

Proposed Fastrack Contraflow Bus Lane

Bath Street, Gravesend



Public Engagement 29 November to 17 January 2021

Bath Street

PROPOSED FASTRACK CONTRAFLOW BUS LANE

What are we proposing to do?

Kent County Council are planning to implement a key Fastrack link between the Northfleet Embankment East development and Gravesend Town Centre in the form of a contraflow bus lane in Bath Street. The proposal is to construct a contraflow bus lane between the existing taxi lane and the general one-way traffic. The scheme will also upgrade the existing Toucan crossing to current standards to improve accessibility for both pedestrians and cyclists.

Why are we proposing to do this work?

This project is part of the overall Fastrack programme across Dartford, Gravesham and Ebbsfleet. Continual improvements to the network are required to achieve high quality, bus rapid, sustainable transport.

The scheme will improve Fastrack users journey times, and also facilitate additional bus stops to service existing residents and those from new developments such as Clifton Slipways, The Charter and Northfleet Embankment. These significant improvements to journey time and route will make Fastrack more accessible to Gravesham residents and further encourage uptake.

The Bath Street scheme will reduce congestion and improve accessibility through the delivery of a fully integrated sustainable Fastrack network, making sustainable transport a real alternative to the private car, particularly residents in new developments including Northfleet Embankment East.

An Equality Impact Assessment (EqIA) has been undertaken to assess the possible impact, both positive and negative, of this proposed scheme on people with protected characteristics as defined in the Equality Act 2010. The EqIA will be regularly updated to consider any relevant information received during engagement. The EqIA is available to view at www.kent.gov.uk/bathstreet or on request.

What will the scheme involve?

Fastrack Bus Lane

The Bath Street scheme will make use of under-utilised hatched road space to widen the existing carriageway to incorporate a southbound bus lane. The proposed bus lane will connect to West Street to the north and the new Bus Hub on Garrick Street to the south via New Road. Both the existing northbound traffic lanes, plus the existing southbound taxi lane will remain, with only minor changes to the kerb alignment.

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Taxi lane and rank provision

The existing taxi lane will remain, and taxi drivers will be able to exit the queue by pulling into the Fastrack bus lane before turning into New Road. This is an improvement on the current provision where kerbing blocks queuing taxis from exiting the queue unless at the head of the queue.

The taxi lane and bus lane will merge on the approach to the junction of Bath Street and New Road to ensure the safe turning of buses onto New Road. As such, taxis will no longer be able to queue round the corner of New Road. Instead, a taxi call-forward system will be implemented.

This system will use a traffic light system. Detectors in the surfacing at the taxi rank in New Road will turn the signal green when a rank space is free, enabling taxis to still queue efficiently.

Pedestrian crossing improvements

The existing toucan crossing on Bath Street will be upgraded to meet current standards and be relocated slightly further north to align with the current pedestrian and cycle desire line. The scheme will also reposition the pedestrian crossing at the New Road junction to improve the crossing for pedestrians so that it is closer to the junction.

A copy of the proposed scheme plan is included on page three and four of this engagement package.

Have your say

We would like to give you an opportunity to let us know what you think of this proposal.

If you have any questions or suggestions regarding these proposals or require hard copies of this leaflet or plan, please email bathstreetfastrack@kent.gov.uk or call 03000 41 81 81.

Please use the reference 'Bath Street Fastrack' to identify the scheme.

Information on the Bath Street proposals is also available at www.kent.gov.uk/bathstreet

Please let us have your suggestions by midnight on Monday 17th January 2021.

Next steps

Your responses, comments, and suggestions for the scheme and EqIA will be used to inform the detailed design of the scheme. A summary report will be compiled analysing the responses. This report will be made available on the scheme webpage.

Alternative formats

If you require any of the consultation material in an alternative format or language please email alternativeformats@kent.gov.uk or call 03000 42 15 53 (text relay service number: 18001 03000 42 15 53). This number goes to an answering machine, which is monitored during office hours.

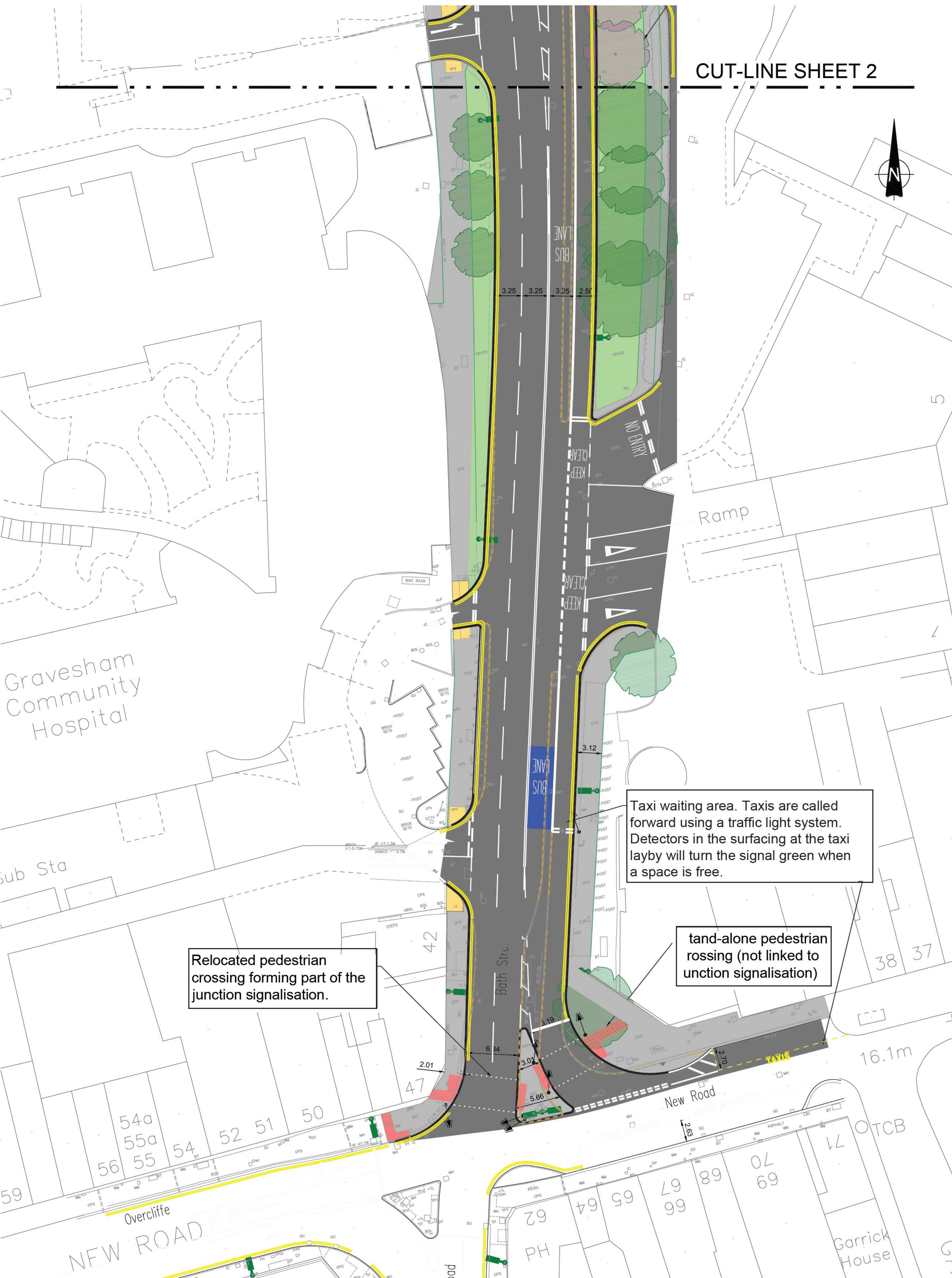
This drawing should not be scaled. Dimensions to be verified on site. Any discrepancies should be referred to the Engineer prior to work being put in hand.

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GENERAL NOTES

- Key:
- Grass Verge
 - Asphalt Carriageway
 - Asphalt Footway/Central Island
 - Red Tactile Paving
 - Buff Tactile Paving
 - Blue Surfacing to indicate Bus lane
 - Proposed Kerb Alignment
 - Existing Kerb Alignment
 - Gully
 - Lighting Column
 - Traffic Signal
 - Pedestrian Guardrail
 - Existing Tree unaffected by the works
 - Proposed Tree
 - Existing tree to be removed and replaced

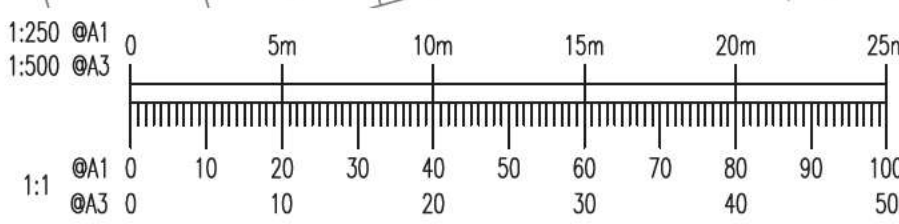
CUT-LINE SHEET 2



Taxi waiting area. Taxis are called forward using a traffic light system. Detectors in the surfacing at the taxi layby will turn the signal green when a space is free.

tand-alone pedestrian crossing (not linked to unction signalisation)

Relocated pedestrian crossing forming part of the junction signalisation.



Project BATH STREET GRAVESEND

Title

ENGAGEMENT PLAN SHEET 1 OF 2



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