medway to link the Hoo Peninsular to Gillingham? This could link directly onto the existing dual carriageway in Gillingham and from there onto the M2. Have you considered a new road linking the Hoo Peninsular to the new lower Thames tunnel? This would then give direct access to the whole of the UK

I am sure there must be an alternative, ie a slip road off Four Elms Hill with a Flyover over the roundabout to join the bypass which will not affect any houses.

The fact is that a link across the back of Wainscott/ Higham to the new tunnel link road would be far more sensible. A slip road from the bypass up four elms hill would ease the congestion significantly. The other thing that would improve it is traffic lights on the four elms roundabout, controlled by traffic flow cameras would sort this issue without killing the countryside. One of the biggest issues is the speed on the bypass, average speed cameras set at 50 mph from the Sans Pareil roundabout through to the Gravesend Road junction. This would also help with the flow as the traffic moves too quickly round the bypass and onto the roundabouts, preventing people from getting out of the junctions.

Keep any new roads away from Frindsbury - route them towards Gravesend to link with the new tunnel works at Higham.

For phase one there is a better option of coming off the A289 just before Four Elms Roundabout, cut across the back of the Ponderosa. Has this option been looked at?

What should have been done was to realise that only one road coming out of Hoo is not the right place to build more houses and have a giant company like Amazon to put a depot up there and why can't we just have traffic lights at the roundabout

I feel alternatives should be sought after such as the new main road being built in a different area or bridges/tunnels connecting to Gillingham/Essex from Hoo and the Isle of Grain although I understand you would need a bigger budget for this. Maybe a more extensive rail network instead of just Hoo Station which by the way I support and have been hoping would be developed at some point.

Add an additional filter lane at the bottom of four elms hill to ease congestion. Look at building a new road from Hoo junction towards cliffs to join up with B2000. No inconvenience to housing just farmers fields

Improve current roundabout at 4 elms and stop over developing new housing

Improve road for access and safety. Build NO MORE HOUSES . There are areas OF CHATHAM THE COUNCIL ARE BLOCKING

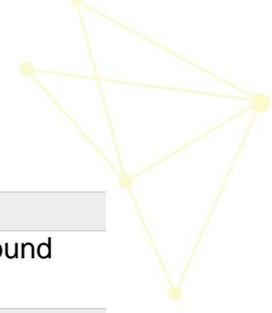
Insert traffic lights on the roundabout instead

Build in Capstone for once!!

Save money and develop Deangate as a country park.

Slip road off the 4 elms - only possible Solution that helps all and disadvantages none

There needs to be a FLYOVER OF FOUR ELMS HILL ROUNDABOUT to the Medway tunnel.



Build next to existing roads instead of across rural land

The government needs to address the hundreds of thousands of empty properties around the UK before you start making our lives a misery.

What we need is more cycle paths and public transport .

Added a slip road to the Four Elms roundabout heading to Hoo, nothing else.

Instead of the Islingham lane route I think a flyover over the Four Elms roundabout from Four Elms hill to the London bound A289 as well as the slip road going the other way would be a better option.

SIMPLY CREATE A LEFT HAND SLIP ROAD FROM THE A289 TO THE A228 AT 4 ELMS ROUNDABOUT - THIS WILL ASSIST WITH ANY RUSH HOUR TRAFFIC - WHY THIS WAS NOT DONE WHEN THE A289 WAS CONSTRUCTED, WE'LL NEVER UNDERSTAND.

There are many other options that should be considered before the erection of the Wainscott Flyover.

Traffic situation would be improved by installing rush hour traffic lights on Four Elms Roundabout.

It would be a good idea to put a hospital on the former lodge hill barracks site, as it will have good access and will relieve pressure on roads into Medway as well as the single existing overstretched hospital. Maybe consider a flyover for the Four elms roundabout to accommodate through traffic, with slip lanes to/from the roundabout and another for up for elms hill. Stop increasing demand by adding an excessive amount of houses on the peninsula until the road network is complete

If you built a tunnel for the through traffic on the A289 at Four Elms you would eliminate 99% of the problems, as most access problems are caused by the frequent accidents at Four Elms roundabout. Improved traffic flow would also decrease air pollution. Why has that not been considered?

Look for alternatives routes that would have a better connection and do not impact on local communities.

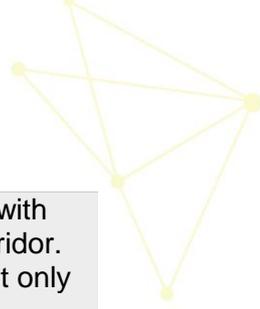
Yes - stop hgvs from using the small lanes connecting the villages

Add a slip road to four elms heading towards Hoo from the Wainscott bypass. Nothing else is required.

Surely a better plan would be an earlier proposed slipway at the Four Elms roundabout that would take traffic onto the A228 unhindered.

And with the planned railway station at Sharnal Street, surely the onus should not be on building even more roads across the countryside, but to stop doing so. The money saved by not building a new junction could be used to further connect the new hubs, where “people can live, work and socialise locally”.

Adding really good frequent bus services that link villages with railway stations and towns would be fantastic – single decker buses on a number of routes, incl. short circular routes. In parts of France, a flat bus fare (£1 equivalent) has long been introduced and has had a huge uptake for everyday shopping, commuting and even for local tourism. If people could rely on a quick & frequent service that is also reasonably priced, there would be a large uptake and this would surely go a long way to help reduce the number of car trips needed, and perhaps even the number of cars per household, truly helping people to live, work and socialise locally.



The ability of the road network across the entire Hoo Peninsula should be considered with alternative and/or complementary improvement options included beyond the A228 corridor. This should extend to include road safety and other environmental enhancements - not only capacity improvements.

Improve four elms roundabout first with traffic lights and slip roads.

It is important that any road plans minimise land take, and avoid damage to any existing high-quality habitats, including ancient woodland.

It is important that any construction is located and designed to avoid damaging ancient woodland, that it includes adequate buffers for designated sites and protects connectivity between wildlife habitats.

Where new transport infrastructure is proposed, we encourage policies that explore its potential for delivery of major tree planting and woodland creation, the construction of wildlife bridges and green corridors and the restoration of damaged ancient woodland. Ancient woodland in particular can benefit from new green buffer zones allowing for natural regeneration and habitat connectivity. We welcome the integration of tree planting into new walking and cycling routes, to provide shelter and shade and to maximise the potential of these new green corridors for habitat connectivity. Trees and hedgerows alongside transport infrastructure could deliver wider social and environmental benefits such as: barriers to noise; mitigation for water and air pollution; flood alleviation; enhanced landscapes; carbon sequestration; and assist in climate change adaptation and resilience by stabilising the soil.

Perhaps a traffic light system could be introduced to for elms Roundabout as it difficult to exit from Brompton farm road

stop all house building on farming land on the peninsula, only build on brown field sites of which there are plenty within the Medway towns .

Provide innovative alternatives rather than encourage further traffic. How many free buses could be provided with £80M? Tram system?

Medway Council is missing the opportunity to make Chatham town centre redevelopment a truly environmentally friendly regeneration.

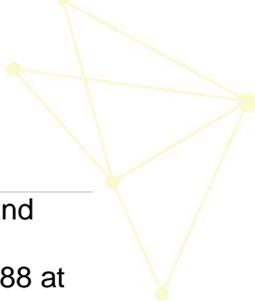
Improve existing road links - reconsider their effectiveness and improve by traffic lights, blending lanes etc

Alternatives should be considered such as a new a new road through Cliffe and Higham marches to meet up with the proposed Thames crossing or making access to the A289 towards Hoo at the B2000 so traffic currently having to use Hollywood Lane B2108 could access the bypass and reduce the difficulty of accessing the roundabout. The additional traffic on the bypass could be dealt with by a direct slip road going up the hill

develop the 4 elms roundabout and leave Wainscott alone

The improvements needed to the roundabout with a slip road going off to Hoo further back will no impact any residents in Wainscott and will just improve the traffic at rush hour. Any other time of the day there isn't a problem anyway.





Updating the B2000 between Mockbeggar and the Railway line at Cliffe widening the and straightening the existing road and adding a footpath and cycle path. This needs doing anyway. Putting a link Road between Cliffe Woods and Cliffe from the B2000 to the A288 at Sharnell Street following the railway line/pylons to create an alternative route off the peninsula and improve communication across the area. School traffic from Cliffe to Hoo coming into Wainscott and then back out to Hoo would no longer need to go through Wainscott helping cut down on air pollution.

Plenty of trees to be planted to give CO₂, help with noise reduction. Signs to be sympathetic to the area, not hundreds of signs up unnecessarily, lighting that is also sympathetic to local housing nearby. Plenty of noise sound barrier fencing around housing estates. Bee friendly verges and roundabouts that are maintained and not left to weeds. There will be an increase in roadside litter and fly tipping which needs to be carefully considered.

Did you not think about enhancing the four Elms Hill round about and add slips roads to fillet traffic like the Chatham tunnel roundabout, there is plenty of space around the roundabout!!

There are already lots of accidents and congestion at four elms roundabout and sans Pareil roundabout, these roundabouts are dangerous as people drive too quickly, additional road links will increase traffic more accidents, these roundabouts need traffic lights

By utilizing the existing infrastructure and making slight improvements to these which will be more beneficial than building new road links

The answer is to improve (widen) the A228 and improving the roundabout.

It is essential that provision is made for cyclists when the improvements are made. ideally a separate cycle lane rather than just a hard shoulder as currently exists on the A228.

Access to Upnor need to be part of the plan. It is not safe to pull out on to such fast roads.

That field was a green site why was there not a slip road put at the bottom of 4 elms hill for the traffic going up the hill in 1997

Average speed cameras @40mph to connect with existing All Hallows roundabout. 20mph speed limit through Chattenden

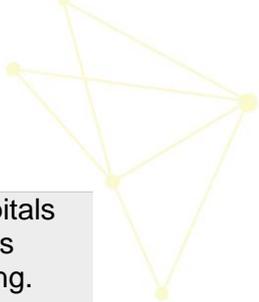
Tunnels for enabling traffic to flow through i.e also train links for example metropolitan line that travels underground and overhead. Access from existing link roads, the same applies to rail links that are already existing.

This should be about giving people more options for travel and spreading traffic across different routes.

The bus improvements may provide a better opportunity than rail for modal shift from private cars in some locations as it will be more convenient, but there does not appear to be much detail included within the proposals. The document shows proposed bus stop facility locations, however it is important to understand how they will function with existing and proposed development around Hoo and Chattenden.

Similarly, although the proposed pedestrian/ cycle provision and connectivity appears positive, crossing points are not identified except at signalised junctions which will result in both pedestrians and cyclists having to travel out of their way. There may be scope for other crossing points when existing and proposed development is taken into account.

Air & Noise Quality – Despite the potential to relieve the AQMA along Four Elms, the Phase 2 Distributor Road will increase noise and air pollution levels on areas impacted by the new road infrastructure and suitable mitigation must be put in place to address this impact.



It's all well and good keep building on land what about local services, in particular hospitals and medical facilities. look at brown field land sites first and the changing demographics from Covid will release a lot more urban space in towns and cities for residential housing.

It would be better to go back to the ideas of the 1990s when the Wainscott Northern Bypass was built and have a direct link to Four Elms Hill, albeit, this would involve an overbridge.

Minimise the light pollution associated with the new infrastructure. It is a rural area and it does not need to be street lit.

Currently, all plans seem to involve the A289 > Hoo connection in some form, yet it is acknowledged that the Four Elms based road is already over stretched. All emphasis seems to be only on the eastern side of Hoo, concentrating even more traffic and highways modifications onto just one side of the peninsula. Why is there not a second access being considered, for what would be a sizeable development?

A holistic view of the impact on the Medway Towns should be included particularly with regard to: Medway Maritime Hospital already struggling and full to capacity, Schools -not enough - Doctors Surgeries already oversubscribed. New houses rarely provide enough parking for today's modern family and any associated garages provided rarely accommodate vehicles which seem to be larger and larger! Guarantee of schools, Doctors surgeries -shops for a new development of over 10,000 homes should be included in the plans to make a community not just a development.

DUMP 12,000 HOMES IN CAPSTONE VALLEY AND RAINHAM INSTEAD WHERE YOU DON'T NEED HIF!

Let other areas in Medway especially CAPSTONE have their share of houses

Consider alternative location for developments thus reducing the need for improvement to road links

Housing, if it must be built, should be for local people (especially high needs and local first-time buyers, key workers etc) and not for people who already have homes further into London and then will commute.

Medway Council need to challenge central government's housing targets that are not based on the most up to date ONS population statistics and do not take account of central government's own 'Brownfield First' and 'Levelling Up' policies that focus on development away from the SE and away from 'green spaces'. Have the council considered the Feb 2020 report from the CPRE? The report argues that there are enough Brownfield sites in Kent for 70.000 houses and across the country enough suitable land in the planning system to build all of the governments 300,000 houses target per year for the rest of this parliament. It is understood that brownfield sites represent a reduction in developers profit margins. Medway Council need to challenge central government's lack of action in regard to an unconstrained market led provision of housing.

Fix the existing roundabouts at 4 elms and main road before you build anymore roads that will still get snarled up if there is an accident

Reduce carbon emissions. Use a reasonable portion of the highway funds to construct grade separated junctions. Do not construct the Woodfield Way to Hasted Road bypass and Flyover. Don't construct the arterial road that goes through Deangate.

There are enough brownfield sites (of which Lodge Hill is NOT one of them!) and empty homes/office blocks available across the area and UK wide to cope with extra housing IF it is needed after Brexit and the Covid Pandemic is taken into consideration.

The speed on the roads, currently the traffic is too fast for adjoining roads to allow cars to join traffic flow safely. speed needs to be reduced.

Q6: Is there anything else we should consider about the Phase 1 road changes?

Alternative suggestions

Give other options that are accessible from the Medway towns, not just the motorway network.

The present proposal, is for a series of single track roads, linked by a series of road junctions and roundabouts, I think the reduction in congestion is going to be very limited. I would have thought a dual carriageway located behind the army barracks, which joins the A289 nearer the A2/M2 junction (impacting on a small amount of farmland), will be more effective and less disruptive to the Wainscott community.

Leave the main road roundabout, exclude the peninsula way roundabout

we need speed cameras on all roads

Reducing the volume of motor traffic would reduce congestion.

Phase 1 includes 3 proposed signal controlled pedestrian crossing points. The first located on the Higham Road junction where traffic will be entering at possible speeds of 70 mph. As seen on the current Four Elms crossing on the A228 where a signalised crossing is present no control can be made of vehicle speeds or pedestrians crossing, thus accidents and deaths have already happened. The Higham Road crossing needs to be a raised footbridge to ensure NO deaths can occur. Unfortunately the current proposal cannot mitigate this risk and sadly there will be fatalities. Are speed restrictions being considered?

If considered please even add a little 'slow horse' warning sign up so at-least drivers have been warned that horses & their riders will still be making the most of their hacking areas.

Road/rail bridge linking Grain to Sheerness

The proposed widening to Islingham farm road to match Woodfield way will only make it a single lane two-way road which is not adequate for HGV use. therefore the new road should be restricted to light vehicle use only.

I do not think the 'improvements' to Woodfield Way will be sufficient to accommodate the increased traffic particularly from HGVs. If this remains a single track roadway, it will be dangerous with cars overtaking slow moving HGVs on route to the A289. If this road has to remain single carriageway (because of the adjacent SSSI), it should be for light vehicles only. HGVs should be directed to the traffic lighted roundabout at Four Elms Hill and not allowed on the new road.

Phase 1 - It doesn't need to be at Higham Rd but can be much closer to the roundabout in that a dedicated additional lane can take traffic up towards Hoo on the approach to 4 elms roundabout in a slip road they have to join the dual carriageway. Basically phase 5 the other way.

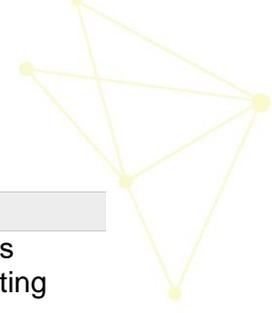
Traffic lights should be used at 4 elms roundabout to assist the movement of traffic. Don't want any flyovers. If the road is elevated then noise pollution etc will increase which will be heard locally in our homes.

Traffic light system on the roundabout at the bottom of Four Elms Hill.

SURELY IT WOULD MAKE MORE SENSE FOR THE SLIP ROAD OFF TO BE AT THE GROUND LEVEL OF THE EXISTING BYPASS AND GO ACROSS CURRENT UNUSED/ARMY LAND.

Abandon it altogether or at least as with the A289 (Hasted Road) bypass place it in a sunken position to reduce noise, dirt and the appalling visual scar a 'flyover' will place on this area.

A far simpler and cheaper, less damaging solution would be an extra lane on Wainscott bypass from beginning of horseshoe to 4 elms roundabout and that flows direct to, left of roundabout. Slow speeds on roundabout with either speed tables or reduce its size. Paint a mini roundabout on b2000 a289 junction road allow greater flow and lessen queues at rush hour and reduce people going down a289 to 4 elms.



Higham road should have been made a dead end when the original bypass opened.

Limit the size of motor vehicles using the new Phase 1 road. You just can't have HGVs using the new road, there will be a massive conflict with pedestrians, cyclists and existing residential properties; HGVs should be confined to the existing A289. Unless some restrictions are placed on the size of vehicles using Higham Road, it will become a shortcut to the A289 by all sizes of vehicles. Higham Road is a residential road and is already deteriorating through use by HGVs using it as access to and from Cliffe.

This could be better planned but could cost more if land has to be purchased.

I think it would be a better idea to widen Four Elms hill and build a raised carriageway so that traffic can flow straight on to the bypass with spurs coming off to cater for local traffic to Wainscott.

There are other areas that could be used that would not impact on housing in the Wainscoting, Higham Road area.

Alterations to Bunters Hill Road and Higham Road to stop them being used as rat runs to join the dual carriageway. When traffic is heavy, the traffic on Higham Road increases incrementally with non residents.

Higham Road is currently a 20 mph zone with speed bumps and a not suitable for HGV status. It is not suitable for any additional traffic. Have considerations been given to blocking this road off so it becomes a cul-de-sac?

The problems could be solved with an additional Grain only turning lane around the left of the roundabout(with a barrier) so allowing the Hoo/Grain traffic to flow easily. Traffic lights could be installed and variable speed limits could be extended from the Medway tunnel to include the approach to the 4 Elms Hill roundabout. A mini roundabout on the B2000/A289 junction would allow more traffic to exit in the rush hour when it is often full and people stay on the 4 Elms roundabout causing more traffic on the bypass.

Turn Higham Rd into a dead end road.

Build a new road big enough to handle future traffic on land that doesn't impact on the community that has lived here for years ,there is plenty of land around the area if you spend the money and do things properly

Having another exit off the main road so close to the B2000 and the Four Elms roundabout. The exit to Islingham Farm Road is unnecessary and the extra road could be linked by the four elms roundabout and not impact an important rural part of Wainscott.

Road works never run to time and I believe local people who use roads what be better at drawing up the road proposals. I do NOT believe you have looked at all options and could do this in a better way like build a new hospital first !!!!!!!

What we need is more green spaces where we can enjoy walks and spending time with our families, not more roads!

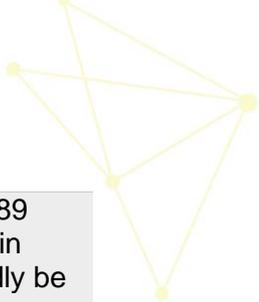
It would make much more sense to make significant improvements to the Four Elms dual carriageway and reduce the need for traffic needing to queue at the large roundabout (at the bottom of Four Elms) if turning left towards Hoo.

A flyover is NOT in keeping with the area Improvements to Four Elms Roundabout will be sufficient with the new passing points.

The Higham Road slip road was not considered previously. What changed? We do not need another slip road - you have the B2000 one and Four Elms. This additional one is ridiculous and a better junction at Four Elms would be better. Higham Road cannot cope with the increased traffic. The junction and the roads coming off it are not going to work as well as just doing the improvements to Four Elms Roundabout

A far better solution would be to widen the existing bypass with feeder lanes directly on to Four Elms Hill.

Please consider other options.



The best option would be to run the new relief road off the roundabout on the B200/A289 northeast over Bunter Hill Rd / Higham Rd , round behind Wainscott Camp and then join with Woodfield and onto Four Elms Hill. A new road following that route, will undoubtedly be more expensive but is easily offset by the positives of the reduced impact on the environment and the community and more importantly mean that the rat runs and the condensed area of heavy traffic cramped onto the smaller roads, as contained in the current proposal will be avoided. The road could also link on/off to the new lower Thames crossing approach road.

Phase 1 - I cannot see why this needs to be done when all it needs is four elms widening and a separate slip going from the A228 to go towards Hoo and a flyover from the bottom of four elms going away from Hoo towards the A228

Don't do them. Improve what is there and work on traffic flow. This is not a solution, it's a bodge which will have to be re-done again later

not necessary if improve Four elms hill roundabout. serious negative impact on local environment and local community. will take too much traffic for roads to manage. would have to ban lorries from using the road

Better option would be to have an added exit just before the Four Elms roundabout to link up to Upchat roundabout. This would mean that you wouldn't need the Higham Road and Islingham Farm Road exit

Yes don't do it , we need another hospital more doctors schooling without bringing more people into the area.

The existing road layout needs to be made safer

These flyovers are completely unnecessary. All you need is a feeder lane off to Hoo at the four elms roundabout and traffic lights at peak times on the roundabout.

If you can get as far as Chattenden from Hoo, Stoke, Allhallows, and grain then you can use upnor roads instead of four elms hill. Surely a route off the peninsula is required further into the peninsula?

Build in Capstone for once!!

Save money and develop Deangate as a country park.

Improve traffic flow for through traffic to the Medway tunnel - needs a fly over of four elms hill roundabout. Adding three lanes makes no sense as given there are traffic signals at the roundabout. Keep the traffic moving through Wainscott to reduce pollution etc

YOU NEED A FLYOVER OF FOUR ELMS HILL ROUNDABOUT as per the original plans for the Medway tunnel

Rather than one continuous slip road up four elms hill, introduce another. Plenty of land adjacent to the roundabout to introduce a flyover here London bound rather than construct one at Higham Road which will impact the whole of Wainscott.

The lack of real need for it Just need more public transport and off road cycle tracks /horses

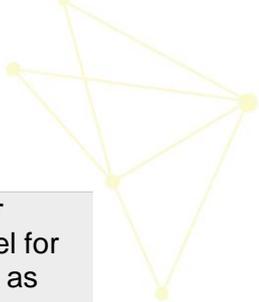
Other options are available such as initially improving/widening the four elms roundabout.

This should not be phase 1. Improving the four elms roundabout should be initial phase.

Can modifications not be made further along the A289, nearer to the Four Elms Roundabout, where they will not impact any residents?

There not required and a waste of money, just add a feeder lane at four elms roundabout to go up the hill. If you're coming from Hoo you are already there by the time you get to Chattenden

There are many other options that should be considered before the erection of the Wainscott Flyover.



Why is this Phase 1? The most pressing problem is Four Elms roundabout - delays, air pollution, accidents. Improvements to this area should be prioritised. If you built a tunnel for the through traffic on the A289 at Four Elms you would eliminate 99% of the problems, as most access problems are caused by the frequent accidents at Four Elms roundabout. Improved traffic flow would also decrease air pollution. Why has that not been considered? A better environmental way of doing it.

Surely a better plan would be an earlier proposed slipway at the Four Elms roundabout that would take traffic onto the A228 unhindered.

And with the planned railway station at Sharnal Street, surely the onus should not be on building even more roads across the countryside, but to stop doing so. The money saved by not building a new junction could be used to further connect the new hubs, where “people can live, work and socialise locally”.

Adding really good frequent bus services that link villages with railway stations and towns would be fantastic – single decker buses on a number of routes, incl. short circular routes. In parts of France, a flat bus fare (£1 equivalent) has long been introduced and has had a huge uptake for everyday shopping, commuting and even for local tourism. If people could rely on a quick & frequent service that is also reasonably priced, there would be a large uptake and this would surely go a long way to help reduce the number of car trips needed, and perhaps even the number of cars per household, truly helping people to live, work and socialise locally.

Have you not considered another crossing of the Medway between Hoo and Gillingham linking up with Yokosuka Way? Have you not considered a new road linking directly to the new Lower Thames Crossing?

I strongly believe that if you want to build a relief road scheme that is future proof and that will have the desired effect of reducing congestion, then that should be a dual carriageway. Phase 1 and particularly 2, will open land up for development either side of it. My concern is that this road, if single carriageway, will become only of benefit to proposed housing around it. Given that it is a single carriageway it will become a rat run that will easily be compromised and gridlocked should the main A228 become blocked.

The phasing of the works is not sensible. Phase 5 Four Elms Roundabout improvements should be the first phase, as this is where most congestions occurs currently. Completing Phase 1 at the top of Woodfield Way will do little to reduce congestion at Four Elms Roundabout.

it sounds as if you have already approved the proposals, why can't all the improvements be based around developing the 4 elms roundabout

No need for a new junction just create a flyover at four elms roundabout and a new continuous slip road on to four elms hill this will vastly improve flow of traffic rather than building new roads which will only help increase traffic levels rather than reduce

Islingham farm road should not be changed. A new road could leave the A228 after the Wainscott junction and run along Islingham farm road and join wood field road a third way up the road.

Proposed development should be designed to avoid light spill into the SSSI.

A dedicated slip road from A289 onto Four Elms Hill / going towards the A2 would ease congestion at this roundabout / speed control from here to Grain would prevent many accidents/road closures.

A different route needs to be found. Exit and entrance slip roads need to be further back up the A289 (towards Gravesend exits or for the A2).

The design should ensure that traffic does not use Higham Road/Bunters Hill Road to go between the B2000 and the A289

Access to Upnor needs a lot of improvement at the moment let alone with increased traffic flow.

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Consider alternative location for development thus removing the need for any road changes.

There is no more need for housing specifically in this area . Further out towards Grain or Stoke there is plenty of space and existing housing is dilapidated and empty. Why not build up what we have rather than keep building new areas on green land ?

Prevent traffic from peninsula turning west to rat-run through villages.

Consider alternatives which won't impact on the rural roads and the residents.

A proper consultation covering the whole unsustainable housing scheme proposed for the peninsula needs revising

Q8: Is there anything else we should consider about the Phase 2 road changes?

Alternative suggestions

I would have thought a dual carriageway located behind the army barracks, which joins the A289 nearer the A2/M2 junction (impacting on a small amount of farmland), will be more effective and less disruptive to the Wainscott community.

Leave the main road roundabout, disclude the peninsula way roundabout

My comments on the signalled pedestrian crossing in Phase 1 are relevant on the Junction with Chattenden Lane. The crossing here shown in Figure 6 needs to be a raised walkway to ensure no unnecessary fatalities occur with pedestrians at this junction. The same comments apply to the pedestrian crossing on the Peninsular Way (Figure 7). where a crossing needs to be a raised walkway. I note consideration is being given to the connecting walkway which should be given a priority.

Road/Rail bridge linking Grain to Sheerness

Unless this road is widened it will not be suitable for HGV use see comment for phase one.

You should improve the road that runs from the junction coming down 4 elms hill that you can take to reach Upnor. That is another route out of Hoo and gives access to the Medway Tunnel. Again, no elevated roads will be necessary

Traffic light system at the roundabout at Four Elms Hill.

The proposed changes I believe are not needed what would be better is a wider approach to Four Elms roundabout with a fly over system to take traffic straight on and off the bypass. once the traffic has reached the top of the hill the Grain relief road (A228) will be adequate.

To reduce the congestion at the bottom of Four Elms hill coming off the bypass a small slip road leading up Four Elms Hill just like on the opposite of the road leading off Four Elms Hill, would suffice. The planning of the Four Elms roundabout was not properly thought out and should have incorporated four slip roads for traffic coming on and off Four Elms Hill and on and off Hoo Road Wainscott. this would have reduced the traffic flow. Bad planning folks.

I believe this road is using land in Chattenden which should be used for housing and the existing military road should be upgraded to allow access to the peninsula. The Deansgate golf course and lodge hill wood should be protected and developed to deal with surface water as a local park.

The Upchat roundabout would be better if there was a direct route from the Four Elms roundabout therefore missing out the need for the fly over in Wainscott and losing a beautiful rural walking route in Wainscott would be a shame.

This is crazy to think of this when other roads in the area need to be maintained and potholes filled and crossing made better, the council cannot even maintain the roads they have and now want to build more.

If you want improved access for pedestrians, cyclists and horse riders then build trails and cycle paths only - not a new main road

A far better solution would be to widen the existing bypass with feeder lanes directly on to Four Elms Hill.

Improvements to existing infrastructure should suffice rather than irreversibly ruining the surrounding wildlife and adversely impacting your local residents

not required if improve four elms roundabout

If the slip road intended was moved to leave the bypass and travel directly over fields leaving Higham Road out of the equation the same result could be had where the Wainscott roundabout on Four Elms Hill will be bypassed to ease the only traffic issue.

There are so many other developments/projects that should be prioritised including health services (GP surgeries, a new hospital, mental health services), youth centres, leisure activities before we encourage more residents to the area

There are many other options that should be considered before the erection of the Wainscott Flyover.

Why is this Phase 2, before Four Elms work? The most pressing problem is Four Elms roundabout - delays, air pollution, accidents. Improvements to this area should be prioritised. If you built a tunnel for the through traffic on the A289 at Four Elms you would eliminate 99% of the problems, as most access problems are caused by the frequent accidents at Four Elms roundabout. Improved traffic flow would also decrease air pollution. Why has that not been considered?

Improvements to Four Elms roundabout and Four Elms hill should be considered. Making less impact on the local resident and improving the access to and from Four Elms

Waste of money, put this into schools or improving health care in the local area. More people will be working from home so the Highways improvement is not needed.

Build houses in towns where the infrastructure is already in place.

I believe that the moving of the crossing is a good idea to help connectivity from the Abbey Homes estate. That said, something needs to be done about the speed at which people come over the top of Four Elms hill before somebody else gets killed on the crossing. I believe a speed camera is not a bad idea.

why not connect any new road to join up with the new channel crossings connection to the A2/M2

Any areas of natural Beauty and wildlife destruction needs to be replaced somewhere and additional tree planting should be considered at all stages and sound barriers .

I do not believe this new cut through is needed. Improving the A228 is the best option.

Proposed development should be designed to avoid light spill into the SSSI. This could be achieved through the use of buffer zones, sensitive lighting schemes and development.

This is not needed if other proposals are considered, i.e as answered Q6: improvements at Four Elms Hill roundabout / speed limits. All these proposals are about opening area up for development.

I am an uncertain about the route of the link road through fields. To mitigate any harm to wildlife I would like to see the introduction of wildlife corridors, perhaps under the main road, so that wildlife can cross safely.

Figure 5 - Woodfield Way has two controlled crossings (Figure 4A), why can't crossings be provided on the distributor road at Figure 5? It is suggested that it would be prudent to include crossing points at bus stops otherwise pedestrians will have to walk to a junction to cross the road.

Phase 2 is like Phase 1 only aimed at the degradation of agricultural land to facilitate the construction of mass housing. Like Phase 1 it is unnecessary. The key phase to enhance access to the peninsular is the Phase 5.

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DON'T NEED HIF!

Consider alternative location for development thus removing the need for any road changes. This phase 2 road plan is an act of environmental vandalism. This area should be preserved as a local Country Park due to its proximity to SSSI's, the road is not necessary.

Q10: Is there anything else we should consider about the Phase 3 road changes?

Alternative suggestions

Improve pedestrian access to Deangate sports field for pedestrians to reduce accident risk and safe to use for all ages and ability. Improve footpath access to Homeleigh Garden Centre with safe crossing for All in Hoo Village to we not restricted to car users

Camera enforcement for traffic lights otherwise they will be ignored leading to further casualties as seen on the traffic lights at the top of four Elam hill

The Bells Lane junction see the increase of a dual carriageway to a 3 lane road on both the eastern and western approaches to the junction. The current roundabout ensures traffic speed control due to the necessity to slow for the current roundabout. The new design relies on traffic light, something that does not ensure traffic slows, thus the new crossing increases the danger to pedestrians, cyclists and potentially horse riders to potential accidents or fatalities. Perhaps this junction should be reconsidered to retain a roundabout.

Consider that making that road more 'accessible' isn't best for the 'village' it is best for developers so they can take away our peninsula village feeling.

Road/Rail bridge linking Grain to Sheerness

I don't see this as necessary works as it is not a particularly congested area. Maybe slow traffic down on it's approach to the roundabouts along the A228 but otherwise it's not a problem area.

We find the already excising roundabout is fu e perhaps install tragic lights this would also stop queuing and would be cheaper

Yes. The footpath on the north side of the A228 (going round from Dux Court Road) should be extended to the Homeleigh Farm Shop. People crossing over from Bells Lane (from the village) would like to walk/cycle to the farm shop/garden centre. At the present time there is no ability for pedestrians to cross over the A228 at this point or access the farm shop.

Build elsewhere and not on green field sites around Hoo. Hoo should remain a village and should not be forced to become a small town by people not living in the area.

We need access that is not parallel to the existing route, but new access routes to the peninsula. This will not improve access for other users at all

To reduce the congestion at the bottom of Four Elms hill coming off the bypass a small slip road leading up Four Elms Hill just like on the opposite of the road leading off Four Elms Hill, would suffice. The planning of the Four Elms roundabout was not properly thought out and should have incorporated four slip roads for traffic coming on and off Four Elms Hill and on and off Hoo Road Wainscott. this would have reduced the traffic flow. Bad planning folks.

Do not build any more roads. Improve existing only.

The cycle path network needs extending everywhere is very bitty, the combined pedestrian/cycle routes are dangerous.

Phase 3 up by Hoo correct roads will need to be put in place, however a more usable junction at four elms would be a better idea with an underpass for the roads either side of the bypass?



This phase seems completely unnecessary. It has no impact on access to the peninsula. Also, why is it scheduled before Four Elms work? The most pressing problem is Four Elms roundabout - delays, air pollution, accidents. Improvements to this area should be prioritised. If you built a tunnel for the through traffic on the A289 at Four Elms you would eliminate 99% of the problems, as most access problems are caused by the frequent accidents at Four Elms roundabout. Improved traffic flow would also decrease air pollution. Why has that not been considered?

Restrictions of vehicle's eg HGV vehicles still using bells Kane for access to kings north industrial est and to Hoo marina.

If a 40mph speed control was enforced along A228 / reduced to 20mph at roundabouts (average speed cameras) this would greatly improve traffic safety. a cycle way already exists between c/mas lane / Chattenden via old Ratcliffe Highway.

Perhaps sounds proofed fencing.

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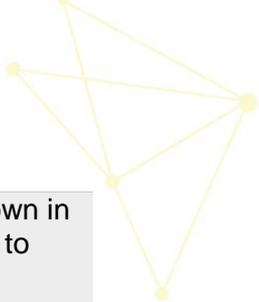
Consider alternative location for development thus removing the need for any road changes.

Q12: Is there anything else we should consider about the Phase 4 road changes?

Alternative suggestions

The existing pedestrian and cycle link east of Ropers Lane roundabout to the former A228 is in extremely poor condition and is poorly maintained, as is the former A228 itself. In order to access the station by foot or cycle signalised crossings of Ropers Lane will be required in proximity to the Stoke Road roundabout and Roper Green Lane, neither has been provided. Ropers Green Lane is in poor condition and unlit yet this is seen as a potential access route to the new station for people who walk or cycle. A direct link from the former A228 (NCN179) to the station is required, the existing route is unnecessarily circuitous.





Phase 4 of the proposal is the creation of a new access to the New Hoo Station as shown in Figure 12. The roundabout improvements in Figure 11 do not show any real difference to what already exists. The creation of the new access for the station from Stoke Road roundabout seems illogical in its choice. In the Medway SLAA 2019 the two sites known as 1299 (Beluncle Farm) and 1084 (Tile Barn Farm) are proposed for residential allocation. If the Local Plan is adopted it will create many new dwellings to the west of the proposed station which will need to travel south to Stoke Road roundabout to access the new station road. Ropers Green Lane already exists halfway between Ropers Lane roundabout and Stoke Road roundabout. Ropers Green Lane extends 600m to the new station site, the new access from Stoke Road roundabout is 1km from the new station. The difference is a potential saving on construction cost which will need to include accommodation works for Beluncle Farm including new access points, drainage designs, new irrigation water supply pipelines and the installation of new tracks. By changing the access to Ropers Green Lane any new roads from development on site 1299 (Beluncle Farm) will then fall on the landowner / developer to install and pay for, thus saving Medway Council grant money. Consideration must also be given that the sites 1299 and 1084 will generate a lower carbon footprint if Ropers Green Lane is developed as the distance to travel to the station will be decreased. In page 33 of the HIF Consultation I quote ' The location of the station has been chosen to integrate with any proposed development around the village of Hoo that may be brought forward pursuant to the Local Plan. Currently with the majority of the development proposed this is not true. In Section 12 of the Draft Local Plan (Policy MWE2) the land of the new access road has been identified as Minerals Area of Search, also shown on the Plan Minerals Areas of Search dated 07/02/2018. Should this access from Stoke Road roundabout be adopted by Medway Council the landowner will also have a claim on the council for income forgone from the minerals. Another cost increase to the expenditure in the construction and one that could be avoided by using an improved Ropers Green Lane. The justification for a claim is strengthened by the location of Kingnorth Quarry 500m from Stoke Road roundabout.

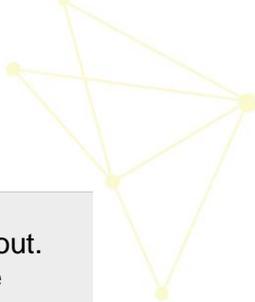
There should not be a new road as described and shown from the Stoke Road Roundabout because it will destroy farm land and food security is ever more important with, for example, issues such as climate change. Instead existing roads should be used to access the station and only short extensions to the roads should be created where necessary.

Road/Rail bridge linking Grain to Sheerness

(1) there should be an alternative road/access to the station for vehicles/buses and (2) HGVs should be prevented from using Stoke Road, Hoo. Stoke Road Hoo cannot take any further increase in traffic.

I don't think the location of the new station is of any benefit for residents of Hoo. It is too far to walk to so will increase traffic as users more likely to drive to the station. I would rather see the money spent on improved roads, footpaths and bus services

From Monday 18th January 2021 Survey Design Services (SDS) have been undertaking a topographical survey around the site of Stoke Road roundabout. Unless the purpose of this survey is to conclude that the road from Stoke Road roundabout should be relocated to Ropers Green Lane then I would consider the consultation already decided. The advantage of Ropers Green Lane is that 1. it will save money due to the road being shorter. 2. It will retain the landscape and wildlife. (a habitat and ecology survey was undertaken on Thursday 14th January in torrential rain - hardly conditions to find wildlife) 3. It will make the road between Ropers Green Roundabout and Stoke Road Roundabout safer by installing a roundabout halfway down. Currently this road is a speed track. 4. It will ensure all future developments pay for roads within their sites and not receive a free highway. 5. The relocation of Phase 4 road to Ropers Green Lane will mitigate compensation due to Minerals loss to the land owners of land on the present route.



On the Ratcliffe Highway there are often badgers and foxes hit by traffic, looking at the places they are most hit, between Bells Lane roundabout and Christmas land roundabout. would there be an option to put crossing points under the roadways, near Ropers Lane roundabout.

I believe that we need a train station. How about the new route following the train lines and therefore a completely different access route to the peninsular

To reduce the congestion at the bottom of Four Elms hill coming off the bypass a small slip road leading up Four Elms Hill just like on the opposite of the road leading off Four Elms Hill, would suffice. The planning of the Four Elms roundabout was not properly thought out and should have incorporated four slip roads for traffic coming on and off Four Elms Hill and on and off Hoo Road Wainscott. this would have reduced the traffic flow. Bad planning folks.

A new train station is a good idea, but we need good separated pedestrian and cycle paths in and out of the station. There is no point having a cycle lane for a few metres, then when it ends cyclists have to join the road with vehicular traffic.

Also why is this scheduled before work to Four Elms? The most pressing problem is Four Elms roundabout - delays, air pollution, accidents. Improvements to this area should be prioritised. If you built a tunnel for the through traffic on the A289 at Four Elms you would eliminate 99% of the problems, as most access problems are caused by the frequent accidents at Four Elms roundabout. Improved traffic flow would also decrease air pollution. Why has that not been considered?

This will not improve access to the Hoo Peninsula it will make it worse - waiting to go across the roundabout will take longer if not widened both sides

To be honest I could see little difference in change to the Ropers Lane roundabout although would welcome any improvement. I am concerned however about the new road being proposed as access for the new station. The proposal carves straight through farmland unnecessarily. Ropers green lane, with improvement, would be a much more sensible approach and would save on costs considerably. It is shorter and more direct, and would have far less impact on farmland. The proposed road would open up land for development either side of it. Maybe in the future the land would be developed, but build the road then when the developer would be responsible under section 106 agreements. Development around Hoo should focus around Hoo and build its way out, instead of building satellite settlements and building your way back.

The road will cut through valuable fertile farmland. ROPERS Green Lane would be a more suitable route and would not ruin a good piece of farmland.

I would want to see wildlife corridors included in the design and build of any link roads going through fields and that nesting birds or any trees that need moving would be safely replanted and re-instated rather than destroyed and forgotten.

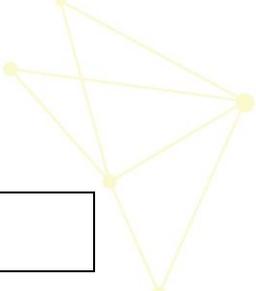
We should focus on making public transport more accessible rather than encouraging more car use.

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The phase should be considered as part of the Station.

Consider alternative location for development thus removing the need for any road changes.

We oppose the long road from the lower roundabout to the proposed railway station, we think it could be made shorter by being built near Roper's Lane.



Q14: Is there anything else we should consider about the Phase 5 road changes?

Alternative suggestions

Should be done as a separate project to this proposal. This has no real impact to improving access or reducing congestion on and off the Peninsula.

The addition of If the foot/cycle path is to be shared it needs to be properly marked as to which is which. Cycles travel down 4 Elms Hill at considerable speed and should be separated from pedestrians.

I wish that the four elms roundabout coming from Wainscott would be improved too. It is near on impossible to get off that roundabout at school times and rush hour. From about 3:45pm it's terrible as all the traffic is coming down the hill from Hoo and also from the Medway tunnel. Traffic lights are needed at peak times.

All pedestrian crossings of the A289 must be by raised walkways to allow pedestrians and cyclists a safe crossing.

Four Elms roundabout is the main issue with traffic access to the Hoo Peninsular. Why not put a flyover over the roundabout? That would solve all of the problems without having to build any additional roads.

At the Four Elms roundabout, instead of a pedestrian crossing, would a foot bridge be a better option. this would reduce risk to pedestrians and not disrupt the flow of traffic so much.

There will need to be better shared pedestrian/cycle footway and crossing facilities if these road changes are to go ahead. The road should be sited to least affect local residents.

There is no need for a raised highway on the Wainscott Bypass- use the fields around the 4 elms hill area

Do this to to all routes on and off four elms roundabout.

More roads are not needed. Just improve existing.

Two more options on this one please

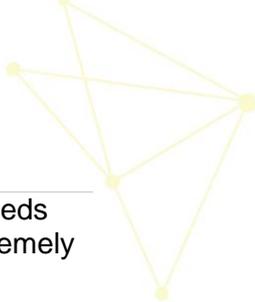
This should be phase 1 of the project. Improvements here might mean that other areas on the plan do not need to be implemented. Why are you not putting a flyover in here like the one at Bridgewood?

These extra slips roads I believe will solve most of the existing problems with the four elms roundabout. Apart from the shared pedestrian/cycle paths. Forget about all the other extra roads, spend the money creating/improving recreational areas for us to enjoy the local area. Spend the money on a first class cycle network to keep us fit and active and get us all out of our cars. Plant trees, make Medway a place we can be proud of!

This should be phase 1 because this roundabout is the key point for access to the Hoo Peninsular. Have you not considered putting in even more segregated turning lanes? Have you not considered putting in a Bridgewood style fly over across the top of the roundabout?

The bypass would be great with another lane and a designated lane leading up towards Hoo.

Apologies if I misread the plan but from experience the worse part of the four elms roundabout is local traffic trying to join from Wainscott (chip shop end) . When busy it's dangerous and almost impossible to join . Traffic joining from along the bypass ie from the Sans Pareil pub junction hit the four elms roundabout at speed. If lights could be considered or scheme to slow speeding traffic from that entry point it would make the route much safer and help flow smoothly.



Traffic approaching the four elms roundabout from Strood/ Sans Pareil desperately needs to be slowed / calmed. Entry to the roundabout from the Wainscott road is always extremely difficult and dangerous even for the more experienced drivers.

should consider installing traffic lights on roundabout. should close the Hoo road junction and buses to Hoo use the bypass while the service to Wainscott terminates at Hoo road. should either build a flyover or an underpass to take the traffic off the roundabout proposed development doesn't provide an adequate solution

New off slip to Four Elms is welcome, but it would make sense to consider an underpass for through traffic coming from Medway tunnel heading toward the A2. This would alleviate queuing.

Improve traffic flow for through traffic to the Medway tunnel - needs a fly over of four elms hill roundabout.

YOU NEED A FLYOVER OF FOUR ELMS HILL ROUNDABOUT as per the original plans for the Medway tunnel

With the increased flow of traffic these improvements would make would come an increase in noise so to ensure the appropriate and long lasting sound deadening measures were still incorporated from day one is a heavy priority for local residents and homeowners.

Public transport and cycle/horse tracks off road would prevent most of the peninsula s problems if you stop building again altering soil water levels on the peninsula allowing agricultural to continue

A flyover across the roundabout going in the opposite direction would be a better option than the Islingham Lane route.

This should be first phase. Alternative traffic solving measures should be put in place at this point rather than focusing on flyover

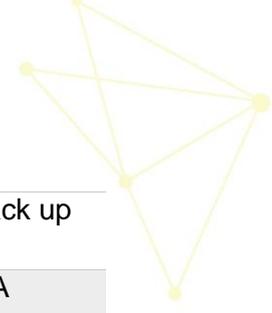
This is about the only part of the proposal that makes sense, but it doesn't go far enough to alleviate the current problems: - The introduction of an off slip from A289 eastbound to A228 northbound is welcome, to segregate traffic from that queuing to continue on the A289 eastbound. - However the key issue for this roundabout is the restriction of traffic continuing both east and west on the A289 (between A2 and Medway City Estate). Why is there not a larger scale proposal here to build an underpass, essentially making the bypass complete all the way from the A2 to the Medway Tunnel? You could then have the roundabout serve local traffic, with dedicated separate slip roads connecting the A228 to the A289. Surely this proposal does much more to solve the current issues? And why is THIS work phases last?

Why is this not Phase 1? The most pressing problem in the local area is Four Elms roundabout - huge delays, air pollution, frequent accidents. Improvements to this area should be prioritised - and if your concern was GENUINELY access to the peninsula this would be changed before anywhere else. The air pollution is a massive problem, and putting signals there will increase traffic build up, increasing emissions and air pollution. Build a pedestrian bridge for pedestrians to cross. If you built a tunnel for the through traffic on the A289 at Four Elms you would eliminate 99% of the problems, as most access problems are caused by the frequent accidents at Four Elms roundabout. Improved traffic flow would also decrease air pollution. Why has that not been considered?

Re-route this away from the area and, if you must, come at it from a different angle i.e. bridge over the Medway or the link from new Thames tunnel as far away from residents as possible,

traffic lights on four elms roundabout and slip roads asap

A flyover going from Four Elms Hill joining A289 towards A2 would keep traffic flowing at the roundabout. There is already a dedicated lane going down Four Elms Hill towards Medway Tunnel. If no queuing traffic at roundabout will flow better.



A different route needs to be found. Exit and entrance slip roads need to be further back up the A289 (towards Gravesend exits or for the A2).

Some improvement is definitely needed on this roundabout at busy times of the day. A combination of additional lanes and part-time traffic lights.

The original plan to have a footpath bridge run across the roundabout would be much better than a signal controlled crossings which will slow down the traffic again. So although these are good improvements, I am concerned that installing traffic lights will have a detrimental effect and cause traffic to queue again.

The slip road in this phase is a good idea and should be first as it will bring immediate benefit. It can be largely built without interruption to existing traffic. Adding traffic signals to the main round about may be beneficial, perhaps they can be reactive to the presence of traffic on the Hoo Road so maintaining as fluent a flow of traffic as possible.

While work on this roundabout is drastically required and a signal system has been needed for many years, and I agree in principle to this development, I disagree that work goes far enough. As a resident, it is very clear from traffic flows that the main problem on this roundabout is traffic crossing the A289 from London > Medway Tunnel. This traffic, flowing in both directions claims the right of way through the roundabout simply as a result of its volume. This then locks traffic intending to turn into the Hoo approach, as well as that attempting to leave Wainscott (which is significant and increasing due to local building and the traffic using Hollywood Road as a rat run, and would increase further still with traffic from the proposed Wainscott slip road in Phase 1). Some way of allowing traffic to pass directly across the roundabout, without entering the gyratory would be the best way forwards - either with an overpass or underpass for example - and would free up the roundabout itself of a significant amount of traffic and allow better use from all directions. Any form of delaying system on this roundabout (including traffic signals) would instantly turn the proposed phase 1 development (the Wainscott slip road) into a rat-run - a situation which already arises on the Cliffe Woods / A289 turn-off, diverting large amounts of unnecessary traffic along Hollywood Lane.

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The new dedicated slip road to four elms hill starts quite near the roundabout so you'll need to be almost at the roundabout before using. This should start earlier, the road looks wide enough. But these changes are desperately needed given the current situation,

I fully agree that Four Elms roundabout is a bottle neck, however I believe that main flow is along the A289 and not to Hoo, has an underpass or flyover for this route been considered? The current congestion on this roundabout, requires this phase to be given a higher priority - has this been considered?

Consider alternative location for development thus removing the need for any road changes.

The traffic is fairly free flowing at this roundabout . It's the next roundabout down that needs looking into to ensure all drivers from all angles get around it safely. I personally believe it should have had a free flowing route up the hill for the amount of lorries that use the road and an additional lane which is used for other cars round the roundabout . I can't understand why we don't use more flyovers like they do in America to keep traffic flowing . It just seems you are planning to put them in the wrong places ????

We consider Phase 5 should be recategorized as Phase 1 as this is the most congested part of Wainscott Bypass, and currently has traffic flow problems that would not be addressed by this design. We believe that Four Elms Roundabout should be a grade separated junction.

Concerns about a pedestrian crossing with traffic lights which will hold up traffic. Why not put up a pedestrian bridge? In the long term this will be far better for both traffic and pedestrians and cyclists.

speed coming down four elms is too fast for traffic coming from Chattenden and Upnor. needs to be reduced for safety and traffic flow from villages

Q16: Is there anything else we should consider about the Phase 6 road changes?

Alternative suggestions

This roundabout needs traffic signals.

This area is very congested, the roundabout seems too small, traffic lights could solve this..

The proposed foot/cycle way should be separate pedestrian and cycle paths. There is a need for additional connections into the existing housing estate to the north of Wulfere Way. The existing footbridge across Wulfere Way from Wainscott towards Upnor should be either upgraded or replaced to accommodate both people walking and people cycling.

It might be possible that access to Wainscott will improve by moving further up the A228, but it will not improve access to the bypass from Frindsbury/Stroud as that junction is already massively over capacity. Consideration should be made for a flyover or dedicated slip lane from the A228 onto the bypass

Only in the road construction, when the bypass was originally built the road surface used reduced vehicle noise since the vehicle noise had increased. I know that traffic has increased but the original surface gave less noise pollution. I would also like to see tree planting along the sided which would also act as a barrier.

The proposed new route into Wainscott Road could create congestion with vehicles travelling from Berwick Way, crossing 2 lanes of traffic from Four Elms direction, to turn right. A dedicated lane to turn right would be safer. Many motorists living in Wainscott, Frindsbury and Cliffe Woods use this route to reach home. Although it does not appear to be shown, would there be a dedicated slip road at the roundabout from Strood direction towards Four Elms?

Why can a road not go direct from the tunnel to Four Elms making this just for local use?

Make this a vote by the people of the Peninsula, include the option of no new roads and also new roads without more housing. Then you will actually see what is wanted.

A fly over from to tunnel

Why are tunnels not considered to take traffic towards the Medway tunnel?

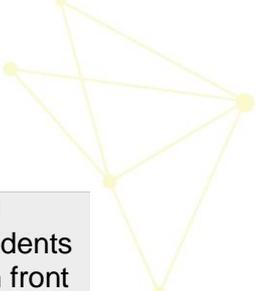
not viable. clash with proposed school entrance. difficulty of coming from Wainscott and turning right across the traffic to go towards Strood. traffic lights on the roundabout would improve traffic flows

You need to be looking at ways of taking the traffic away from Wainscott.

Public transport and cycle/horse tracks off road would prevent most of the peninsula s problems if you stop building again altering soil water levels on the peninsula allowing agricultural to continue

Just stop building houses.... too many people, not enough resources. Start introducing population control.

If you were to build a tunnel for through traffic at Four Elms the existing 2 lanes should suffice, as well as having a positive impact on traffic flow, air pollution and noise pollution.



The proposed Phase 6 works may improve access to Hoo Peninsula and improve road links, however the relocation and layout of the Wainscott Road directly impacts the residents of Frittenden Road / Benenden Road. No consideration has been given to the area in front of the houses of Frittenden Road which consists of grassed area and currently a compound area. I am all for easing congestion and making improvements to capacity on this very busy roundabout, however wouldn't a simpler solution be to just put in traffic lights, or perhaps consider situating the new Wainscott Road slightly lower (perhaps where the compound area is) to avoid the new road being so close to houses in Frittenden Road.

traffic lights on roundabout needed to allow flow from all exits

Where is the consideration for the traffic leaving the tunnel with the totally useless existing traffic light flow control and the traffic trying to leave the Medway Estate in the evenings, this has a massive impact on the roundabouts with heavy levels of traffic. These proposals do not go far enough, the present road system needs to be addressed. A much larger roundabout or loop road at the exit to the tunnel needs to be added to the scheme.

Improving links to the round about is needed. Not taking traffic away from the duel carriage lane.

This section of road is already at a standstill at substantial parts of the day. Increasing it to 3 lanes simply provides more standing/stationary vehicles creating even higher pollution levels. You need to sort out the traffic system at Medway tunnel and beyond so the traffic can travel through the area.

Flyovers are required at Four Elms roundabout. Roundabouts cause congestion / slow queuing traffic.

The focus should be on electric charging & public transport / private hire as new technology increases. This is a lot of destruction & disruption for works that won't be needed very shortly & will destroy valuable resources that make this area attractive.

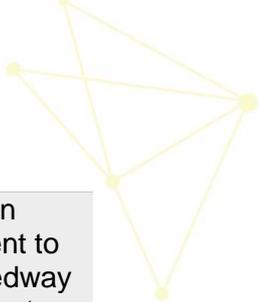
The new junction for Wainscott will be close to the roundabout and will be difficult to enter or exit, unless it is traffic light controlled.

clash with traffic generated by proposed school development, difficult access for local traffic, should add traffic lights on the roundabout

This is an interesting change and attempts to address the traffic joining the roundabout from Wainscott. However, to go from Wainscott into Strood will probably involve turning left and then migrating to the inside lane and going through 180 degrees to get to Strood rather than trying to turn right. If people do that they will inevitably cause huge queues. Can this be sign posted?

While the approach to the Sans Pareil roundabout from the A228 is drastically required (but only in conjunction with access to the road about from Wainscott itself), the work on the A289 sides of the road about I see as largely redundant. Even when traffic is locked on the A228 / Wainscott access road, traffic leaving the road about onto the A289, and leaving the A289 onto the tunnel approach road (Berwick) is largely free-flowing. By closing the Wainscott access road and moving it further to the SE (away from the roundabout), I see this as simply moving the problem - traffic will need to pause at three separate points when leaving from this direction before being able to access the roundabout, with traffic intended to go towards Strood additionally being at the mercy of a blocked main-carriageway.

DUMP 12,000 HOMES IN CAPSTONE VALLEY AND RAINHAM INSTEAD WHERE YOU DON'T NEED HIF!



I think the proposed layout for the Sans Pareil roundabout is flawed and will cause even more traffic problems in the area, especially as there is a proposed new school adjacent to the roundabout. The original proposed layout for the LGF project Four Elms TO the Medway Tunnel seemed a more logical proposal. This phase seems a scaled down version of that and with the new school and growth on Medway City Estate I cannot see it working. I have had meetings with officers to raise my concerns.

Consider alternative location for development thus removing the need for any road changes. With the increasing in housing in Strood and Frindsbury and the proposed secondary school we consider Sans Pareil Roundabout would work better as a grade separated junction.

These are far worse than the proposed changes when it was a LEP funded proposal. Traffic from Wainscott Road and Benenden Road will back up and also place more strain on the roundabout. The slip road from Wainscott Rd and Benenden road which was proposed in the LEP bid of 2016 has gone. This could actually be worse than doing nothing. There are no pedestrian footbridges and there is a school proposed in the area! shocking!

traffic coming up from Strood to roundabout can sometimes take 40mins, the speed of traffic flowing onto roundabout from tunnel needs addressing. plus issue on new school traffic!!

RAILWAYS

Q21: Is there anything else we should consider about the re-introduction of a passenger rail service on the Hoo Peninsula?

Alternative suggestions

There is always talk of local bus services but they are always cut back in times of financial hardship and will be [cut back] here as soon as initial funding has been used and the ""sustainability"" box has been ticked for the construction of mass housing.

I will repeat - the layout of the junction at Hoo Junction must be altered to allow access to the Medway Towns. Additionally, the proposed passenger line must be extended to Grain.

Improve active travel connections to the station. Create direct, segregated and well lit routes with safe crossings. Give those routes priority over motor traffic.

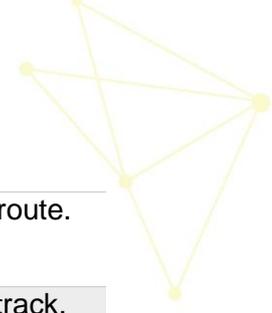
Why not have the station at Kingsnorth, serving the workers there and there is space for parking.

Passive provision/land safeguarding for the reinstatement of a station at Cliffe and extension to other new settlements further down the line towards Grain. The south-east facing spur must be reinstated from the outset to enable direct services to Strood and Chatham. If there is a lack of rolling stock we should consider innovative rolling stock like those used on the Isle of Wight or Stourbridge line. The area around the new station should also be used for public buildings - council contact point, doctors surgery, supermarkets, etc.

I am unconvinced Sharnal Street is the correct location for a railway station.

Rail/Road bridge linking Grain to Sheerness.

Omission of a station at Cliffe. This is very short sighted and reconsideration should be made to take into account the proposed expansion of Cliffe and Cliffe Woods.



Running it and access roads adjacent to one another to focus all disruptions into one route. This would be a genuine second highway access to the Peninsula.

Extending the service to the Isle of Grain, the line is already in place, although single track. This would open up opportunities to develop brown field sites to industry, reduce traffic on the roads from Hoo to Stoke and Grain. Allow employees to access industry already on site in Grain by public transport.

The images do not appear to show adequate provision for the provision of bus services to the proposed Hoo Station, the images appear to show a small turning circle which does not, at this stage, appear large enough to accommodate a bus turning to make a return journey meaning the opportunity for a 'drop off at the door' service is denied to those electing to use the quality public transport but is provided to those using cars which is obviously not a desired outcome. Bus companies like Farleigh Bus and Coach can accommodate the planned service frequency and would like to provide the bus services discussed in the plan but without bus service infrastructure being designed into the plan now the costs of providing them later will be far greater and could potentially create a car dependent rail station which is contrary to the declared aims of the plan. As the Peninsula's local bus and coach operator we would be pleased to assist in developing these plans now and ultimately aid the plan's success for generations to come.

There has NEVER been a station at Cooling Street, thought I should point that out first as you haven't done your homework too well. I would also suggest someone needs to walk the line between Cooling Street bridge and Cooling Court Bridge if you think you are going to dual line there without taking any more land, and the levels would need to be assessed there too. As, to dual line there, you would have to take the embankment down a bit to get the width needed so the uphill section up from there to the Three Arch Bridge that you worried about would be even greater for the freight trains, and then the bridges would be too high for the track. Also if you are going to electrify the line you will need a new fence for the whole section, Hoo junction to Sharnel Street, as people and dogs get on it through the falling down fence all the time. As this will be a much greater figure than 63 million quoted, can I ask if it will be us, the tax payers that will have to foot the bill?

Ropers Green Lane is a Public Byway - this must be retained for all non-motorised users, and not upgraded to a road.

There is one major change from the leaflet. On page 4, the map shows the new Medway Curve (railway line) at Hoo Junction. The curve is no more, thus no trains will be able to run directly from Strood (urban Medway) to the new proposed Hoo Sharnel Street Station. This is of great concern as the rail project was sold as providing alternative transport to the car, when travelling from urban Medway. It has been said that existing half hour service from Gravesend to Charing Cross is proposed to start at Hoo Sharnel Street. What capacity issues are expected at Hoo Junction and Gravesend Station? Currently the said service runs into & from platform 1 at Gravesend. That platform is not on a through line.

A proper two way line should be put in and a service to Grain should be provided too.

But we should look to reduce car access and increase cycle and pedestrian access and cycle storage.

It should be phase 1, this should be done first.

The new service should link to the existing line into Strood to reduce traffic flows on the local roads.

Speed restrictions of trains where near to existing properties. Suitable crossing points with

appropriate safety features.

Far better to spend the money on a bridge from Peninsula to Chatham dockyard area.

[Redacted] strongly welcome the reintroduction of passenger rail services on the Grain Branch Line. However, the benefits of the proposals will be greatly enhanced if they were to include the reopening of a station (or at least a halt) at Cliffe to serve the western half of the Hoo Peninsula, including the existing communities at Cliffe and Cliffe Woods and the surrounding areas. This would help to increase the number of passengers using the line and improve its viability. [Redacted] a significant development at Cliffe [is being promoted] that would not only provide much need housing, but also secure the future of the Cliffe, without which is likely to become a declining community. [Redacted] would support the reopening of the Cliffe Station to help achieve a great level of sustainability for this location – for both the existing and future community. Failing the reopening of a station at Cliffe, as part of the current proposals, the proposals should at the very least allow for a station or halt to be reopened at Cooling Street. This is an ideal location where a passing loop is already identified, thus requiring very minimal additional infrastructure. It would be accessible to the existing communities of Cliffe and Cliffe Woods and could deliver associated improvements to cyclist connections between the two settlements. Indeed, the existing road between Cliffe and Cliffe Woods via Cooling Street is part of the National Cycle Network. This would enable improved viability of train services with minimal additional cost whilst improving the accessibility of a large part of the Hoo Peninsula. We note that there is no indication of the programme for delivery of the rail improvements and would suggest that it is important that the rail improvements are delivered in an integrated manner alongside the road improvements to provide an overall improvement to transport accessibility.

Yes. Additional station should be provided at Cliffe and possibly at other locations. A frequent metro/tram type system should be provided rather than heavy rail

Better use of funds would be to support the A2 widening and all to sue Ebbsfleet with cheaper parking.

Direct links to London not needing to change trains at Strood or Rochester or Gravesend. We already don't have direct link to Charing Cross from Strood. Time to get to London by train has significantly increased, train prices high.

I assume, as it will be electric trains, there will be a need for secure fencing to be installed alongside the railway. Given this runs through a rural area, the fencing should be in keeping with the rural area - I would suggest it needs to be nearer the railway than the current fencing and have hedging planted in front of it to ""disguise it".

This would need to cover other villages on the peninsular to be worthwhile otherwise it could just cause more disruption, queues & parking issues & not reach the people who need it. It will then cost a lot of money, destroy local resources & wildlife for very little benefit & won't be adequately used.

The coordination of freight and passenger services and increasing that part which is double track to avoid noisy idling freight engines, which we already hear around parts of Higham village. Much easier to install double track now than after passenger services have started.

Concerned at loss of crossing point at Higham Common, creates a severing effect - reason given by Network Rail that would need to be an ""Accessible"" bridge does not make sense as the crossing point is not ""Accessible"" presently due to ground topography and stile each side of the level crossing. At Shornemead Crossing NR have said it doesn't need to be accessible design in absence of proven use. Shornemead must be open again before any of the other crossing points are compromised.

Please can you get Network Rail to sort out the large puddle that forms under the railway bridge at Canal Road, Higham - it is supposed to be a walking and cycling route through there.

Add a station at Cliffe to cater for Cliffe and Cliffe Woods residents.

The fencing that will need to be erected to protect people from the train lines needs to be in keeping with the environment and not unsightly metal fencing.

We would like to see the re-introduction of the Higham Curve to enable train services between urban Medway and Hoo, with an additional station at the Cooling Loop. We don't think Hoo station should be built as a terminus to allow for future services to Grain.

Where has the bend in the rail towards Medway gone? This links the area with Gravesend but not Medway. A missed opportunity. This bend has gone at the first step in the journey. Why? There is a 23% provision in the £170 million budget for overspend yet already we are changing the design before a spade has been put in the ground. What is the detailed reasoning for this? Does it call into question the integrity of the original plans submitted?

Q25: Is there anything else we should consider about the proposed new railway station?

Alternative suggestions

You should consider an additional station at Cliffe.

It should be 'Phase 1' and used as a template for other housing developments.

Continue the service to Grain and a road/rail bridge linking to Sheerness.

Serious consideration should be given to re routing the access road from Ropers Lane roundabout.

As mentioned on a previous page, I would like there to be a shuttle bus which ran regularly to and from the areas within the Hoo Peninsula, such as Grain, Stoke and Allhallows so that there is less reliance on the car park and on the Grain Road.

As a resident of Cliffe Woods, it is unlikely and impractical for me to use this new station. I believe that a station should be built at Cliffe and then I would make use of it.

That there is a loop at Higham so that there is access to the south coast lines Tonbridge.

With the improved proposed updates to Ropers Lane from both roundabouts, rather than creating a new road to the station (at an extra cost of purchasing land), from Stoke Road roundabout, has there been any consideration of updating Ropers Green Lane for this purpose?

Sustainable construction. Energy efficient in respects of running Costs (budget concerns).

Why not a rail line to Kingsnorth power station taking lorries off the road.

As previously stated, safe footpath and cycling route from High Halstow.

Making the high speed to Stratford International and St Pancras run through. Exits are over the tracks not under for safety.

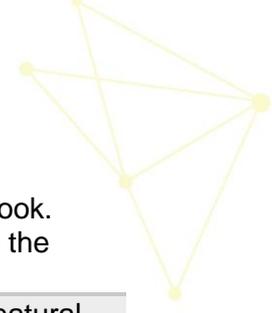
Buses should be synchronised with train times.

Low street lighting.

Accessibility for those with mobility difficulties will be essential.

Provide decent walking and cycling routes from central Hoo to the proposed station.

Suggested station design



If you're looking for a design, there are some books showing how the station used to look. That's the sort of thing that is needed and not some idiotic freezing cold glass box like the stupid edifice in Rochester.

Keeping the track and potentially the station hidden by trees for example to keep the natural rural feel and view.

Facilities should be basic. The money should be spent ensuring there are attractive services, not a fancy station building.

It only needs a platform and a ticket machine don't ruin the area by building more than is needed.

The new Rochester station lacks seating/shelter that the old station had, on the London bound side. There is a shelter there, but it is a very long way down the platform with thin slants - not benches. Current benches are not covered/sheltered. If the new station could include better shelter areas WITH PROPER SEATING that is out of the weather, that would be a huge benefit to all users. Taxi rank perhaps?

Toilets. Drinks/Paper kiosk.

The new station should not be the sort of lightweight temporary building erected for instance at Meopham.

Don't waste money on stupid wavy lines in the car park. Make sure there is a proper drop off collection point unlike at Rochester where we are obliged to use the largely unused disabled parking spaces. Also make sure there are proper covered, wind proof waiting areas on the platforms - again wholly missing from Rochester Station.

Q27: Is there anything else we should consider about the proposed passing loops?

Alternative suggestions

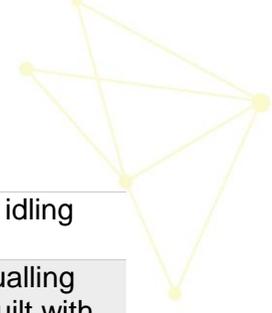
Earlier comments welcome the reintroduction of passenger rail services on the Grain Branch Line and suggest the reopening of a station (or at least a halt) at Cliffe to serve the western half of the Hoo Peninsula, including the existing communities at Cliffe and Cliffe Woods and the surrounding areas. The earlier comments included reference to the proposed Cooling Street passing loop as a possible location for a station or halt at Cooling Street as follows: Failing the reopening of a station at Cliffe, as part of the current proposals, the proposals should at the very least allow for a station or halt to be reopened at Cooling Street. This is an ideal location where a passing loop is already identified, thus requiring very minimal additional infrastructure. It would be accessible to the existing communities of Cliffe and Cliffe Woods and could deliver associated improvements to cyclist connections between the two settlements. Indeed, the existing road between Cliffe and Cliffe Woods via Cooling Street is part of the National Cycle Network. This would enable improved viability of train services with minimal additional cost whilst improving the accessibility of a large part of the Hoo Peninsula.

The bridges now are old and therefore in keeping with the area, this should be taken into account if this line does go ahead. Brand new bricks and a shiny new construction will stick out like a sore thumb in our rural areas.

Fencing should be disguised ideally moved further away from the road (and closer to the track) with hedging planted in front of it.

Where this is close to residents' homes, robust fencing needs to be put in place. It would also be good if residents could get a copy of train timetable (passenger and freight) to know the frequency of the services.

As stated above, in order to avoid the noise and pollution from idling freight trains awaiting passenger trains to pass, more of the route should be double track, if not the whole length. Trains of fully loaded wagons take a lot of energy to start and stop and reducing the need for this, based upon the expected eventual working (not a truncated initial working frequency)



needs to be fully catered for. We already suffer noise and pollution from freight trains idling while waiting at Hoo Junction to continue their journeys.

Be sure the cost of the associated signalling for passing loops is not more than just dualling the whole line as the land is already in place and the bridges all seem to have been built with this in mind. I cannot believe passenger services will carry a heavier load than the existing freight.

How are these going to be discreet? Are you going to plant fast growing trees so we don't see the trains in the passing places? Please consider the fencing - this should be in keeping with the environment, not unsightly metal fencing.

Build a station at Cooling Loop! Use the opportunity of stationary trains for people to board and alight them.

The fact that Medway Council are not proposing dual track shows, in my mind, that this is window dressing. The roads will be dual track, not trains. Ummmm. When we are needing to promote public transport and reduce car use. A missed opportunity by Medway Council.

I assume, as it will be electric trains, there will be a need for secure fencing to be installed alongside the railway. Given this runs through a rural area, the fencing should be in keeping with the rural area - I would suggest it needs to be nearer the railway than the current fencing and have hedging planted in front of it to ""disguise it".

Q30: What else should we consider about the Church Lane Crossing?

Alternative suggestions

Future development of National Cycle Network Route 1 and the England Coast Path. Structure HTG 992 may offer some scope for an additional pedestrian link although not without work.

Bridge should be used.

The level crossing for the RSPB and their farming tenant should remain and if it is deemed that pedestrians should not use this, then an improvement of the existing underpass that joins the two halves of Higham Common would be environmentally more acceptable, and, being half way between the Church Lane and Kings Crossings, less inconvenient to pedestrians.

Q31: What else should we consider about the Kings Crossing?

Alternative suggestions

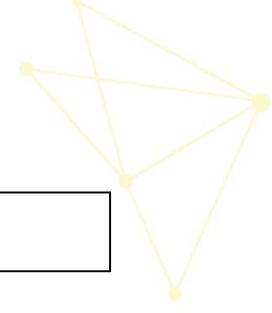
Future development of National Cycle Network Route 1 and the England Coast Path. Structure HTG 992 may offer some scope for an additional pedestrian link although.

A crossing should be provided to enable the existing recreational walking in this area to continue.

Bridge should be used.

There is already an alternative route under the railway close to this crossing which could be used.

Do not close the crossing. Same applies to other crossings as well - increased trains and speed of trains may increase risk but not to responsible and careful crossing users who end up getting penalised for the actions of others. There will similarly be impact on other crossing further west.



Q32: What else should we consider about the Wybourne & High Halstow Crossing?

Alternative suggestions

Instead of building a bridge to the North side of the railway, had you considered an access on the South side of the railway off of Duxs Court Road? It would negate the need for a road bridge and although more land would be required it would surely cost less to implement. A foot bridge crossing would still be required.

Suitable signage.

Bridge should be used.

Q33: What else should we consider about the Solomon's Crossing?

Alternative suggestions

Whereas the two already built roads that match the footpaths are wide & not built via mud therefore encouraging walkers to stay on path as there is less reason to stray from the path.

We suggest a footbridge at the Solomons Crossing would be a solution.

Suitable signage.

Q34: What else should we consider about the Whitehall Bridleway Crossing?

Alternative suggestions

For horses to use the proposed bridge (which I am highly in favour of) can it be wide and also high-sided? Having ridden horses over various bridges it can be unnerving when the barriers at the side only come up to stirrup level (OK for pedestrians but a bit scary for horse riders). I tend to ride down the middle of the rode when traversing a bridge over a railway line or dual carriageway, & ask traffic behind & oncoming to slow down, as I need room to manoeuvre if the horse spooks because something noisy has gone underneath or there is a horse-scary plastic bag in the way.

Ensure it is still accessible for horse riders.

Q35: What else should we consider about the Stoke Road Crossing?

Alternative suggestions

A hidden railway by natural shrubs and taken major consideration into noise with local residents, keep towards industrial side of kings north if possible.

Need for automatic gates or alternative means of crossing due to increased rail traffic.

Putting a bridge there.

Q36: What else should we consider about the Creek Lane Crossing?

Alternative suggestions

Reconsider the road alignment so that it can work better than the current proposal.

Q38: Is there anything else we should consider about managing the potential effects of the railway proposals?

Alternative suggestions

No alternative suggestions provided.

STRATEGIC ENVIRONMENTAL MANAGEMENT SCHEME

Q40: Do you have any other comments about how proposed green spaces could enhance and protect the natural environment on the Hoo Peninsula?

Alternative suggestions

I personally wish they built on the golf course and Chattenden and left Hoo village as it was.

The EIA should be truthful and made available to all residents as a matter of course.

All green spaces should be tagged with the SSI (sites of specific interest) to preserve them for all times and not only when one specific government is in office.

These should all be kept natural and not enhanced to look false.

Should look as natural as possible and blend in with the environment.

Consider existing residents who have used the area. Do not cut off one right of way from another and consider circular walk/ cycle paths/ bridleways.

Careful planning of new roads and housing will enhance and protect wildlife and green spaces, at no cost to the council.

Cut out the Higham Road phase one - It is an unnecessary addition to the plans.

Yes - scrap the whole idea.

As long as new enhancements don't change current green spaces unnecessarily.

[Redacted] supports the aspiration for landscape-led planning, accessible green spaces, planting new native species and protecting sensitive sites, including ancient woodland, with appropriate buffers. In general we would like to see protection for existing woodland and mature trees outside woods; greater recognition of the role of trees in the built as well as the natural environment; and specific targets for increasing tree canopy cover within the development area, as well providing recreational access to woodland. We welcome the reference to native landscape planting. It is important to plant native species of trees, including orchards and hedgerows, to enhance quality of the environment and support biodiversity. We would further encourage the specification where possible of UK & Ireland sourced and grown tree stock, to support tree health and resilience.

Rather than destroy existing spaces all is welcome to improve open areas. Look at existing facilities that have been neglected - Deansgate track and golf course. These would have been great additions to support and keep for the influx of residents yet the local council ignored them and left to become dilapidated.

Be sympathetic with signage, lighting, reduce opportunity for littering and fly tipping. Trees and planting to help with Sound reduction for residents and ensuring roundabouts and verges are maintained not let to rack and ruin as they currently are.

As long as the green fields are left back the way they was no problem. Hs1 as not any problems all was left nice and tidy.

The Hoo Peninsular is arguably the most sensitive location for housing development with regards to biodiversity in Medway. Therefore, there should a proportionate focus on



biodiversity when preparing a green infrastructure plan and the overarching masterplan. Trade-offs between the need for public access and the need to protect and enhance biodiversity must be considered, with alternative provision of recreational space provided where necessary.

Work with the community, encourage community groups to be set up.

There should be play areas for children lakes to be included.

It would be beneficial to use the opportunity to use SEMS to promote a dedicated Nightingale conservation strategy across the Peninsula, using the core sites of Lodge Hill, Northwood Hill and Cliffe Pools to identify key connections and opportunity areas, specifically for Nightingale benefit. There needs to be distinction between opportunity areas for habitat creation and conservation and public access, which needs to be carefully considered.

The existing roads - slip roads on and off the 289 are filthy with litter. Any junction that causes traffic to pause is a chance to chuck stuff out of vehicles. There is no apparent provision for cleaning this up nor for attempting to deter/prosecute the guilty. Please can that be addressed. Many green spaces become a flytipper's paradise and or opportunities for dirt biking etc. Please can we design in the necessary substantial deterrence to this before it becomes established and the places are trashed.

There is a conflict between increasing accessibility, recreation etc and protecting and preserving sensitive environments. Good idea to create an area that can be sacrificed so that people don't access more precious areas, which should be actively prevented. Lots of extra housing = lots of extra cats etc that will go out hunting.

Q42: Do you have any other comments about how green space should be developed on the Hoo Peninsula?

Alternative suggestions

It would be nice if they could link up throughout the peninsula so you can travel all round without having to walk on the roads.

Maybe you should introduce a litter picker as that will no doubt become an issue.

Potential for open air events, concerts and festivals.

Too many visitor facilities lumped together in the example above.

Certain types of users (e.g. cyclists) can destroy paths during wet periods and so should not be able to access such areas. People go to green spaces for some peace and quiet and encouraging children with play areas is neither natural nor helpful. Natural areas should be natural - we do not need visitor centres etc.

Areas where a park run can be held, and other bootcamp/fitness type activities.

The Cockham Community Parkland ongoing directives are an encouraging way to involve the local community, who, along with the rangers, are an important ""neighbourhood watch"" element.

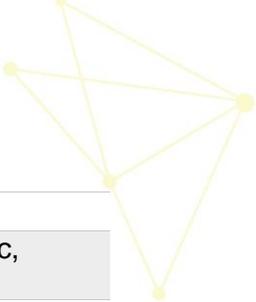
There should definitely be visitors centres toilets and parking, picnic areas and dog walking areas. This would encourage local residents to accept changes being made.

The term 'green spaces' should be honoured as opposed to the term 'parks' that are completely different. If people wish to enter the natural world and enjoy nature, they should be able to do this with minimal impact e.g. paths, car parks, toilets, play areas, etc. Alternatively, for people that wish to sunbathe on the grass (mown monocultures) or play on the swings and have picnics then give them the facilities (including car parks as they will inevitably drive to get there)!

Provision of Golf Course should be included.

Any buildings or car parks should blend into the local area as much as possible.

Enhanced safe walking/cycle path routes from existing development in Hoo, Chattenden and High Halstow to the Asset of Community Value to be used as a nature park/reserve and conservation area.



Provide green spaces in Frindsbury, Upnor, Wainscott as well as Hoo.

Development includes bricks, natural environment, country park increases people traffic, dogs, dogs mess, litter, anti social behaviour.

Signposting to Hoo Marina parking spaces could be improved.

All round the peninsula not just around Hoo with off road cycle tracks all round the peninsula allowing wildlife safe passage.

[Redacted] recommends an approach that seeks to preserve and improve the existing natural environment for people and local wildlife, safeguarding the most precious habitats, while providing better public access to natural assets. It is important that any visitor facilities or other developments are located and designed to avoid damaging ancient woodland, providing buffers for designated sites and protecting connectivity between wildlife habitats. The Trust's Woodland Access Standard recommends that no person should live more than 500m from at least one area of accessible woodland of no less than 2ha in size, and that there should also be at least one area of accessible woodland of no less than 20ha within 4km (8km round trip) of people's homes. The adjacent SSSI should not be considered in plans as accessible natural green space for future new communities of the Hoo Peninsula. One of the important lessons from lockdown is seeing the demand for local accessible green space, including trees and new woods, that needs to be resilient to the local footfall.

Make it somewhere we can be proud of and not a lorry park.

Lakes with activities for local people.

It would be useful to understand the capacity for working with farmers/larger landowners to identify opportunities for hedge-widening/allowing field corners to grow-out naturally and to identify any lower yield or poorly drained land. SEMS could promote development of farm clusters where opportunities to enhance existing habitats and help build nature recovery networks could be promoted and SEMS rangers could act as a point of liaison. The work being done on the Kent Downs Nature Recovery Network is an excellent example of landscape scale benefits.

As before we need to design to prevent fly tipping, dirt biking, illegal camping/parking before these problems arise and save much time and money and hand wringing after the event. Simple ditches and earth banks can be massively effective and oddly create varied habitats.

Upnor needs to be considered in the proposals as many will start their journey here as it has pubs and parking.

Cycling routes are important and also the possibility of using green routes to get from a to B rather than just circular routes.

Q43: Do you have any suggestions about the location and type of new access routes and paths that could be developed on the Hoo Peninsula?

Specific routes suggested

From Hoo/Grain over the river to Gillingham.

For example the so called Saxon Shore Way between Hoo and Hoo Common is narrow and difficult to traverse.

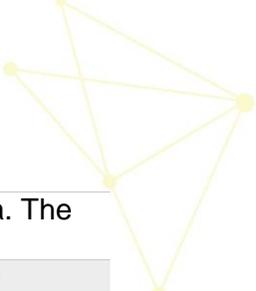
The old military road could be improved with direct links to provide better cycle paths for off road cycling.

When the traffic management of Bells Lane is changed phase 3 please extend the pathway on Peninsula way on the grain bound side. We can then walk to the farm shop Homeleigh without having to cross the dual carriageway - this is what is happening now!

Safe walking path from the stoke villages to the new proposed station and on to Hoo. A path along the back roads of Upper Stoke to Hoo, could cut across the fields.

Safe access across Peninsula Way is needed to open up opportunities North of the road.

Redevelopment of Coastal Pathways - People do exist further out than Hoo and this seems to be forgotten a lot! There's lots of pathways crisscrossing St Mary Hoo, Allhallows, Stoke,



Grain, High Halstow, Cliffe, Cliffe Woods and Cooling, all of which are on the Peninsula. The RS pathways out at these locations are often neglected and poorly made.

middle stoke marshes by the Airfield, the land along the sea wall could be turned into a beautiful nature reserve with footpaths and areas to sit and enjoy the picturesque views.

The sea wall (Hoo Marina) could be improved for walking in all weathers.

The sea/riverscape should be retained in keeping with the history and heritage of the area (military and barge transport). This area could be linked by (and into) a long distance walking route from the Cockham Community Parkland. Also the lower Saxon Shore way could be improved with access to the beach (at low tide). The importance of the river to Hoo St Werburgh should be prominent in planning.

Links to Cliffe and Cliffe Woods.

You will be destroying existing pathways along Islingham farm road to make way for traffic when other routes would be more preferable.

Ideally provide more opportunities to access the coast around the peninsula.

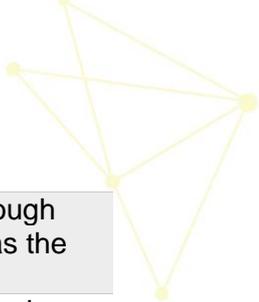
New foot paths and cycle ways are needed across the peninsular, especially around lower stoke, and higher Halston. the opening up of these areas would allow people across the areas to explore and exercise within a natural environment. These areas should also be linked to the train station to allow more community use.

Improve access on foot from Hoo Road, Wainscott to Chattenden and Hook via Four Elms roundabout.

The right of way through Allhallows Holiday Park used for to my knowledge 40 years stopped last March by the holiday park stops a short circular route along the sea wall being used. All the other paths are there It was from the back of the sailing club to footpath joining the Brimp/Homewards Road. The Council originally owned this land and the footpath although not on a map had a style and despite two owners of the holiday park the path was always in use until last March. Although the Thames path is open a way on and off it this side of Allhallows would be sensible instead of people crossing agricultural fields to find their own way.

As noted above, we are keen to see better connectivity between existing areas of woodland, including Chattenden Wood and Lodge Hill SSSI, the woodlands to the south including Cockham Wood, and the coastal SSSIs.

The only road from Wainscott/Frindsbury out to the Hoo Peninsula villages of Cliffe Woods, Cliffe, Cooling and High Halstow is the B2000/Town Road, which eventually links up with the Ratcliffe Highway. It is a busy road which also carries a lot of aggregate lorry traffic. This road currently has a pathway that peters out at the crossroads with Bunters Hill Road and Two Gates Hill. Any walkers or cyclists cannot go further without continuing on this very fast road, which would be impossible by foot. However, they can turn at this crossroads into Bunters Hill Road and continue left along the much quieter lane of Common Lane, eventually turning left again onto Lee Green Road. But at the end of that road, by the Mockbeggar Farm Shop, they can go no further, unless joining the B2000 again, where there is no footpath. My suggestion therefore is for a much needed ACCESS ROUTE linking LEE GREEN ROAD to CLIFFE WOODS VILLAGE, from where the rest of these Hoo Peninsula villages can then be accessed by quieter roads that are also cycle tracks. The suggested new route would be where the entrance to the Higham Cricket Ground was until very recently - there is a concrete entrance plate just past Ham River Hill Road at the back of the houses there - down to the now abandoned cricket ground where the cricket huts still are. As this was already an access point, it should not be hard to reinstate. The roadway was useable for cars until very recently - it is now ploughed - with this former roadway running down the back of the houses there. If this former track could be reinstated, the access route would then continue past the cricket ground, alongside the large water reservoir (a possible new community asset?) and into Cliffe Woods village. It is already used as such, and can be seen from Lee Green Road. For those of us who are living in the countryside, it would be a huge asset to be able to walk/cycle to use the amenities of these local Hoo villages, and would also allow all other cyclists and walkers to have a safe access path here, that would link up the town (Wainscott, Strood etc) with these villages of the Hoo Peninsula. It is also a very open area and would therefore feel



far safer - especially for women - than walking through a nearby footpath that goes through woodland to Cliffe Woods village that is hard to navigate by foot & impossible by bike as the pathway is very churned up by horse riders.

Access from the Abbey Homes Development which will be surrounded by two major roads with the new development to be able to walk to Deangate as we currently can across the Fields and make Deangate a country park. Give the people of Abbey homes access to green space by walking as we will lose this ability we have now with the new roads.

Improved access to Upnor from Hoo would be great.

Green access spaces between High Halstow and Hoo for walking, cycling and disabled vehicles.

Different length adventure trails to follow.

By not using Higham Road and Islingham Road it's hard enough for me to walk down Islingham or Higham to get the bus now.

Living outside Wainscott and using both the surgery and car garage in Cliffe Woods it would be beneficial to have a properly made up path between Lee Green Road and Cliffe Woods. There is a track down the back of Ham River Hill but it is not defined and impassable due to deep mud from the agriculture, it gives way to a grass track between the old cricket ground and the reservoir and is swampy and/or has standing water on it at that point. The Town Road is narrow and fast moving along this stretch and used by aggregate/construction material lorries that often occupy more than their own carriageway. There is no footway. The existing footpaths through the woods are unmaintained and muddy, frequently blocked with fallen trees - probably to deter the dirt bikers - and not places that some may feel safe walking alone. Given the focus on the east side of the peninsular it would be great if a path could be provided that linked Frindsbury/Wainscott to Cliffe Woods. That route seems to exist in practice through open ground but is not formalised and could be established and made all weather relatively easily.

Upnor needs to be considered in the proposals as many will start their journey here as it has pubs and parking.

More access to the Saxon Shore Way through existing rural areas by adding footpaths.

Q44: Is there anything else we should consider about green spaces on the Hoo Peninsula?

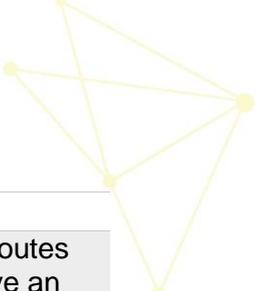
Environmental suggestions

I like the idea of green bridges to enable wildlife corridors to link various habitats (if that's what the bridges are for), some wildlife will go over bridges but others won't, & prefer to go under a road. Will the bridge have shrubs and cover to enable prey animals to move easily? Could the new station & any SEMS facilities promote the natural environment e.g. have green\grass roofs to blend in with the natural surroundings, bat boxes be installed, nest boxes/sites to provide homes for swifts etc. I understand that some hedgerows, trees etc will need to be removed for this scheme, it would be nice to replace what has been removed in an appropriate location. Any ancient trees should not be destroyed, it is possible to dig up ancient trees & move them.

There are lots of existing areas, on verges and close by where woodland could be planted, Ropers Lane being a good example.

Any green spaces created should be as natural as possible - not a small playing area in a housing estate, proper fields, varied flora and fauna, and managed properly - not just all mown by someone on a ride on mower who doesn't care what gets in the way.

it would be fantastic if you were able to turn a coastline into a sandy "seaside" destination, with outdoor gym area, or volley ball. this would make a great tourist attraction, especially if it was at grain beach where the Queen was known to visit. Grain is the perfect place to incorporate both land and sea green spaces.



The areas should be natural habitats.

Translocation of many native species is not always successful, so some diversions of routes should be considered. The predicted huge increase in pedestrian footfall is likely to have an impact on the local wildlife. We are all aware of the "vandal/unruly elements" within any society and the subsequent disruption it is likely to cause. I would be happy for some "wooded or sensitive areas" to be accessible at a further point, away from the main access points of footpaths. Also, hedgehogs are now on the UK protection list, so their needs should also be considered, as they roam a few kilometres per night.

Green spaces should be designed with habitats suitable for wildlife. They should include water, hedge rows, wooded areas.

The creation of additional wooded areas and verges alongside the roads, this would help with drainage reduce the impact of drift across fields during snow.

The peninsula has wider flooding issues which any development should address to reduce present flooding while retaining any surface and waste water within their own site.

Have the nightingale birds been looked into as they are in the area and are on the decrease.

Increased farming and wild life habitats should take precedents of all other considerations.

Sustainable, environmentally sustainable.

The Hoo peninsula is a special area of scientific interest (SSSI) and should remain so for future generations to enjoy. The peninsula should be turned into a country park. Major building development and roads should be kept to an absolute minimum. as not to destroy this special environment.

We would like to emphasise the importance of identifying sensitive access to public routes within and around SSSIs, and adjacent open spaces. Any access routes in sensitive locations may require seasonal restrictions and should be informed by long term monitoring of interest features, in particular breeding birds. Any proposed public access through the Lodge Hill non-SSSI areas should not compromise the ability of these areas to provide important new habitats for nightingales. This aspect will require careful consideration and the involvement of various stakeholders to agree and identify specific routes. It will be important to provide early clarification of which SEMS parcels are identified for more dedicated habitat creation and how these area's function with the potential increasing pressures of public use.

The lack of accurate assessment of traffic, pollution and impact the future impact on people's health and wellbeing by the destruction of rural locations due to enforced development which is the key reason for the desire to improve the road networks. The reason why individuals in Medway council are driving these high impact and expensive infrastructure projects just to keep their own constituents happy who are not located on the peninsula.

Complete an EIA! It seems likely that the proposed infrastructure will be very damaging to the landscape character of the Hoo Peninsula and potentially its rare and exceptional biodiversity.

We consider that the large green spaces to the north of Hoo be co-joined to form a large country community park that encompasses Great Chattenden Woods (SSSI), Lodge Hill (SSSI) and Deangate.

Protecting them in the local plan.

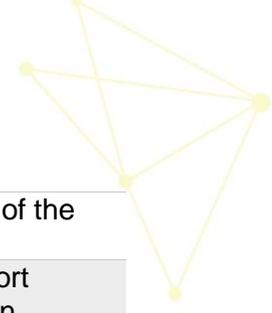
Alternative suggestions

Festival space would be fantastic

Toilet facilities must accommodate Baby changing room and Disabled Toilet and Designated parking for Disabled visitors.

Provision of sports facilities e.g. golf course.

Multi user paths where possible.



Improvement to road access should be limited to improving the existing infrastructure of the A228.

There could be an opportunity to both improve the management of Cockham Wood Fort Scheduled Monument as part of the Cockham country park experience, and include an important heritage element within a new community green space. Bringing people to the shoreline to see the river and its defence heritage represented by the fort and the World War II era pillbox, could be powerful – the shoreline is already the Saxon Shore Way and access could be enhanced.

Keeping the green spaces as attractive green buffers between built-up areas is crucial and can only enhance the Hoo Peninsula, keeping the characters of each village / town intact once the new houses have been built. People who want to move to the countryside want to enjoy the many benefits of what that can bring, not just live in small characterless red boxes that are built to the minimum size legally allowed, close to each other with little room for outside space and off busy noisy roads.

Total management is required and accountable to the locals to report on.

Just keep it nice and you will not get any complaints. There will always be someone that will disagree.

Please consider the area that used to be a lovely place to be....too few dentists, too few doctors, no police presence on the peninsular and a part time fire station...more is needed.

Upnor needs to be considered in the proposals as many will start their journey here as it has pubs and parking.

There should be places where people can meet up for picnics, family time, etc. Consideration for park areas or all groups - Childrens play parks, adult fitness, skate/cycle park, etc.

Q45: Is there anything else we should consider about the road, rail and environmental proposals on the Hoo Peninsula?

Alternative suggestions regarding the highways' proposal

Think about the roads before Hoo as well and improve those in Grain, Allhallows and Stoke.

The present proposal is for a series of single track roads, linked by a series of road junctions and roundabouts, I think the reduction in congestion is going to be very limited. I would have thought a dual carriageway located behind the army barracks, which joins the A289 nearer the A2/M2 junction (impacting on a small amount of farmland), will be more effective and less disruptive to the Wainscott community.

Embrace gear change and LTN1/20. The active travel proposals in the consultation are disappointing, the road network creates severance. I hope the WCHAR will seek to raise the ambition substantially.

Phases 5 & 6 -Four Elms and Sans Pareil roundabout improvements are all that is currently required. They should take precedence over all other proposals and be done first and their effect assessed before proceeding with other developments other than environmental.

Link to Isle of Sheppey allowing a second access off both peninsulas by linking in with the A249 and also the rail network.

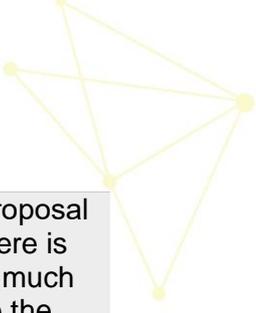
Potentially build a road which uses the upnor bypass from the road by the tunnel, and make it accessible both ways and safer to use as a shortcut.

Links to Cliffe and Cliffe Woods. Better roads .

The priority should be the road network to provide an addition route on and off the Peninsula.

Upgrade the four elms roundabout to cater for traffic as the proposals do for traffic to Hoo BUT also do it for traffic London bound.

Your Islingham farm road proposal to join A289 is purely based on the inability of the four



elms roundabout to deal with the current and future increase in traffic. I can't see the proposal ever being accepted for planning permission or being aligned with local residents as there is no space. The cost of buying out the residents who would be clearly affected would be much better spent on simply increasing the capacity of four elms roundabout where you have the space to do so.

I understand that development may be needed on the peninsula. However, the proposed raised bridge in Wainscott idea needs to be scrapped. It will ruin the area completely. There is already a busy bypass and having a raised bridge there would not help any residents here at all. The raised bridge will be noisy, cause pollution and traffic. It will eradicate our current walks and any element of village community life. The bypass is enough. We do not want the raised bridge as well.

Impact of intersection and traffic lights on Higham Road. Higham Road is not wide enough to accommodate increased traffic flows. Neither is Bunters Hill in the other direction.

Phase 6 Berwick Way, widening of the road - negative affect on the entrance to Upnor Road and the properties which will endure the increased noise and pollution from the proposed flow of traffic at 50mph plus.

We definitely do need another road off the Peninsula though for the population already here. Spend the money on that.

Drainage, screening and most importantly- put the proposed raised road somewhere else.

Block access to bypass from to Higham Rd.

If there needs to be another road into the peninsula then please find an alternative to the overbridge (flyover) over the Wainscott bypass.

Re-route new road from new tunnel road along rail route.

You certainly should reconsider the construction of a flyover behind the properties of grant road/ leigh road & Guinness road.

Also should keep traffic on existing roads using more imaginative planning to achieve this especially at Four elms roundabout.

These plans do not address the longstanding traffic issues in the Wainscott area - and seems more about improving the Hoo area and making it more attractive for more housing development. We are not stupid. Improve the main arterial links with a proper fly over of the Four Elms Hill roundabout - this will address the main issue of volume of traffic going to and from the Medway tunnel. Your plans will make things a lot worse for most residents.

LEAVE IT AS IT IS - SLIP ROAD FROM 4 ELMS ROUNDABOUT ONTO THE HOO PENINSULA IS ALL WE NEED AND THE ABILITY TO MAKE ONE SIDE OF THE EXISTING DUAL CARRIAGEWAY 2-WAY IN THE EVENT OF AN ACCIDENT THAT BLOCKS THE ROAD.

Improvement should concentrate on improving the A289/A228 roundabout junction first. Improving the flow at this roundabout and reducing congestion here should be the first thing to be considered before thinking about driving new roads which connect only a few hundred metres away from the existing junction, adding misery to existing residents in the process.

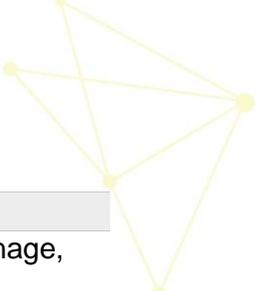
Where to start? Most of the proposals are unnecessary. Access to the Hoo Peninsula via Four Elms roundabout would be adequate if it weren't for the traffic congestion and frequent accidents. If an underpass/tunnel were constructed for through traffic, the Four Elms access to the Hoo Peninsula would be sufficient, and negate the need for all the other proposals.

Higham road should be a close to prevent it becoming a rat run.

Scrap the new road plans and just add the slip roads to the four elms roundabout. That is all that is required!

Obviously from our point of view - this scheme does not go far enough! There are villages beyond Hoo and all have to travel these roads and risk further disruption to their lives. Additional lanes, additions to existing and a little wiggle of a new piece of road is not going to help us further along the A228 when a major incident occurs. We are still stuck - regardless of how many new bits of road are created from Ropers Lane to Grain and all villages in between will suffer from the overdevelopment of Hoo - along with Hoo itself.

Why not build a flyover above the 4 elms roundabout, from the bypass up to the top of 4 elms



hill and to the sans peril roundabout.

Electric charging points in new car parks, use of solar where possible, sympathetic signage, surfaces, designs.

Seriously look at the new proposals of the road links.

I agree that there needs to be another route on and off the Peninsula, however it must be the right one as this is a decision that will have a major impact on the people and wildlife in this area for many years to come.

Need to rethink the plans for the Four Elms hill roundabout. Consider installing traffic lights, take more steps to reduce pollution and impact on local community. Plans misleading. Kitchener Road needs to be revised to ensure children are safe from "rat runs".

Quite frankly, the MC proposals for the new relief road are an affront to the intelligence of the local residents and are completely ill thought out and completely inadequate in every respect. Apart from easing congestion, the proposals would double the congestion making a high speed 'rat run' across our green fields and into the heart of our small community.

The relief road crosses Chattenden Lane and runs parallel to Swinton Avenue and then skirts around Rams Bottom Wood to run parallel with the old Lochat Road which is the old MOD area before it joins the existing roundabout at Woodfield Way. Yet again, MC are intent to shoehorn in what they describe as a relief road when in fact it is no more than the 'rat run' mentioned previously. Whilst the relief road then follows the existing Woodfield Way and MC openly admit that it cannot be widened due to its proximity to Chattenden Woods and Lodge Hill SSSI, it is yet another attempt to shoehorn in an unacceptable solution to the Hoo's road infrastructure crisis.

The new proposed access route will only go some way to relieve traffic movements to and from the peninsular. The new route consists of a number of sections interconnected by roundabouts with allowances for access into yet undefined new developments. The roadway is only a two way single carriageway only suitable for Light vehicle use. It's pretty obvious that it has been designed for the new developments and the majority of use will still be along the bypass and up four elms hill.

This new road proposal will not cure the problem just add to it.

Living in Higham Road I am concerned about the amount of traffic that will leave the bypass at the new junction and turn right into Higham Road. The road already has traffic calming in place (speed bumps) to help reduce the road being used as a 'rat run'.

HIGHAM ROAD!

I am doubtful that the new road route between the Hoo peninsular and the A289 will be used by the bulk of the motorists. In my opinion motorists will always opt for the quickest route from A to B and that route will be as it is at present which is along the A228 down to the Four Elms roundabout. If it is as you intend that there will be traffic signals on the Four Elms roundabout then that may prove to be a slower route at times. Motorists will see that the new proposed route will be slower at a time when saving minutes count.

The Higham Road and Islingham Farm Road part does not work. Not for local traffic, environment and will not make a difference to easing the congestion leading onto the peninsular. There are other and better options.

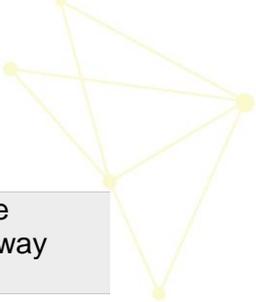
During the construction phase the existing "rat runs" using calling Road, Iden Road, Benenden Road, Frittenden Road, Wainscott Road etc. will become more heavily loaded, as problems are often experienced during traffic disruption on the Wainscott By-Pass. There is nothing mentioned on how this problem will be mitigated.

Are all phases really needed?

Scrap Phase 1 & 2 and consider a more sustainable and robust solution. The proposed routes in these phases are weak and insubstantial and won't solve the current issues.

The road proposals will solve very little as regards traffic and indeed will simply increase it and its negative impacts.

Why are there no graphics showing how the potential Flyover looks which sounds like it would be an abomination overlooking properties in Chaplin close, Grant Road, Higham Road etc.



You seem to have deliberately evaded the impact on what effect this would have on the homes and surrounding area. Seems that the survey has majored on the proposed railway station. What would a proposed Flyover look like, from all angles please!

The roads will become heavily congested and the boy racers will have their very own personal race track.

The Islingham farm road is a rural road leading to a farm which is not suitable for this type of traffic. This particular plan is not needed and won't solve the problem.

These plans do not address the longstanding traffic issues in the Wainscott area - and seems more about improving the Hoo area and making it more attractive for more housing development. We are not stupid. Improve the main arterial links with a proper fly over of the Four Elms Hill roundabout - this will address the main issue of volume of traffic going to and from the Medway tunnel. Your plans will make things a lot worse for most residents.

The proposals do not address the existing stressed traffic issues associated with the A289 to and from the Medway tunnel. Adding more lanes on the Wainscott bypass - to then be stopped at traffic lights is crazy! Adding a fly over for Hoo does not address the main traffic flow issues. When the Medway tunnel was planned there was a proposal for a flyover of the Four Elms Hill roundabout - this is 100% what is needed here. It would keep traffic moving, and reduce traffic on the roundabout and local roads. Previous improvements have been done on the cheap - do it properly ONCE!

Road proposals need rethinking. I find it difficult to believe that the designers actually consider this a good solution. If they do, consider another company who can come up with sensible proposals.

Landscape and Visuals: Will the flyover be visible from Road or Rooftop level for residents at Grant Road? If so, what planned suggestions are there to mitigate visual impact? Will woodland be removed for construction, if so, where? legacy Bypass Construction When the bypass was originally constructed, it was done so with an approval caveat being that it was set below street level and would therefore mitigate pollution and disruption to local residents. What legal review has been conducted so far to ensure planned works adhere to conditions set by the initial project approval? Could you share a copy of this review and the name of the company/individual that conducted the review?

I strongly disagree with the new routes planned and I can see a lot of issues and area resistance to it.

These proposals will increase road traffic in the area.

I do not agree with the suggested road improvements. The idea of a slip flyover is ridiculous at Wainscott/Higham Lane junction. There needs to be significant improvements to the roundabout at the bottom of Four Elms Hill rather than creating another new road which will destroy the quiet residential area of Higham Lane & Chattenden.

Road Proposals – slip road from A289 to Higham Road The leaflet implies that the congestion at Four Elms Roundabout will be eased by providing new slips roads from the A289 to Higham Road. What the brochure fails to mention, and it is not made clear, is that these new “slip roads” from the A289 to Higham Road are in fact flyovers. A flyover will have a huge impact to the residents in the local area. Why has this detail not been included in the Consultation? You ask for views on the type of station building but omit the detail that the “slip road” is in actual fact a “flyover”?

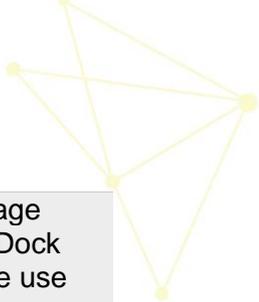
And any restriction of traffic using the Tunnel is going to impact greatly on traffic throughout the Towns.

Alternative suggestions regarding the rail proposal

The rail link to Higham is essential to open routes into Victoria Station, otherwise you will still have all the traffic into Rochester during the morning peak to connect to that line.

The emphasis should be on rail services, not road 'improvements'.

Link to Isle of Sheppey allowing a second access off both peninsulas by linking in with the A249 and also the rail network.



That we should consider the line from Paddock wood to Grain as a tourist line for heritage trains. The Medway valley line is beautiful and we could use this to promote Chatham Dock Yard, Rochester Castle and Cathedral, and link in with the Hoo peninsular wildlife. If we use the curve at HOO Junction then we don't really interfere with the main line that much.

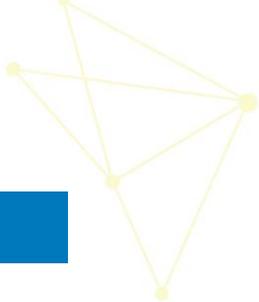
Make sure the time table is a good one and most of the trains are fast.

Really important to take steps to reduce the reliance on a car to travel around and putting in a link from the new line to Strood is critical to this.

Timings of the train.

Spend some of the money on a car park at the existing station at Strood.

Higham Parish Council welcome proposals to reduce the current congestion at Four Elms roundabout on a permanent basis. If a new town (such as the one under construction at Ebbsfleet) is to be built on Hoo Peninsula then the reinstatement of passenger services on the Hundred of Hoo railway line is also welcomed. However we believe that the doubling of the track should be for a much greater length than proposed (at least as far as the proposed Cooling street Passing Place) in order to ensure that freight trains are not stopping and starting and idling while waiting for passenger trains to pass. Their diesel engines make a lot of noise and emit a lot more pollution when starting as well as 'thundering' while idling. When braking, there is obviously a lot of fine particles released as brake dust.



APPENDIX D: QUESTIONS AND CLARIFICATIONS

General themes:

Were other alternatives, options or proposals considered and if so, what were the reasons these alternative proposals were discarded? Where has this been documented?

Have you considered improvements to the Four Elms Hill roundabout (Phase 5) before going ahead with the Higham flyover? This phase should be prioritised as this is where most congestion occurs and may resolve all of the traffic issues; as a result there would be no need to implement the additional four phases.

Will the budget available cover the cost of the plans proposed? Who will pay if the project goes over budget? Will the costs be passed on to residents?

Regarding the timeframes quoted, if the works fail to complete by Spring 2024, does this result in the cessation of HIF funding? Will Medway have to fund the completion of the works thereby denying the community of essential facilities ie adequate schools, medical facilities, etc?

Compensation:

Have you conducted analysis on the depreciation in value of properties for local residents whose homes are most impacted? Will the results and method used to calculate forecasts be shared? Will there be financial compensation for loss of property value, subsidence of gardens, impact on residents' quality of life, health and wellbeing and for the increased volume of traffic in the future?

What level of compensation? Has the devaluation of property prices even been considered?

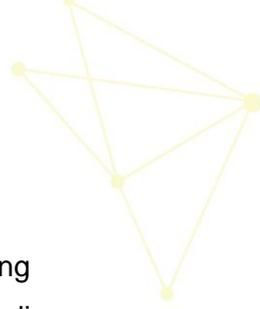
Compulsory purchase:

Is there space for the flyover/slip road on the Leigh Road? Would you need to compulsory purchase either homes or gardens from residents?

Health and wellbeing:

What consideration has been given to residents' wellbeing and mental health?

How will you ensure noise and pollution doesn't impact on mental and physical health?



Pollution:

Is it ethical to increase pollution at the Four Elms Hill roundabout purposefully? Knowing that air pollution is potentially fatal, why isn't Medway Council at least waiting for the findings of the report 'Prevention of Future Deaths' before pushing ahead with plans that will intentionally increase air pollution for any of its residents? How will the council ensure the increased pollution won't cause or exacerbate existing asthma and lung conditions? How will you ensure the affected households aren't more likely to develop lung cancer?

The road will not be able to cope and the noise/pollution will exceed Government/WHO requirements along the route - what studies have been carried out to assess this?

Were the significant health risks that these works will cause (especially Phase 1 and Phase 2) reviewed and addressed?

As the A289 Four Elms Hill has been declared an Air Quality Management Area since November 2017, how can we be assured that these high pollution levels will not be transferred to Higham Road and other residential streets?

What barriers to pollution are being considered? What planting and other barriers will be used to mitigate the noise and light pollution?

Will the council organise regular litter collections for the increase of litter along these new roads?

Will the plan be changed if the Environmental Impact Assessment process finds traffic and pollution levels to be high? Are there plans for ongoing monitoring of traffic and pollution levels with contingency plans in place if levels become greater than predicted?

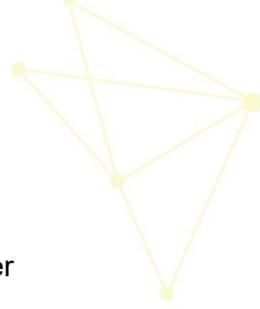
Will modelling of future pollution and traffic levels be carried out by an independent body? And will results be made public?

Is there evidence of how improvements will contribute to the reduction of queuing on Four Elms Hill and that this will address air quality issues related to the AQMA?

Will the Environmental Impact Assessment process also evaluate any possible impact on the mental health of residents?

In relation to the design of the overpass, what are the design mitigations for increased noise levels due to additional traffic flow and the raised level of the roadway?





Pedestrians and cyclists:

Proposed 'bus stop facilities' are shown alongside the new road infrastructure, however there is no mention of routes, frequency, bus stop provisions or provision of bus priority measures on the roads.

Phase 1: How will people walking or cycling cross the roads as part of their everyday journey, ie Ropers Lane, to reach the proposed station? Why is there no direct cycle route along Old Sharnal Street (NCN179/former A228)?

Phase 1 has a significant impact on National Cycle Network Route 1, why are WCHARs not written before the proposals have been consulted upon?

I would like to see the specific provision proposals for cycling?

Phase 2: Footway and cycle facilities are already in place on this section, why write proposed? Why propose a footway and cycle facility on the Bells Lane side when one already exists?

Mention is made of providing priority for pedestrian and cycle movements but there is nothing in the plans to suggest this is the case?

Phase 3: It is not clear what the impact of road widening will be? When will the road widening mentality stop?

Phase 4: Where is the safe path from High Halstow to the new station? Where is the safe route for cyclists from High Halstow to the new station?

Phase 5: Why have previously developed plans for grade separated pedestrian and cycle facilities at Four Elms Hill roundabout been abandoned?

Any schemes at Phase 5 must properly address pedestrians and cycle needs.

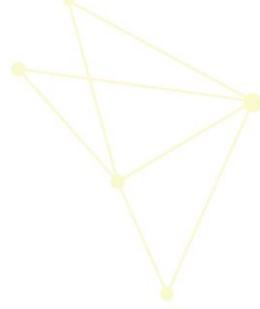
Third parties:

Are the following third parties aware of the proposed alterations: MOD, church commissioners and the working farm? Will this affect the farmers farming the fields on the marshes and everywhere else? If so, have they been interviewed?

Housing:

Re-consider the type of homes that are being built. Do three, four and five bedroom homes that start at £300,000 really solve the immediate housing issues?





Facilities:

Has the impact of 48,000 people and 24,000 cars on the environment, amenities and infrastructure been considered?

Where are the additional hospitals, schools, GP surgeries for the increase in population that this will cause? The current facilities and services on the Peninsula are already under immense pressure. There are no proposals in the leaflet nor the 64-page brochure, detailing how Medway Council intend to provide the necessary services and facilities to accommodate the new population. "This is not about bricks and mortar in terms of health provision, it is about the availability of GPs. It's very easy for an applicant to talk about more GP provision and I would say to them and I will say to you, colleagues, where are these GPs going to come from? We all know there's a shortage of GPs in north Kent and Medway is no exception." This comment was made in response to an application to the building of just 800 homes in Capstone Valley, which was rejected. So what is different about Capstone Valley and the Peninsula?

Where are the facilities proposed for other activities such as sport and for young children and teenagers?

Why didn't the council insist on Amazon providing facilities for their lorry drivers?

The proposal:

How future proof are current plans? Will it encourage more housing than is currently planned? Why have the housing developments been built before any of the new proposals?

Alternative road networks are a must, but can they be delivered?

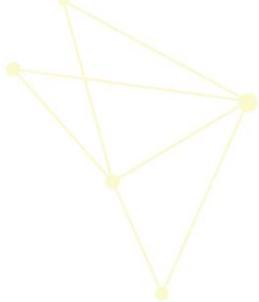
Previously there was going to be a relief road going from Four Elms to the Medway Tunnel, why has this not happened?

Why was Higham Road added since the plans from a few years ago? Higham Road slip road was not considered previously? What has changed?

Why is there not a second access being considered?

Who will scope the project? Has the project been submitted as a proposal previously?





Highways:

Phase 1

Why has a flyover been added on to proposals? Your drawings do not show the monstrous flyover that is being proposed, why is that? What the brochure fails to mention, and it is not made clear, is that these new “slip roads” from the A289 to Higham Road are in fact flyovers. A flyover will have a huge impact to the residents in the local area. Why has this detail not been included in the Consultation?

Currently 5000 vehicles an hour travel past Four Elms Hill roundabout during peak times, how many more vehicles per hour are expected to be using the route after thousands of houses and large industrial parks are built?

What proportion will use the new relief road and slip roads to the proposed Higham Road junction?

What will be the increase in noise and pollution as a result of the flyover? Will the flyover be visible from Road or Rooftop level for residents at Grant Road? If so, what planned suggestions are there to mitigate visual impact? Which residents have been assessed as most impacted?

A junction at Higham Road was not deemed necessary to solve traffic problems last February (no mention in the proposed interventions listed in section 4.6 of the South East LEP Accountability Board Agenda Pack), what has changed?

The council acknowledged Higham Road required traffic calming measures, approved installation of bollards, introduced a 20mph speed limit, deemed it unsuitable for HGV's – has there been new analysis carried out that now considers the road suitable to be a busy thoroughfare? What has changed? Are these speed controls being kept?

Are there plans to prevent HGV access? What is stopping HGVs and lorries from using Phase 1 roads? Are roads going to be built to accommodate pedestrians with two lanes (one each way) for HGVs and lorries?

Will there be parking restrictions or other changes to the road in addition to the new junction? Will on-street parking be removed from Higham Road? How is the council going to improve Higham Road? Will Higham Road be shut off at one end to stop vehicular access to the spur road/Islingham Farm Road and Woodfield Way?

Has modelling considered the need for charging points outside houses in Higham Road to meet Government policy to make all new cars electric by 2030?



Given the whole of the A289 and slip roads are either at ground level or below, why is there a need to create a flyover? If no HGV's would be allowed to use the flyover...what is this for then?

There is concern that Higham Road slip road junction will be completed first to close Four Elms Hill roundabout in order to complete the work – is this the council's intention?

The other side of the A289 when it was constructed was with the thought of keeping Islingham Farm Road area a rural one – what has changed?

How can this be achieved without destroying the footpath which runs along the top of the A289 embankment linking Higham Road and the B2000 – an essential link for locals?

Figure 3/ Plan B (Higham Road) – there's a footway on the southern side of the road. Will there be a crossing provided on Higham Road at the new signalised junction?

Figure 3/ Plan B and Figure 4/ Plan A ('proposed shared footway') – does that mean shared with cyclists? Pedestrian controlled crossings are shown on Woodfield Way, will these be Toucan crossings for cyclists also?

Figure 4/ Plan A – what are the proposals for crossings on the southern section of Islingham Farm Road and at Woodfield Way junction?

Figure 4/ Plan B – there is a section of cycleway/footway missing alongside the MoD car park – this is contrary to cycle design guidance which requires cycleway provision to be comprehensive and coherent.

Phase 1 construction

When would construction start should the project move forward?

Which companies have been selected for which parts of the projects? What was the vendor selection process used? If the selection process has been completed, could you share selection criteria and allocation of work decisions?

Will the road be used for construction traffic? Higham Road and Islingham Road have been designated by the council as unsuitable for HGVs – how are construction vehicles expected to access the site for Phase 1? Will access be required via Grant Road and Leigh Road for that side of the bypass?





Which construction methods are proposed, as vibration to road, properties, etc, etc, could undermine foundations, will the council be bonding all affected properties from damage for perpetuity?

Will the bypass close? If so, what diversion route will be recommended and have residents on those routes been made aware of this proposal? Will Grant Road and Leigh Road be used as access? If so - is this access planned on the Greenspace on Grant Road? If so, please detail what that access and construction would entail.

Where will vehicles be parked, materials stored, on site office be set up during construction? Will works be restricted between 8am and 8pm? How long will it take? Will works be undertaken overnight? Will works be undertaken at weekends? How will the work be completed on the A289 – if closed during the day Hollywood Lane will be gridlocked, if closing the bypass overnight how will residents on Higham Road down to Leigh Road sleep?

Will woodland be removed for construction, if so, where?

When the bypass was originally constructed, it was done so with an approval caveat being that it was set below street level and would therefore mitigate pollution and disruption to local residents. What legal review has been conducted so far to ensure planned works adhere to conditions set by the initial project approval? Could you share a copy of this review and the name of the company/individual that conducted the review?

Phase 2

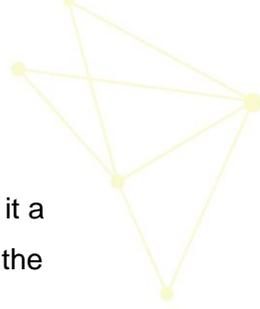
Once these roads are in place, what percentage of local people will use the new road instead of carrying on down the Four Elms Hill?

A 'connecting footbridge' is referenced in the consultation which does not feature in the consultation document – where would it be located? What does it connect?

The proposed blocking of the Ratcliffe Highway at the junction to Main Road gives concern to anti-social behaviour, fly tipping and the use of the Old Ratcliffe Highway as an unauthorised lorry park – what measures are planned to prevent any of these issues from becoming a reality?

How can residents be confident with the new proposals (particularly in terms of sustainability) when there are proposed changes to roads which have not been long in existence?





The junction of Woodfield Way into Islingham Farm Road is not explained or clear – is it a normal single lane junction or will it be a tunnel under Islingham Farm Road to access the new road?

How will adding an extra roundabout on the Peninsula Way alleviate traffic flow, especially to the Isle of Grain and Kingsnorth Industrial Estate?

Why is there a roundabout with only two roads on it?

What is the point of doing a wide junction improvement in Dux Court Road for it to join a small country road?

How will this affect access to Chattenden Primary, mainly during construction as it is already a nightmare?

What is the impact on the existing road A289 and traffic levels at busier times?

More detail is required to show how pedestrians would cross the roundabout from Lochat Road across the distributor road to Kitchener Road.

Figure 6A – it is not clear how pedestrians will cross the road to access the bus stops?

Figure 6B – does the segregated footway/cycleway become shared provision? Is the relocated crossing facility a Toucan crossing? Regarding the proposed footway link – is that shared use?

Figure 7 (Peninsula Way/Main Road Hoo) - there is no crossing facility on the northern side meaning pedestrians/cyclists would need to route around the whole junction.

Figure 9 – why does the shared provision just stop?

More generally, is the pedestrian/cycleway segregated, which is why it is in a different colour?

Further details are also required on how the construction of HIF Road infrastructure would impact existing landowners alongside development proposals, including the meeting of associated requirements relating to drainage and attenuation.

Phase 5

Whilst the addition of dedicated turning lanes to join the main carriageway from Bells Lane and Dux Court Road will be a benefit, how will altering an already functional roundabout with the addition of traffic lights help the traffic flow and improve air quality?





It is not clear what the impact of a dedicated slip road will be?

What is going to be done to Christmas Lane and Britannia as they are not wide enough for extra traffic and are in a poor state of repair?

Phase 6

How will access to Wainscott be affected once the current roundabout access road is blocked off? Will the new access road be controlled by traffic lights? Otherwise how will traffic from Wainscott be able to join the fast moving A228 at that point?

Regarding the school, where are parents going to park to drop off their children?

The diagram in the HIF covering Phase 6 indicates that the off-road parking access for 1, 1a, and 3 Benenden Road will be removed. Is this the case?

Railways:

General

Is a rail link really required? How many people will actually use it? Will passenger levels ever return to the pre pandemic levels? More people will continue to work from home so is this needed? How much of the peninsula vehicle traffic is going to be reduced by the rail link?

Have any surveys been carried out to see how many local people will use the station and how many people will drive to the station?

Also if you are introducing a rail service with the aim of taking cars off the road, why do you need to build more roads?

Are there any rail companies currently interested in running a service on the proposed line?

How much will it cost? As this will all be a much greater figure than 63 million quoted, can I ask if it will be us, the taxpayers that will have to foot the bill? Will the cost of the line actually break even? Will the train company be prepared to run it at a loss? Who will be expected to pay these costs? Will the council subsidise the trains as it does for some bus times? How much will a train ticket to London cost compared to a train ticket from Strood, Gravesend or Ebbsfleet?





Is it quicker to walk/drive/bus to the Medway towns rather than wait for a half hourly service at this station? How long will it actually take to get a train from Hoo to Strood? What will be the frequency of service?

What capacity issues are expected at Hoo Junction and Gravesend Station? Currently the said service runs into & from platform 1 at Gravesend. That platform is not on a through line.

The station

Currently figure 18 is a misrepresentation of the current proposed station site. In Figure 21 Page 35 the proposed location of the Hoo Station is unstable ground. The site has been actively managed for at least 30 years as a zero-input wildlife habitat that will now be lost. How will this be mitigated?

The proposed station is located adjacent to one of the main ditch drainage routes for the Hoo area of the Peninsula. This current winter has seen large volumes of water flowing along this ditch, sometimes more than can be actively managed causing flooding. How is this going to be mitigated to ensure flooding does not happen?

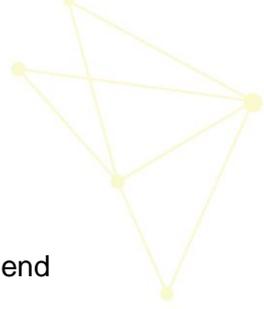
The station site lies within the 8" strategic pipeline area, there are other main water services within this location all of which have old pipework that has corroded. The risk of an event happening on the site cannot be ignored and could only be mitigated by the renewal of these pipes. Can the new station site not be reconsidered to the original location on Sharnel Street?

How many car parking places will there be? If there are not enough places, where do you plan to let motorists park? Will there be good and very frequent local bus services to the station as an alternative to using a car? Will the bus service be improved for the rest of the peninsula or will the last bus to Grain still go past early?

Should there not be a Station at Grain? Has the need for this station been fully evaluated? Will it be safe to use the station in the dark?

The leaflet talks about the potential to construct a link to Higham Station. Has this idea now been abandoned? So why has it been included in the leaflet? Why does the consultation include asking opinions on the type of station building? This is currently the first stage of a consultation – the detail of the style of the station building is a little premature.





The route

Where has the bend in the rail towards Medway gone? This links the area with Gravesend but not Medway. A missed opportunity. This bend has gone at the first step in the journey. Why? There is a 23% provision in the £170 million budget for overspend yet already we are changing the design before a spade has been put in the ground. What is the detailed reasoning for this? Does it call into question the integrity of the original plans submitted?

Passing loops

How are these (passing loops) going to be discrete? Are you going to plant fast growing trees so we don't see the trains in the passing places? Please consider the fencing - this should be in keeping with the environment, not unsightly metal fencing.

Crossings

There is a very active badger sett within 100m of the crossing (Wybourne & High Halstow Crossing). How will the impact of any works at the crossing or on the railway be managed for 12 months to ensure that we do not lose the badger population?

Strategic Environmental Management Scheme:

What happened to all the Green Belt land in the Hoo Peninsula over the last 50 years - apparently when graded as green belt it meant it would never be built on? Will there be plenty of green space left? Why make it sound that you are giving something that is already there? What new green spaces? You are proposing a massive net loss of green spaces. Maybe try and maintain what's there? Who will fund management of these green spaces?

As we appear to be increasingly relying on imported food crops, that we have the climate to grow ourselves, climate control, greenhouse gases, etc; why is Medway council concreting over and building on farmland?

Will the council guarantee no further construction in or near to any green spaces following current proposals to ensure recovery, and thereafter, wellbeing of the peninsula environment?

What is the environmental impact of these proposals? No details have been provided. Four Elms Hill is already an air quality management area. What is the impact on the SSSI's in





and around the area? How much of the HIF budget will be allocated to wildlife protection measures?

How will the nightingale population, other habitats and species be protected? Who will the council be working with to achieve this?

There is concern for any potential veteran trees in the area and it is felt that appropriate surveys should be undertaken to determine the presence of any such trees.

The area is prone to flooding – have drainage issues of large roads combined with the huge house building programme been fully allowed for? Have any flooding issues been considered, because of potential effect of climate change?

Are there any funding provisions to support sympathetic farmers/landowners who are prepared to use a percentage of their land for environmental purposes?

Deangate Ridge is a superb example of an already existing space. What plans are in place to ensure this area is preserved? Why create a new green space when one is already available at Dean Gate?

Facilities will be welcomed BUT who would maintain them? What is there to do on the peninsula for the residents, in particular the young and the youths?

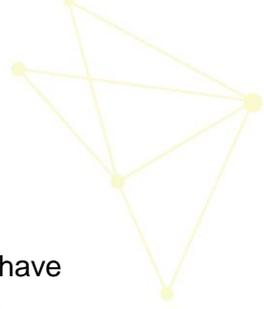
Why are you encouraging people to travel in their cars? The area for the proposed park has done perfectly well without car parking, visitor centres and toilets for many years, why urbanise it?

Given that Medway Council has already closed public toilets in areas that walkers, cyclists, etc, like to visit, why is this facility being offered for this project? How about opening the ones they have already shut before suggesting new ones? Will they be closed in a very short time and if not, why would toilets be a priority for newly defined Peninsula green spaces? How about Medway Council use the money to reopen the previously closed lavatory facilities e.g. in Upnor before suggesting new ones that may end up getting the same treatment?

There is uncertainty regarding the route of the link road through the fields and the impact to the area.

In Figure 18, Page 33 of the HIF consultation there are electricity pylons shown to the west of the station. Are these new? Or are current pylons being re-routed?





Consultation:

Why have we only just been informed with no prior correspondence? Which residents have been contacted? What has happened to the public consultation on the proposals for the road and housing? Where are the different options for consideration? Do the views of the local population not matter?

How are you engaging with residents with no access to IT? Why haven't you held a public consultation via zoom? Why haven't local councillors and the local MP spoken to residents, shown any interest in how this affects residents?

Why are houses marked red on the plans? Are these properties for compulsory purchase?

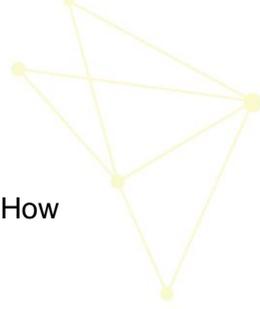
Information requested:

The following information was requested by respondents:

- A clearer defined road map of proposed routes incorporating the Higham Road, Islingham Farm up to Chattenden including buildings, properties, road widening and land it is affecting
- A level drawing and details on how far the flyover, slip road cuts into the bank which runs along Leigh Road
- An answer to all questions raised in the Statement of Community Engagement
- How and when traffic flow and environmental impact studies were carried out
- Full details of what is planned for the Higham Road and the junction with Hollywood Lane, both during and after construction
- A detailed method statement as to how works will be implemented ie noise, construction traffic, traffic lights, night/day working
- Traffic management plans to ensure this new route (Phase 2) offers access for emergency vehicles in the event of closure of the main Peninsula Way
- A safety impact assessment considering the volume of HGV's, Oil and LNG tankers on the Peninsula Way
- Evidence to support the reintroduction of rail services with regard to future use
- A WCHAR

Will air quality, noise and vibration studies (in the Grant Road location) be undertaken to assess current levels prior to the assessment of additional levels due to the new





infrastructure works including the revised level of the road in the Grant Road vicinity? How and when will this be managed?

Has a survey been carried out to establish use of new roads by current residents? Is this available to the public? What will be the increased volume of traffic on the flyover? What controls have been suggested to reduce the impact of traffic volume increases? Has the change in work patterns ie working from home been taken into account?

Have any surveys been carried out for how many people work on the Medway City Estate and live in Hoo?

Reports:

What impact assessment has been carried out?

Why is the Environmental Impact Assessment (EIA) process not carried out before plans are finalised?

Will all concerns be addressed in the Environmental Impact Assessment (EIA) and Construction Environmental Management Plans (CEMP)? Will the CEMP be available for the public to review?

Have the council considered the CPRE Report 2020?

There are concerns that the LPA is pre-determining its housing growth strategy without considered assessment and outside of the Sustainability Appraisal and SEA process. Consultation should be carried out alongside a Local Plan preferred options detailing 12,000 homes. Without this, there are concerns that the requirements of the Environmental Assessment of Plans and Programmes Regulations 2004 cannot be met.

