

Our ref: MC 246120

Rosie Duffield MP  
House of Commons  
London  
SW1A 0AA

**Francis Cluett**  
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25 March 2019

Dear Ms Duffield

Thank you for your email of 18 December to the Rt Hon Jesse Norman MP on behalf of the Wincheap Society regarding the safety and environmental impact of proposed alterations to the A2/A28 Belmouth Junction in Thanington. I have asked to respond to you as this issue galls with my area of responsibility.

We have reviewed the Wincheap Society's report which is very detailed covering many issues, many of which are not related to the strategic road network/

The Schemes referred to by the Wincheap Society within their report at the A2/A28 junction and the proposed coast bound 4th slip road are not Highways England promoted or developed schemes. These schemes have been developed on behalf of Canterbury City Council to support their strategic growth proposals.

In considering proposals such as this, we have to ensure that the safety and operation of the strategic road network is protected whilst supporting the economic growth aspirations of local authorities. The framework we have to follow is set out in our Licence and DfT policy documents and is governed by legislation.

Many of the points raised in the Wincheap Society report relate to roads which are part of Kent County Council's network or refer to the top part of the A2 London bound "off" slip which will pass to Kent County Council following completion of the scheme.

The main areas of concern raised by the Wincheap Society which related to the strategic road network is the space provided for large goods vehicles to turn at various locations around the A2 slip roads. Whilst details of the analysis undertaken by the developer's consultants have been provided to the Wincheap Society, they are not satisfied with this evidence and suggest

that the drawings represent a perfect manoeuvre being undertaken by the HGV driver and that is unrealistic in the 'real world' scenario.

The Wincheap Society suggest that we should carry out our own assessment of the swept path analysis rather than rely on the consultant's work in this regard. Accordingly, we have undertaken a simple assessment ourselves using techniques which generally are considered to be conservative and account for less than perfect driver behaviour. In all cases where the road will remain part of the strategic road network following completion of the proposed works we have found that there is sufficient space for HGVs to turn the corners safely.

Yours sincerely,

Francis Cluett  
Head of Planning and Development  
Operations South East.

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