



KENT COUNTY COUNCIL GREEN CORRIDORS CONSULTATION REPORT

PREPARED BY LAKE MARKET RESEARCH



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BACKGROUND AND METHODOLOGY

Background

The Green Corridors Programme is a package of cycling and pedestrian improvement schemes, aimed at improving the network for cyclists and pedestrians across Ebbsfleet and the surrounding communities. There have been multiple tranches of the programme, with Green Corridors 3 being the current tranche.

The main principle behind the Green Corridors Programme is to support a walking and cycling culture by making routes more attractive, safer and better connected; ultimately aiming to improve the quality of life for residents, support health and wellbeing by incorporating physical activity into everyday routines and reduce the number of vehicles on the road, improving air quality. The previous Green Corridors schemes have focused on improvements in the northern area of Northfleet and improvements to existing connections in Swanscombe. Green Corridors 3 aims to fully integrate walking and cycling routes in Ebbsfleet by closing network gaps between existing and new communities.

From an initial feasibility study of the area commissioned by Ebbsfleet Development Corporation, thirteen routes were identified for improvements. This consultation focussed on eight of the thirteen Green Corridor schemes which will be delivered between 2021 and 2024:

- Swanscombe to Castle Hill and access into Ebbsfleet Academy
- Ackers Drive connection
- London Road to Greenhithe Station
- Bean Road
- Northfleet High Street
- Springhead Road
- Northfleet South and Painters: National Cycle Route 177 to Hall Road
- Northfleet South and Painters: Hall Road

Consultation process

On the 21 July 2021 a six-week consultation was launched and ran until the 31 August. The consultation provided the opportunity for residents and other stakeholders to find out about the schemes and provide feedback. Feedback was captured via a consultation questionnaire which was available on the KCC engagement website (www.kent.gov.uk/greencorridors). Hard copies of the consultation questionnaire were also available on request.

A consultation stage Equality Impact Assessment (EqIA) was carried out to assess the impact the proposals could have on those with protected characteristics. The EqIA was available as one of the consultation documents and the questionnaire invited respondents to comment on the assessment that had been carried out. 7 comments were received against EqIA and commented on the following:

- Existing barriers on NCN177 at Hog Lane, Hall Road and elsewhere should be considered.
- Feeling discriminated as an area because of the perceptions of large businesses attitudes towards safety and the local environment.
- Concern in relation to resident parking if schemes go ahead.

To raise awareness of the consultation and encourage participation, the following was undertaken:

- Postcard drop to residents living near proposed schemes
- Posters displayed along scheme
- Email to stakeholder organisations
- Briefing to local Councillors / wider KCC Councillors
- Press release
- Invite to those registered with Let’s Talk Kent who have expressed an interest in General Interest and Transport and Roads in Dartford and Gravesham
- Organic social media posts from KCC corporate accounts
- Paid for social media posts ads on Facebook and Instagram
- Engaged Ebbsfleet Development Corporation to promote through their communication channels

The number of document downloads for the consultation can be found below:

- 1,800 total visits to the consultation webpage; 1,558 unique visits to the consultation webpage
- 435 document downloads from consultation webpage
- 94 responses to the consultation were received

Responses to the consultation were received from the following postcode areas:

	Count
DA1	3
DA10	4
DA10 0	7
DA10 1	11
DA11	2
DA11 5	1
DA11 7	3
DA11 8	23
DA11 9	9
DA26	1
DA28	4
DA3	2
DA8	1
DA9 9	19
ME3	1

Points to note

- Consultees were given the choice of which schemes they wanted to answer questions on / provide comments. The number of consultees answering on each scheme is between 30-40. The number of consultees providing an answer is shown on each chart featured in this report.
- A letter was received from British Horse Society requesting that any provision for cyclists is extended to equestrians and that nothing proposed should be to the detriment of equestrian users of the roads or public rights of way within the area.
- Please note that participation in consultations is self-selecting and this needs to be considered when interpreting responses.
- Responses to consultations do not wholly represent the wider Kent population or the population of those in the local area of schemes proposed and is reliant on awareness and propensity to take part based on the topic and interest.
- Kent County Council were responsible for the design, promotion and collection of the consultation responses. Lake Market Research were appointed to conduct an independent analysis of feedback.

Demographic profile of consultees responding

The tables below show the demographic profile of consultees responding to the consultation. The proportion who left these questions blank or indicated they did not want to disclose this information has been included as applicable.

GENDER	Consultation Total %
Male	21%
Female	38%
Prefer not to say / blank	40%

AGE	Consultation Total %
25-34	7%
35-49	21%
50-59	15%
60-64	4%
65-74	13%
75-84	1%
Prefer not to say / blank	38%

ETHNICITY	Consultation Total %
White English	46%
White Irish	1%
White other background	4%
Mixed / multiple ethnic group	2%
Asian / Asian British	2%
Black / Black British	1%
Other ethnic group	0%
Prefer not to say / blank	44%

DISABILITY / IMPAIRMENT	Consultation Total %
Impairment	4%
No impairment	55%
Prefer not to say / blank	40%

CARER	Consultation Total %
Yes	3%
No	56%
Prefer not to say / blank	40%

Consultees responding to the survey are primarily Kent residents (97%). 1% answered on as a representative of a local community group or residents' association and 1% answered as representing a Parish / Town / Borough / District Council in an official capacity. 1% answered as a resident of somewhere else.

EXECUTIVE SUMMARY

Overall support for each of the schemes proposed is as follows:

Swanscombe to Castle Hill and access into Ebbsfleet Academy

- Resurfacing and making minor level changes to the Public Right of Way footpath (79%)
- New pedestrian access into Ebbsfleet Academy from the corner of Whitecliffe Road (74%)
- Formalising pedestrian access onto the Public Right of Way from Whitecliffe Road (69%)
- More vegetation and landscaping at the proposed entrance to Ebbsfleet Academy (69%)

Shared walking and cycling link from Ebbsfleet Green to the A2260; Ackers Drive connection

- Shared walking and cycling link from Ebbsfleet Green to the A2260 (88%)

London Road to Greenhithe Station

- Construct a shared slope from Station Road to Station approach (81%)
- More trees and landscaping on the route (81%)
- Improving crossing facilities for pedestrians and cyclists at Riverview Road (78%)
- A more direct cycle route from London Road to Greenhithe Station (78%)
- A network of signage to navigate cyclists and pedestrians (77%)
- Retaining stairs between Station Road and Station approach stands at over two thirds (69%)

Bean Road

- Wider footways to provide additional space for pedestrians (87%)
- A network of signage to navigate cyclists and pedestrians (73%)
- Making Bean Road one way (southbound traffic only, with the access at the northern end remaining to allow access to McDonalds) (70%)

Northfleet High Street

- 'Tidying up' of the route for pedestrians to make the footways accessible to all (93%)
- More landscaping and vegetation (90%)
- A network of signage to navigate cyclists and pedestrians (83%)

- Improved crossing facilities for pedestrians and cyclists (79%)
- A new cycle route on Northfleet High Street which is separated from pedestrians and traffic (76%)

Springhead Road

- 'Tidying up' of the route for pedestrians to make the footways accessible to all (93%)
- A network of signage to navigate cyclists and pedestrians (88%)
- A new stepped cycle route along Springhead which is separated from traffic and pedestrians (79%)

Northfleet South and Painters: National Cycle Route 177 to Hall Road

- 'Tidying up' of the route for pedestrians to make the footways accessible to all (85%)
- A network of signage to navigate cyclists and pedestrians (85%)
- A new cycle link from NCN177 to Masefield Road (75%)
- More landscaping and vegetation (67%)

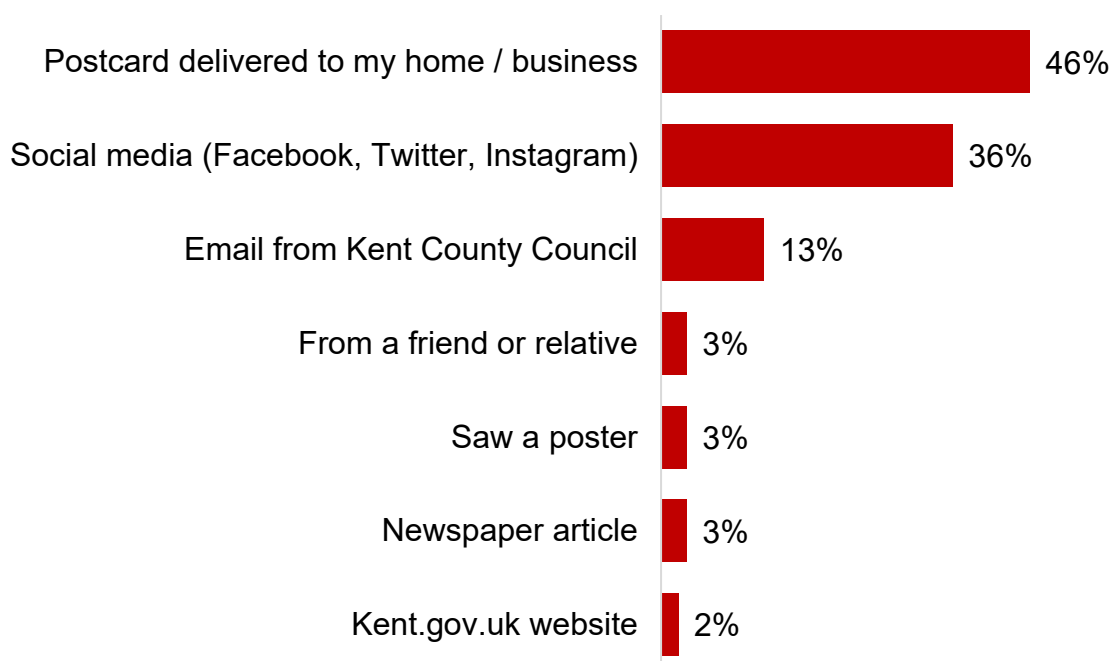
Northfleet South and Painters: Hall Road

- 'Tidying up' of the route for pedestrians to make the footways accessible to all (79%)
- A network of signage to navigate cyclists and pedestrians (72%)
- More landscaping and vegetation (69%)
- New cycle link on Hall Road (66%)

CONSULTATION AWARENESS

- The majority of consultees became aware of the consultation via a postcard delivered to homes or businesses (46%) or social media (36%).
- Just over one in ten (13%) were notified by email.
- 2% became aware of the consultation via the Kent.gov.uk website.

How did you find out about this consultation? Base: all answering (94)

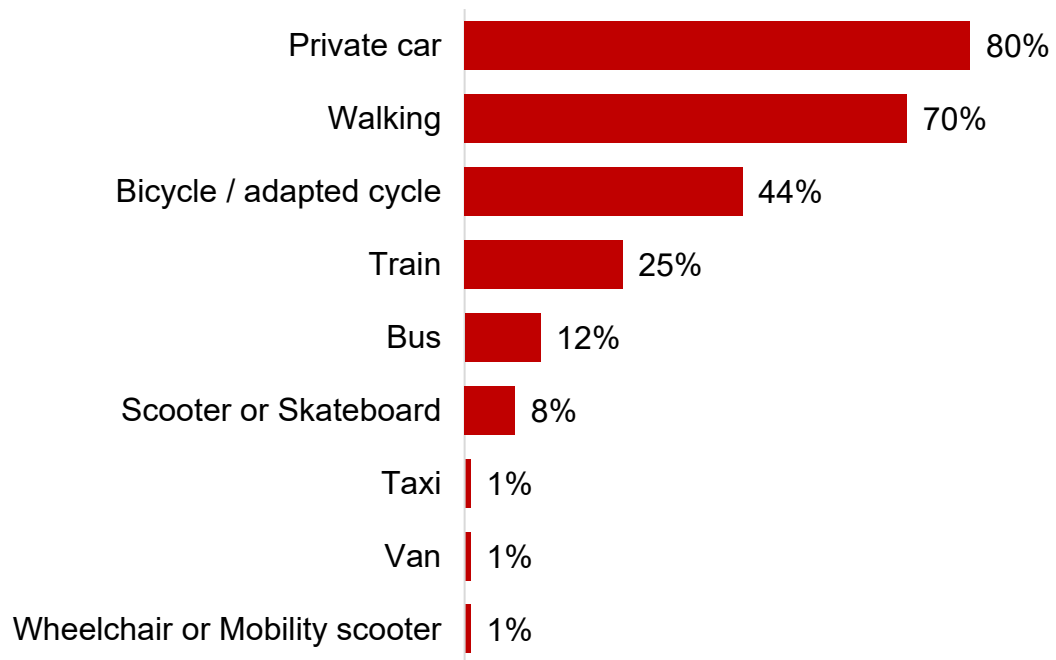


Supporting data table	
Postcard delivered to my home / business	46%
Social media (Facebook, Twitter, Instagram)	36%
Email from Kent County Council	13%
From a friend or relative	3%
Saw a poster	3%
Newspaper article	3%
Kent.gov.uk website	2%

CURRENT MODES OF TRAVEL

- The most common modes of travel are via a private car (80%) or walking (70%).
- 44% travel by bicycle / adapted cycle.
- 25% travel by train and 12% travel by bus.

Which of the following methods of travel do you use at least once a week around Ebbsfleet, Greenhithe or Northfleet? Base: all answering (91)

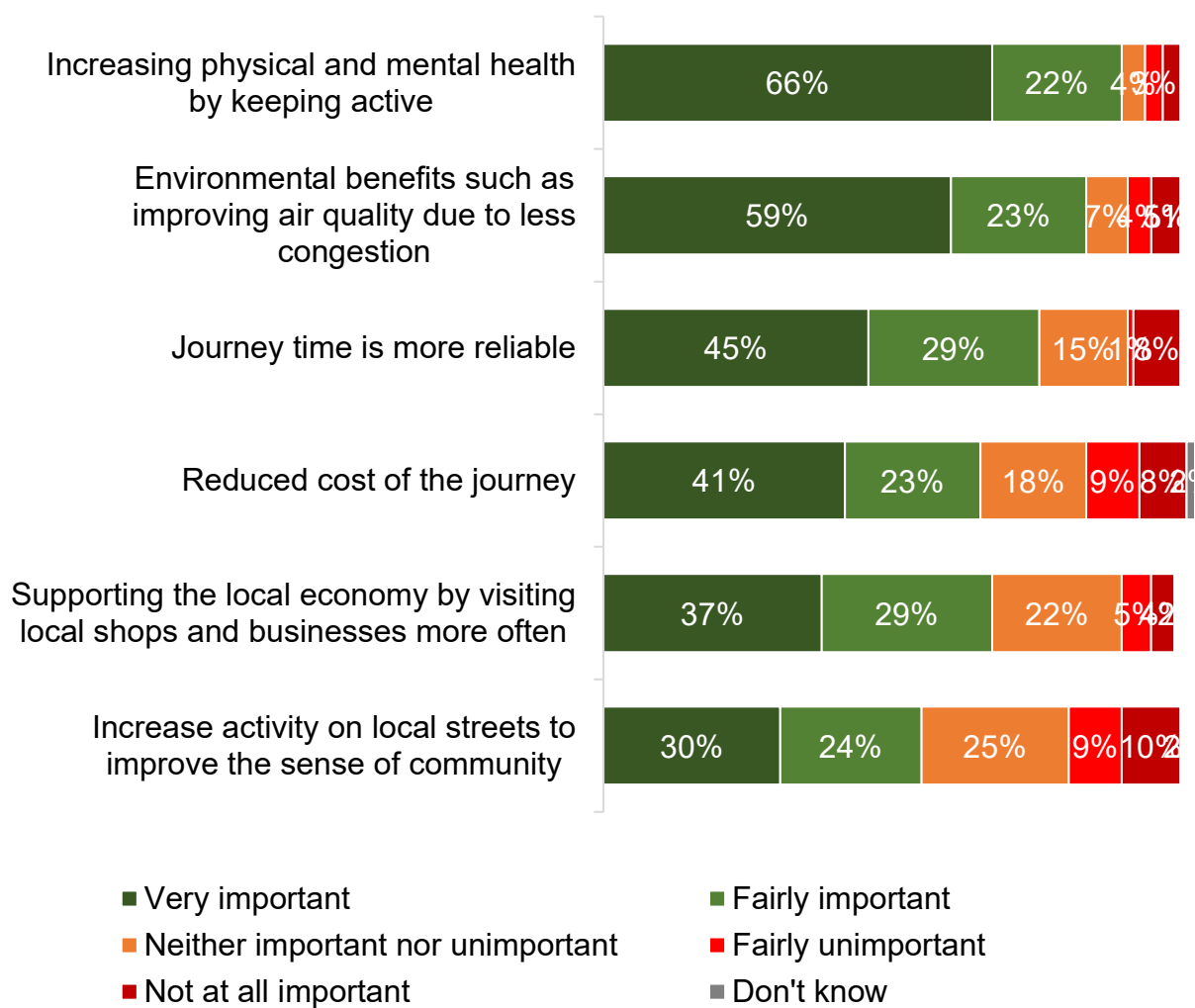


Supporting data table	
Private car	80%
Walking	70%
Bicycle / adapted cycle	44%
Train	25%
Bus	12%
Scooter or skateboard	8%
Taxi	1%
Van	1%
Wheelchair or mobility scooter	1%

INFLUENCE OF FACTORS IN USING ACTIVE TRAVEL

- The most important drivers in using an active form of travel are increasing physical and mental health by keeping active (88% important rating) and the environmental benefits such as improving air quality due to less congestion (82% important rating).
- Around two thirds believe reducing the cost of the journey (64%) and supporting the local economy by visiting local shops or businesses more often (66%) are factors.

How important or unimportant are the following factors in deciding whether to use an active form of travel (e.g. walking or cycling)? Base: all providing a response (91)



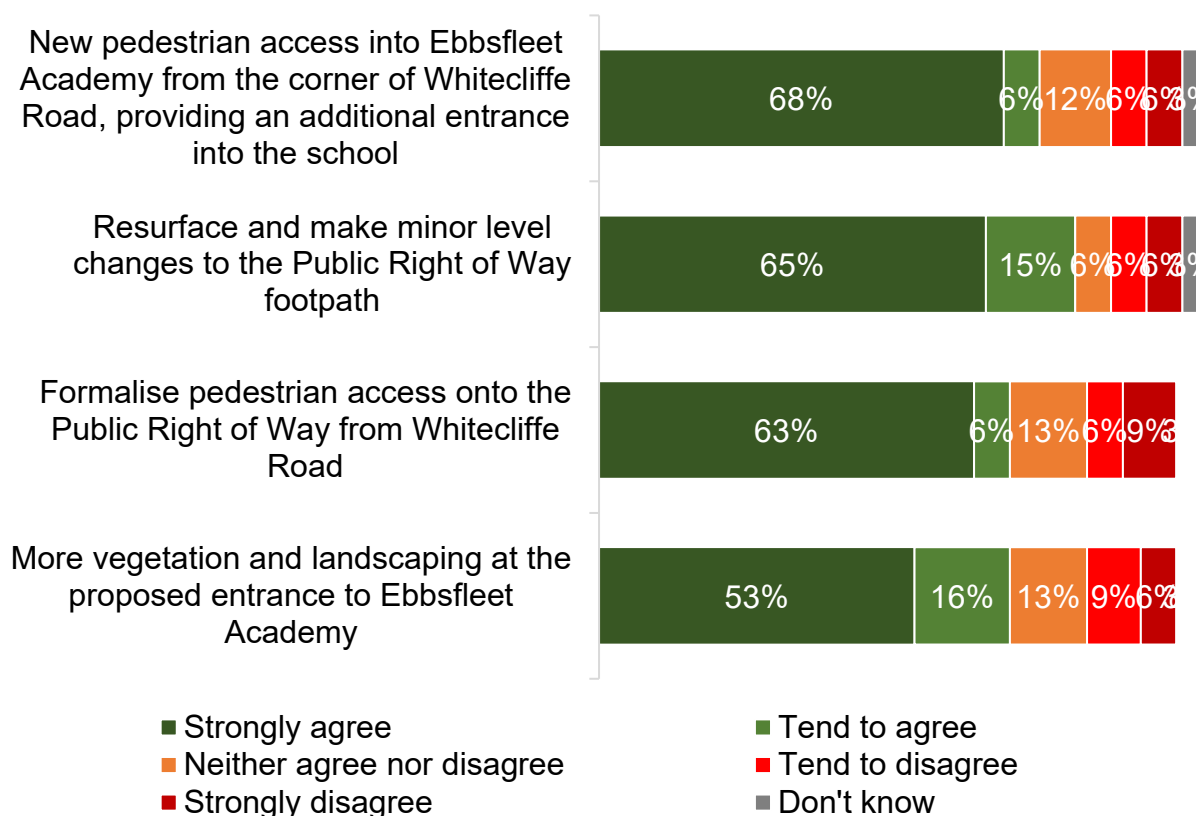
Supporting data table						
	Very important	Fairly important	Neither important nor unimportant	Fairly unimportant	Not at all important	Don't know
Increasing physical and mental health by keeping active	66%	22%	4%	3%	2%	1%
Environmental benefits such as improving air quality due to less congestion	59%	23%	7%	4%	5%	1%
Journey time is more reliable	45%	29%	15%	1%	8%	2%
Reduced cost of the journey	41%	23%	18%	9%	8%	2%
Supporting the local economy by visiting local shops and businesses more often	37%	29%	22%	5%	4%	2%
Increasing activity on local streets to improve the sense of community	30%	24%	25%	9%	10%	2%

LEVEL OF SUPPORT FOR PROPOSALS PUT FORWARD

Link from Swanscombe to Castle Hill and access into Ebbsfleet Academy

- Around three quarters agree with the proposal for resurfacing and making minor level changes to the Public Right of Way footpath (79%) and new pedestrian access into Ebbsfleet Academy from the corner of Whitecliffe Road (74%).
- Support is also high at an overall level for formalising pedestrian access onto the Public Right of Way from Whitecliffe Road (69%) and for more vegetation and landscaping at the proposed entrance to Ebbsfleet Academy (69%).
- Strength of agreement is lower, however, for more vegetation and landscaping at the proposed entrance to Ebbsfleet Academy (53%) compared to the other proposals for the scheme.

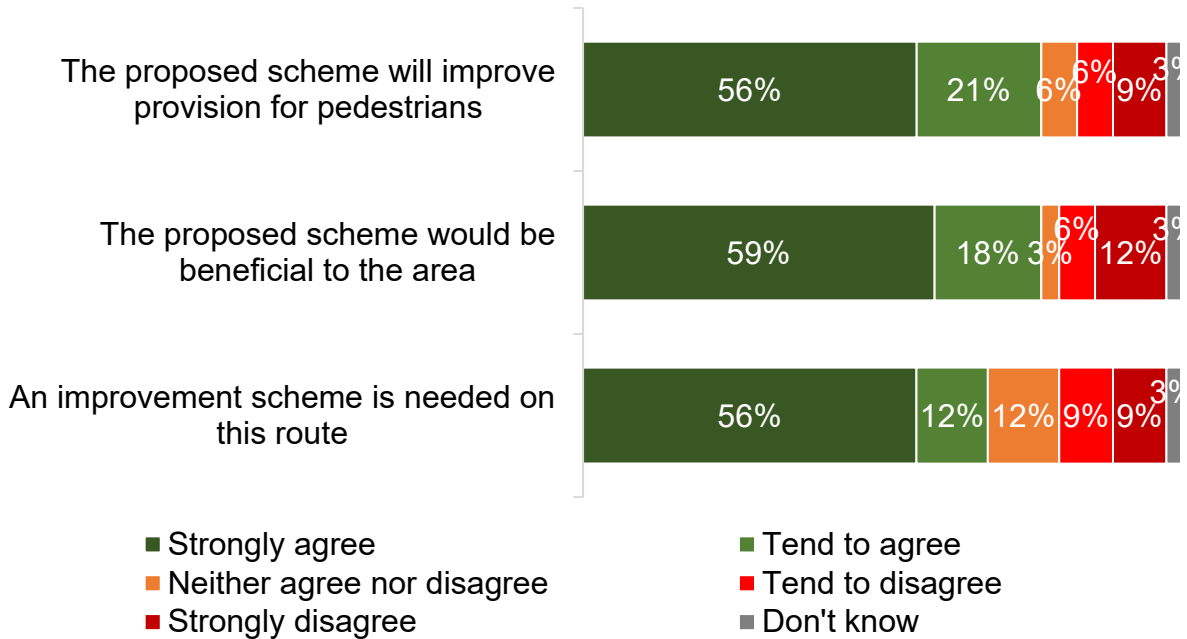
To what extent do you agree or disagree with the proposed improvements for the link from Swanscombe to Castle Hill and the access into Ebbsfleet Academy? Base: all providing a response (32-34)



Supporting data table						
	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
New pedestrian access into Ebbsfleet Academy from the corner of Whitecliffe Road, providing an additional entrance into the school	68%	6%	12%	6%	6%	3%
Resurface and make minor level changes to the Public Right of Way footpath	65%	15%	6%	6%	6%	3%
Formalise pedestrian access onto the Public Right of Way from Whitecliffe Road	63%	6%	13%	6%	9%	3%
More vegetation and landscaping at the proposed entrance to Ebbsfleet Academy	53%	16%	13%	9%	6%	3%

- Around three quarters agree the proposed scheme will improve provision for pedestrians (76%) and the proposed scheme would be beneficial for the area (76%).
- Agreement an improvement scheme is needed on this route is marginally lower at 68%.

To what extent do you agree or disagree with the following statements? Base: all providing a response (34)



Supporting data table						
	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
The proposed scheme will improve provision for pedestrians	56%	21%	6%	6%	9%	3%
The proposed scheme would be beneficial to the area	59%	18%	3%	6%	12%	3%
An improvement scheme is needed on this route	56%	12%	12%	9%	9%	3%

Consultees were given three opportunities to provide free text comments on the **proposed link from Swanscombe to Castle Hill and the access into Ebbsfleet Academy** - any comments on the proposed improvements, reasons for disagreeing with the proposed improvements and any other suggestions for consideration. 29 comments were made across these three opportunities for free text comments. Example comments are displayed below and reference how the proposals could improve safety:

“The walk to school via Southfleet road is stub very dangerous for many children. The paths narrow and cars still fly down there. The entrance into the school would make it much safer for children who want to walk to school and not be driven. It was a reason for us moving here.”

“Improving pedestrian access between communities in Ebbsfleet and Swanscombe is important as walking via Southfleet Road is often circuitous and the pavements are narrow.”

Others commented that the existing infrastructure is fit for purpose and doesn't necessarily improve the safety of cyclists and pedestrians.

“The path exists and is adequate for its purpose to formalise it and re surface together with signage would appear a waste of resources and would achieve very little.”

“The proposals do not provide adequate or safe provision for both cyclists and pedestrians and does not adequately link Swanscombe/Castle Hill to Ebbsfleet International.”

“Not sure the work to the public right of way is needed. It's fine as it is.”

Additional suggestions put forward include increasing availability for cars and consideration of a cycle route to Ebbsfleet International.

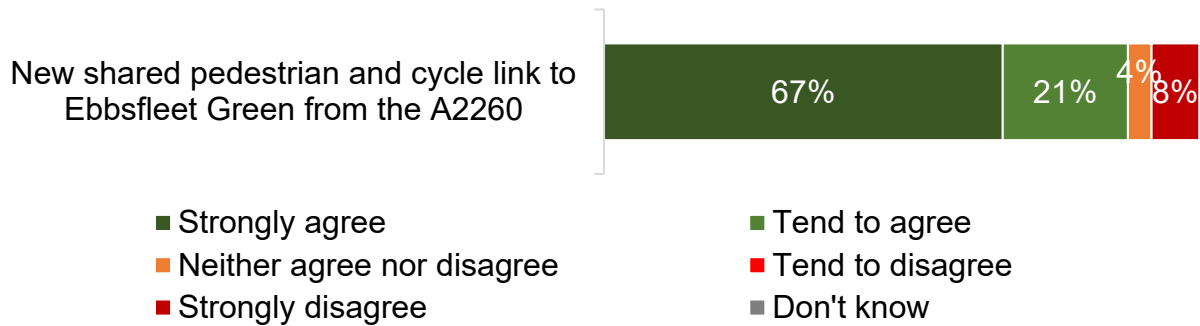
“Increase the availability for cars. I am a cyclist but there is plenty of provision (roads) upon which to cycle.”

“This proposal states that it will allow "commuters to Ebbsfleet International" to "travel from their home to their destination sustainably", however the proposal fails to address this and only focuses on access to Ebbsfleet Academy. The improved path and the existing dual-use pathway alongside Whitecliffe Road all finish at the raised crossing at Southfleet road and do not continue to Ebbsfleet International. Currently, pedestrians and cyclists must use a narrow gravel path to connect to International Way. There is then no cycle route to Ebbsfleet International.”

Shared walking and cycling link from Ebbsfleet Green to the A2260; Ackers Drive connection

- Overall agreement with the proposed shared walking and cycling link from Ebbsfleet Green to the A2260 is high at 88%; 67% strongly agree.
- 8% disagree with the proposal.

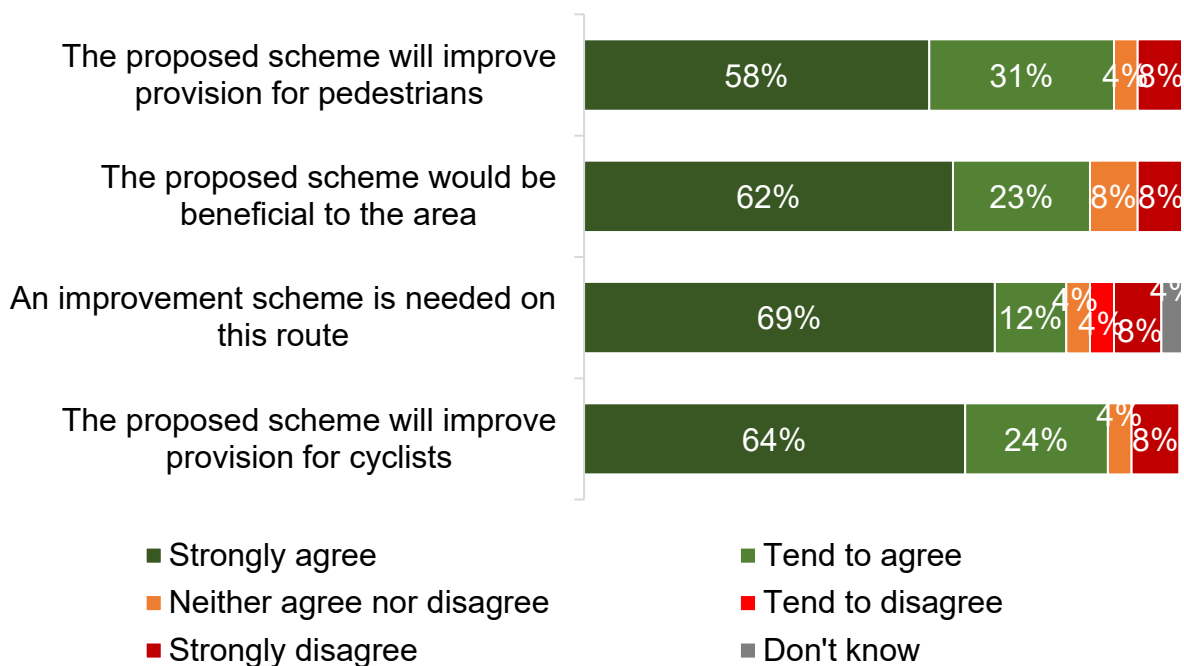
To what extent do you agree or disagree with the proposed shared walking and cycling link from Ebbsfleet Green to the A2260? Base: all providing a response (24)



Supporting data table						
	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't Know
New shared pedestrian and cycle link to Ebbsfleet Green from the A2260	67%	21%	4%	0%	8%	0%

- Overall agreement with the impact statements posed to consultees is also strong with over 80% agreeing the proposed scheme will improve provision for pedestrians, be beneficial to the area and an improvement scheme is needed on this route.
- Strength of agreement is lower, however, for the scheme improving provision for pedestrians compared to the other impact statements for the scheme.

To what extent do you agree or disagree with the following statements? Base: all providing a response (26)



Supporting data table						
	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't Know
The proposed scheme will improve provision for pedestrians	58%	31%	4%	0%	8%	0%
The proposed scheme would be beneficial to the area	62%	23%	8%	0%	8%	0%
An improvement scheme is needed on this route	69%	12%	4%	6%	8%	4%
The proposed scheme will improve provision for cyclists	64%	24%	4%	0%	8%	0%

Consultees were given three opportunities to provide free text comments on the **proposed shared walking and cycling link from Ebbsfleet Green to the A2260** - any comments on the proposed improvements, reasons for disagreeing with the proposed improvements and any other suggestions for consideration. 18 comments were made across these three opportunities for free text comments. Example comments are displayed below and reference encouraging walking and cycling, the need for vegetation management, linking to Ebbsfleet station and a degree of uncertainty as to whether the route would shorten journey times:

“This is a short link that will encourage walking and cycling rather than increasing car journeys. Will link to the existing National Cycle route and enable journeys to continue to the North, the South and the East.”

“Removal of vegetation and its future maintenance and management should be such that the full width of the path and appropriate lines of sight remain clear all year round.”

“A link is needed but the position could be better if it were closer to the roundabout with the entrance to Ebbsfleet station.”

“I am not really sure of who benefits from this work as very few residents would have this route shortening their journey times.”

Additional suggestions put forward include street light provision and consideration for how cycle lanes are designed.

“Please make sure street lights are also installed on the new route and cameras also installed for the safety of people walking in the night time.”

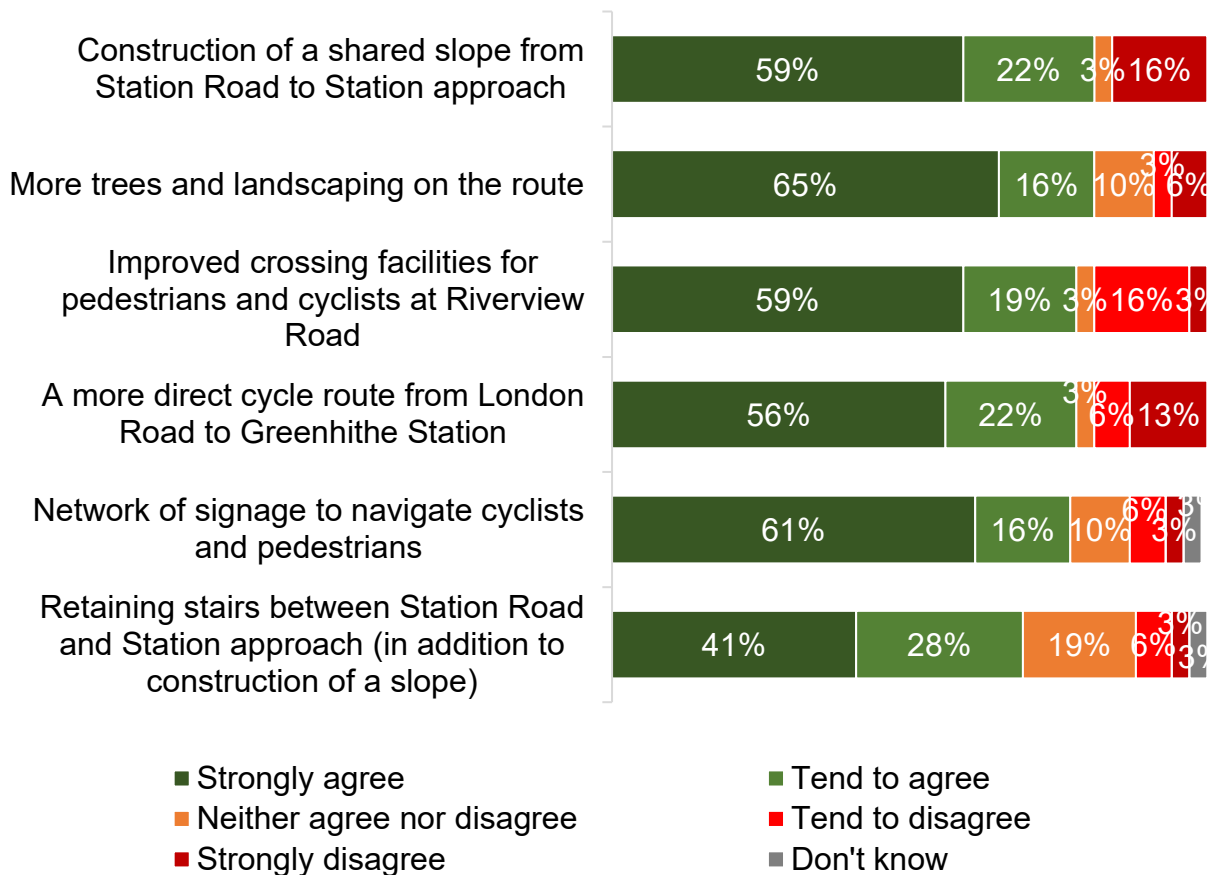
“Whilst I have indicated "strongly agree" to the scheme, people who walk should be segregated from people who cycle rather than a shared path design. The path should be lit.”

“Cycle paths must not be paint on the road - they need to be separate from the road and the pavement they should be safe for a four year old to cycle along cars should not be permitted, or able, to park across them as on Darnley Road in Gravesend and all other cycle routes in the area.”

London Road to Greenhithe Station

- Over 80% agree with the proposed improvements to construct a shared slope from Station Road to Station approach (81%) and more trees and landscaping on the route (81%).
- Support is also high for improving crossing facilities for pedestrians and cyclists at Riverview Road (78%), a more direct cycle route from London Road to Greenhithe Station (78%) and a network of signage to navigate cyclists and pedestrians (77%).
- Whilst overall support for retaining stairs between Station Road and Station approach stands at over two thirds (69%), strength of agreement is lower compared to the other proposals for the scheme.

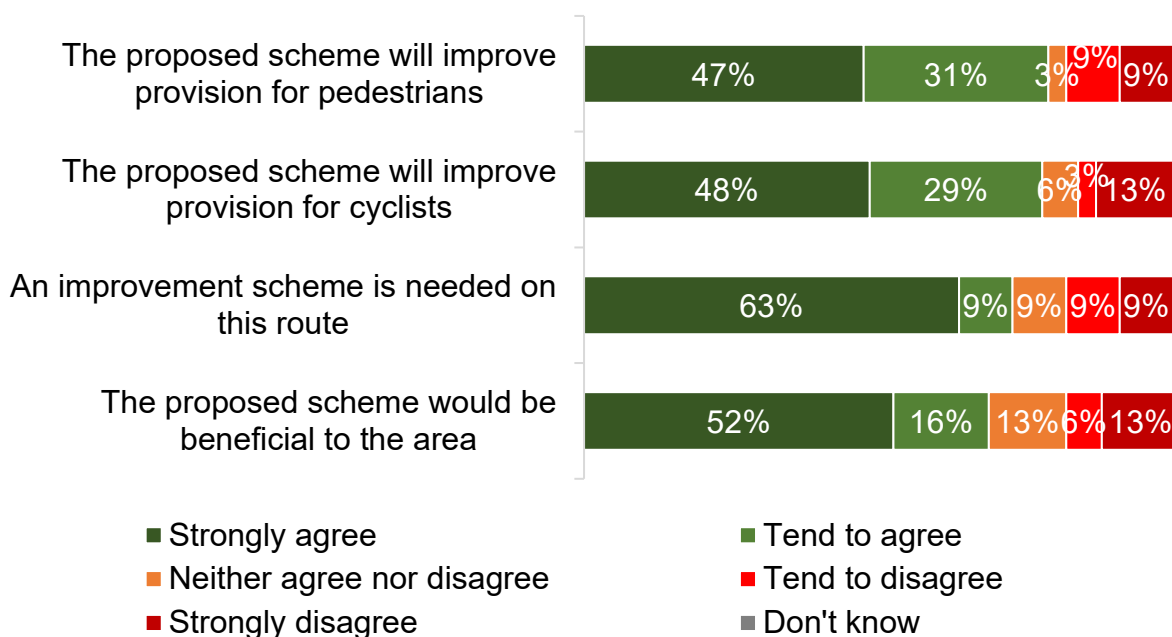
To what extent do you agree or disagree with the proposed improvements for London Road to Greenhithe Station? Base: all providing a response (31-32)



Supporting data table						
	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't Know
A more direct cycle route from London Road to Greenhithe station	56%	22%	3%	6%	13%	0%
Construction of a shared slope from Station Road to Station approach	59%	22%	3%	0%	16%	0%
Improved crossing facilities for pedestrians and cyclists at Riverview Road	59%	19%	3%	16%	3%	0%
More trees and landscaping on the route	65%	16%	10%	3%	6%	0%
Network of signage to navigate cyclists and pedestrians	61%	16%	10%	6%	3%	3%
Retaining stairs between Station Road and Station approach	41%	28%	19%	6%	3%	3%

- Overall agreement with the impact statements posed to consultees is also strong with over three quarters agreeing the proposed scheme will improve provision for pedestrians (78%) and cyclists (77%).
- Whilst a significant proportion strongly agree an improvement scheme is needed on this route (63%), the proportion who strongly agree is marginally lower (72%).
- Just over two thirds (68%) agree the proposed scheme would be beneficial to the area.

To what extent do you agree or disagree with the following statements? Base: all providing a response (31-32)



Supporting data table						
	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't Know
The proposed scheme will improve provision for pedestrians	47%	31%	3%	9%	9%	0%
The proposed scheme will improve provision for cyclists	48%	29%	6%	3%	13%	0%
The proposed scheme would be beneficial to the area	52%	16%	13%	6%	13%	0%
An improvement scheme is needed on this route	63%	9%	9%	9%	9%	0%

Consultees were given three opportunities to provide free text comments on the **proposed improvements for London Road to Greenhithe Station** - any comments on the proposed improvements, reasons for disagreeing with the proposed improvements and any other suggestions for consideration. 34 comments were made across these three opportunities for free text comments. Example comments are displayed below and reference potential links with other schemes, upgrading cyclist crossings, some concern for shared cycling and pedestrian infrastructure and ongoing maintenance around the stairs:

“This in conjunction with the Greenhithe Bean Road scheme would be a very useful additional section of cycle infrastructure enabling a route from western end of the Ebbsfleet Developments to not only link to Greenhithe Station but also to any future network extending through to Stone and Dartford.”

“The link to the south side of London Road is crucial to the success of this scheme. The crossing of London Road should be upgraded with cyclists in mind and more frequent. If this is not done then this scheme is pointless as nobody will use it.”

“Whilst I agree with more/better cycle paths, the ones I see proposed seem to only be of any use to pedestrians and have very limited use for recreational cyclist. As with virtually all cycle routes that I see proposed they are expensive and do not provide the benefits that they should to cyclists.... Cycle routes need to be longer and joined up to other similar routes. Even the cycle routes we have in the Greenhithe area are not looked after by the local authorities and are usually covered in stones, glass, mud, potholes etc.”

“Shared cycle and pedestrian infrastructure is no longer the appropriate approach to take. There is no information on how this feeds into the wider cycle network. Although positive step needs to align with the national cycle way. Station road after river view road should be closed to motor vehicles and split 50/50 cycle pedestrian. Improved lighting required.”

“From my experience there are not too many cyclists going to Greenhithe station. There are quite a lot of people who walk and this will only increase with the coming developments proposed over the next few years. Therefore any improvement to make accessing the station easier via walking would be welcome. The current stairs by station road to station approach were upgraded during the works to St Clements way however there has been a lack of aftercare to them since. There is a large amount of foliage surrounding the stairs which grows and impedes access to the stairs. This makes it uncomfortable to walk through and limits capacity. So work would be needed to prevent this growth in a more permanent sense.”

“It will cause unnecessary disruption to the area (again) for something that isn't needed and is highly unlikely to help (just look at the bus lane). The footpaths here are great. This is a waste of money. Why not look into

improving green spaces instead? Would be a better and more effective use of time.”

“Marking out a designated cycle lane is unnecessary as cyclists are sharing the narrow road with residents, delivery vans etc and especially as it would cross the much needed turning point. It would be too dangerous to place the cycle path on the lower footpath as this is the side of the road cars park.”

Additional suggestions put forward include the consideration of the crossing at London Road, better lighting and visibility in specific areas and consideration of slopes for elderly, pushchair and wheelchair access.

“The crossing at London Rd is still a problem and creates traffic problems at the St Clements round about at peak times.”

“Better lighting under the railway bridge by the current stairs would help - this can sometimes be daunting at night and the scene of some anti-social behaviour.”

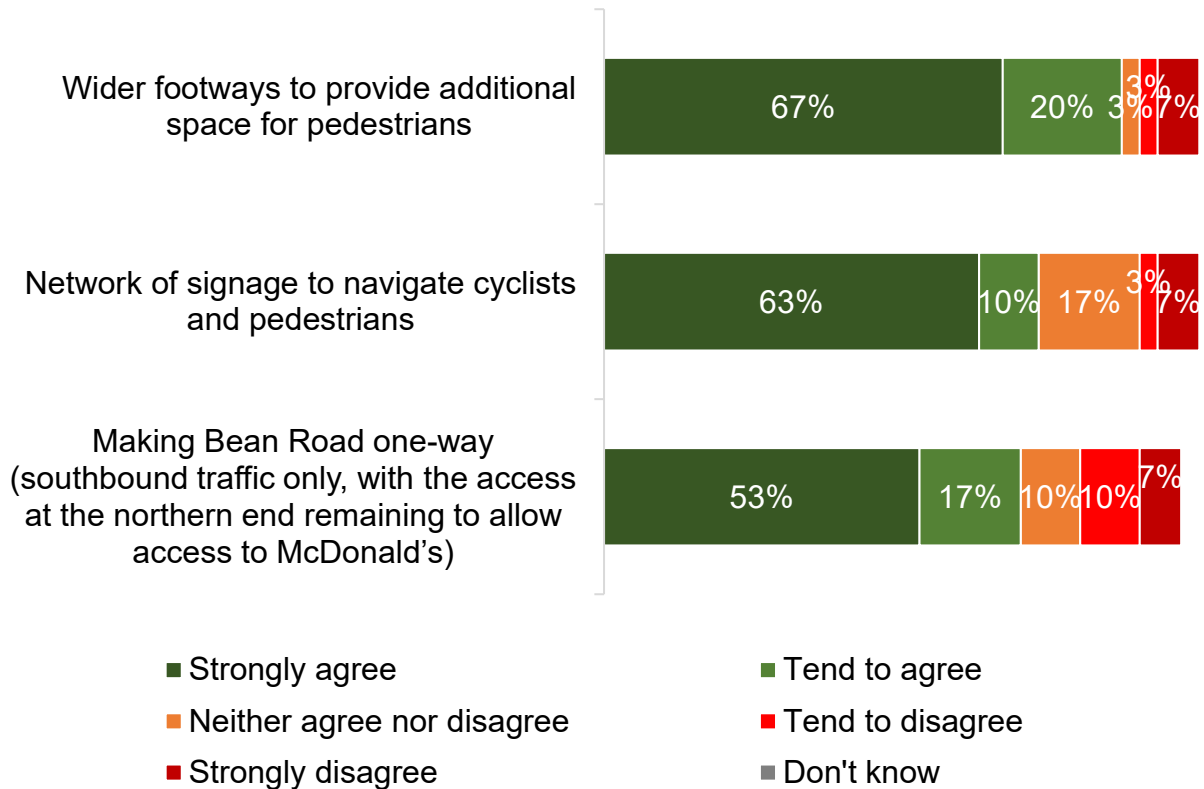
“Better visibility at the Steele Avenue / A206 crossing... perhaps by installing a mirror. Slightly hazardous crossing there currently, especially with a pram.”

“Change the steps to a gentle slope that is accessible for the elderly and pushchairs / wheelchair users.”

Bean Road

- Overall support for wider footways to provide additional space for pedestrians is high at 87% agreeing with this improvement; 67% strongly agree.
- Just under three quarters (73%) agree with a network of signage to navigate cyclists and pedestrians; 63% strongly agree.
- Whilst overall support for making Bean Road one way stands at over two thirds (70%), strength of agreement is lower compared to the other proposals for the scheme (53% strongly agree).

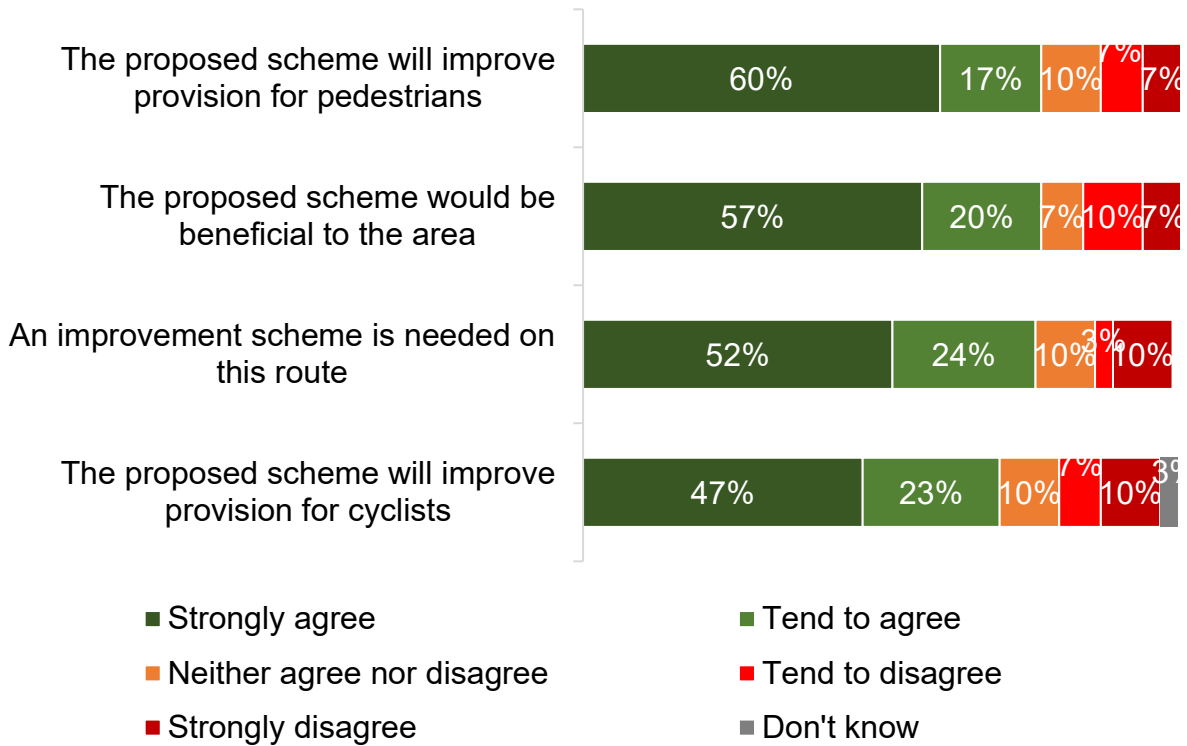
To what extent do you agree or disagree with the proposed improvements for Bean Road? Base: all providing a response (30)



Supporting data table						
	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't Know
Wider footways to provide additional space for pedestrians	67%	20%	3%	3%	7%	0%
Network of signage to navigate cyclists and pedestrians	63%	10%	17%	3%	7%	0%
Making Bean Road one-way (southbound traffic only with access at northern end remaining to allow access to McDonalds)	53%	17%	10%	10%	7%	3%

- Overall agreement with the impact statements posed to consultees is strong with over three quarters agreeing the proposed scheme will improve provision for pedestrians (76%) and the area (77%).
- Whilst a significant proportion strongly agree an improvement scheme is needed on this route (76%), the proportion who strongly agree is marginally lower (52%).
- The perceived impact of the scheme on provision for cyclists is lower at 70% agreeing overall and 47% strongly agreeing.

To what extent do you agree or disagree with the following statements? Base: all providing a response (29-30)



Supporting data table						
	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't Know
The proposed scheme will improve provision for pedestrians	60%	17%	10%	7%	7%	0%
The proposed scheme would be beneficial to the area	57%	20%	7%	10%	7%	0%
An improvement scheme is needed on this route	52%	24%	10%	3%	10%	0%
The proposed scheme will improve provision for cyclists	47%	23%	10%	7%	10%	3%

Consultees were given three opportunities to provide free text comments on the **proposed improvements for Bean Road** - any comments on the proposed improvements, reasons for disagreeing with the proposed improvements and any other suggestions for consideration. 27 comments were made across these three opportunities for free text comments. Example comments are displayed below and reference concern with regard to narrow pavements, traffic and congestion in the area and concern how the widening of pavements will benefit cyclists:

“Bean road pavement is too narrow for the footfall and this will likely increase fourfold due to the new Ashmere development. As there is no pavement on the adjacent side there are no alternative options except for walking out along St Clements way, which would increase journey times. This narrow footpath is exacerbated by the constant fly tipping and rubbish left by residents of the properties on the road - which leads to the need to step into the road often. Furthermore since the introduction of deliveries from McDonalds, the road is also used by even more traffic who often exceed the 30mph speed limit. The proposals suggested would certainly help to alleviate these problems.”

“The sole area of issue lies at the corner of B255 with Mounts Rd from the pedestrian crossing of the B255 to the crossing on Mounts Rd. The pavement is very narrow and has several manhole covers with decaying mortar holding them in place. Cyclists using this stretch have to be looking over their shoulders for vehicles about to turn up Mounts Rd whilst slowing to avoid any pedestrians, balancing to keep on the narrow pavement and avoiding the manhole covers. This section of the shared route should be widened to reduce the risk to all users.”

“The existing cycle lane adjacent to McDonalds is frequently blocked by delivery drivers (and the occasional HGV) who cannot seem to find the expansive car park devoted entirely for their use. The same drivers often fly around the corner phones in hand. Please enforce parking and driving around this site or why bother extending the cycle and walking routes?”

“It’s unclear how the footway can be sufficiently widened for cyclists without removing the parking for cars.”

“Widening the path may only result in the residents’ bins and rubbish being spread further across the wider path so it is difficult to see if a wider path would actually be more beneficial to pedestrians. It is unclear from the proposals how this scheme would benefit cyclists should the route be made one way to all traffic and when the B255 already has a shared use path running parallel to Bean Road may be a better link between Ashmere and the B255 for cyclists should be considered in this proposal.”

Additional suggestions put forward include better lighting and alternatives to the cycling proposals:

“Increase / improved lighting. What measures will be put in place to stop people fly-tipping/bins from taking over the pavement. Surely larger areas, encourages more rubbish?”

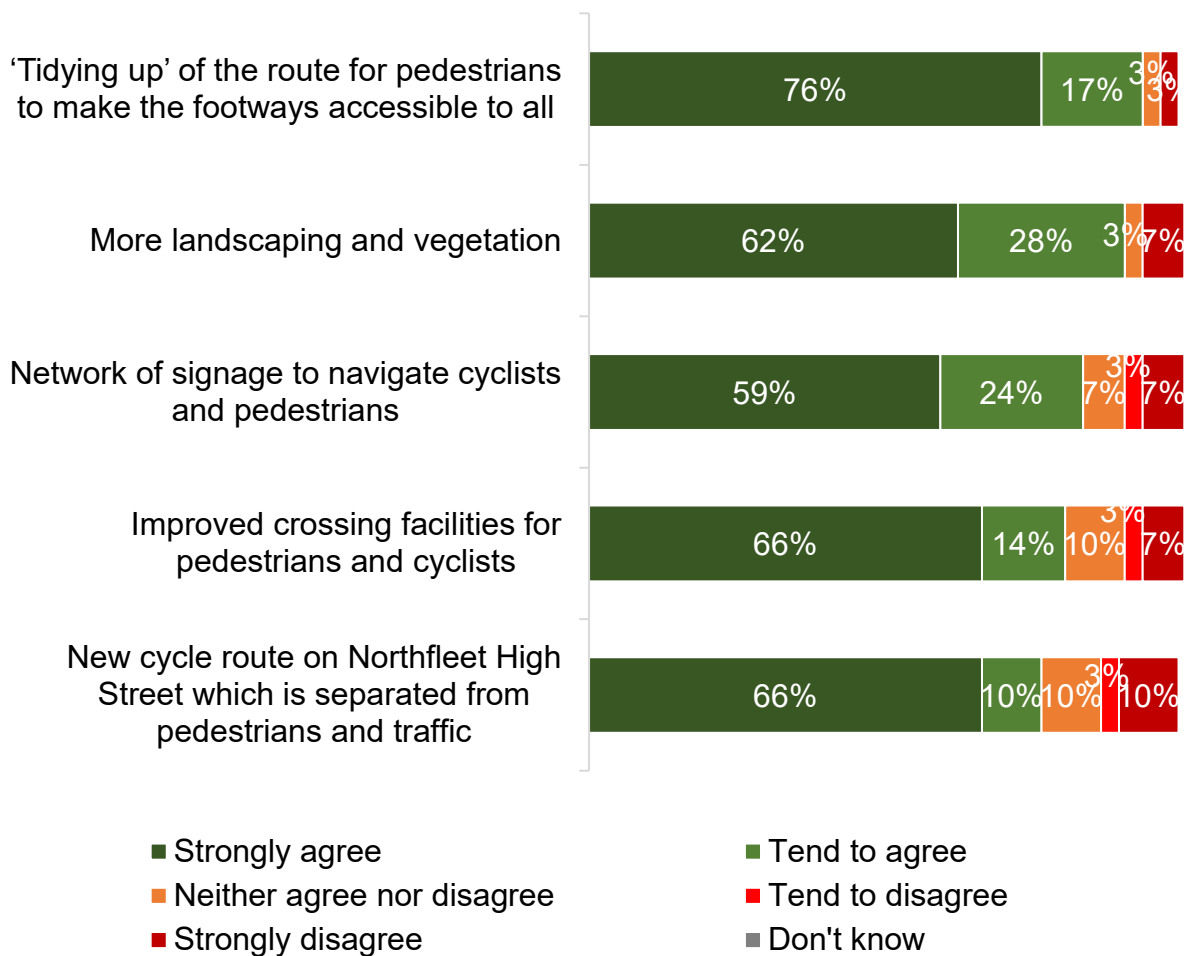
“Please make cycle route proposals viable and cost effective, so that cyclist will be able to use them... Let them follow roads and not footpaths - pedestrians do not look for cyclist and they then become dangerous.”

“Think you’ll struggle with the McDonald’s part. This is very busy with dual carriageway thinking car drivers. Suggest reconfiguration of the Bean Road around McDonald’s to remove non-car park parking or introduce bayed parking and build the cycle way between beam road and B255, creating a new path in the trees.”

Northfleet High Street

- Overall support for ‘tidying up’ of the route for pedestrians to make the footways accessible to all and more landscaping and vegetation are high at 93% and 90% agreeing respectively with these improvements. Strength of agreement is highest for ‘tidying up’ the route.
- Over three quarters agree with a network of signage to navigate cyclists and pedestrians (83%), improved crossing facilities for pedestrians and cyclists (79%) and a new cycle route on Northfleet High Street which is separated from pedestrians and traffic (76%).

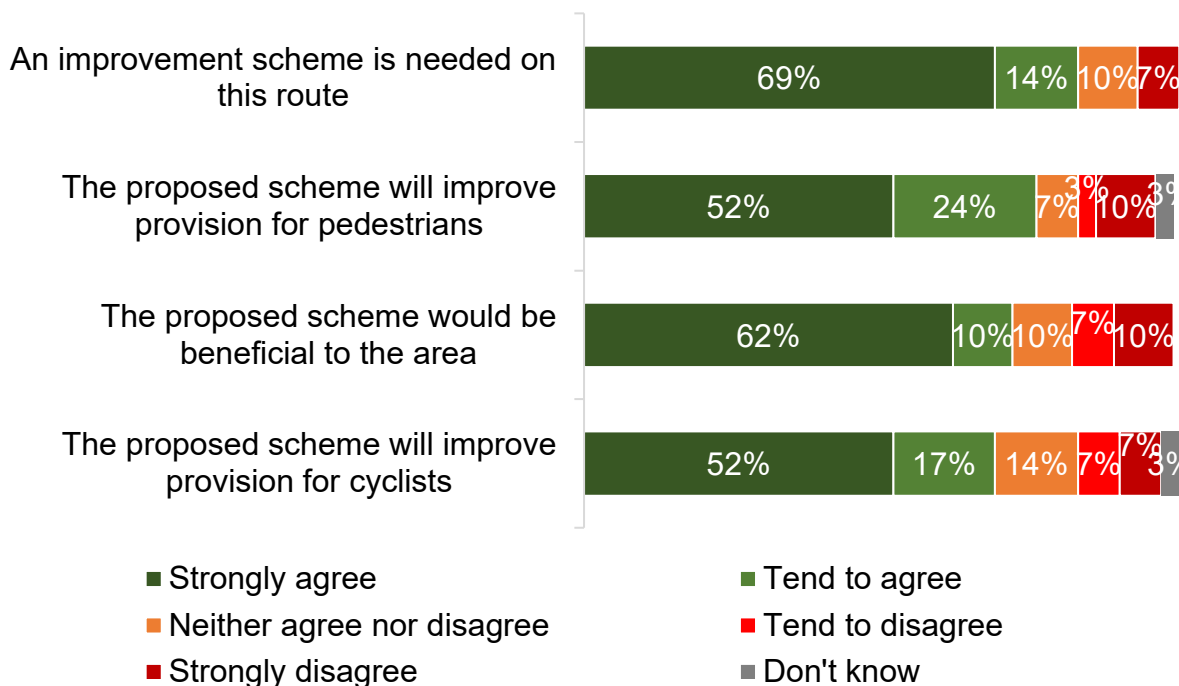
To what extent do you agree or disagree with the proposed improvements for Northfleet High Street? Base: all providing a response (29)



Supporting data table						
	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
'Tidying up' of the route for pedestrians to make the footways accessible to all	76%	17%	3%	0%	3%	0%
More landscaping and vegetation	62%	28%	3%	0%	7%	0%
Networking of signage to navigate cyclists and pedestrians	59%	24%	7%	3%	7%	0%
Improved crossing facilities for pedestrians and cyclists	66%	14%	10%	3%	7%	0%
New cycle route on Northfleet High Street which is separated from pedestrians and traffic	66%	10%	10%	3%	10%	0%

- Overall agreement with the impact statements posed to consultees is strong with over three quarters agreeing an improvement scheme is needed on this route (83%) and it will improve provision for pedestrians (76%).
- The perceived impact of the scheme on provision for cyclists is lower at 69% agreeing overall and 52% strongly agreeing.

To what extent do you agree or disagree with the following statements? Base: all providing a response (29)



Supporting data table						
	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
An improvement scheme is needed on this route	69%	14%	10%	0%	7%	0%
The proposed scheme would be beneficial to the area	62%	10%	10%	7%	10%	0%
The proposed scheme will improve provision for pedestrians	52%	24%	7%	3%	10%	3%
The proposed scheme will improve provision for cyclists	52%	17%	14%	7%	7%	3%

Consultees were given three opportunities to provide free text comments on the **proposed improvements for Northfleet High Street** - any comments on the proposed improvements, reasons for disagreeing with the proposed improvements and any other suggestions for consideration. 39 comments were made across these three opportunities for free text comments. Example comments are displayed below and reference the safety of cyclists in the area, concern space is limited to create a cycle lane and a desire to link the scheme to other cycle routes:

“Cycling is NOT safe in Northfleet. Lack of dedicated cycle routes, lanes suddenly stopping or merging into traffic, unsafe crossings (lack of signage), but above all: lack of respect and dangerous behaviour from car drivers.”

“Road will not be wide enough for a cycle lane and possible extra traffic coming off the A2 and using this road as a cut through.”

“The scheme should continue through The Hill, Northfleet and the complex junction with Springhead Road and Dover Road to connect with the proposed Active Travel Fund scheme on London Road/The Overcliff.”

“As pointed out in the proposals, there is limited space along parts of this route, and it difficult to see where a separate cycle lane can be provided without restriction of the existing narrow footpaths and free flow of traffic (which often provides an alternative route if there are difficulties on the local section of the A2).”

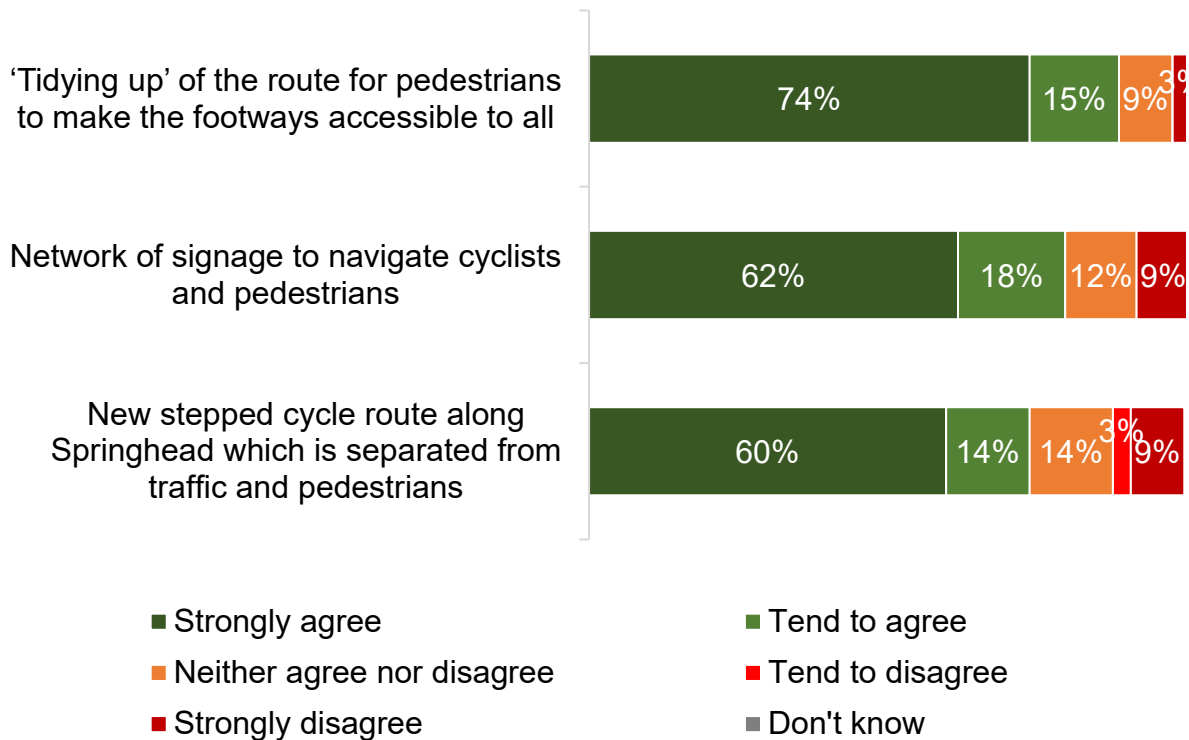
“Why does it not link up with the cycle route further on down the B2175 into Gravesend? Why does it stop at Northfleet High Street? This looks like piecemeal provision, like spots of pigeon poo, no real pattern or plan. Why is there no cycle lane down London Rd across the front of the football ground and up the steep incline of the B2175 where separation from road traffic would be most appreciated?”

“According to the maps the new cycle route will only run from College Rd to just before the Hill. This seems to be very strange and seems to signal a lack of awareness on the part of KCC planners. Surely it would make sense to start to build an actual "network" by joining the cycle route that ends at the junction of Stonebridge Rd/Thames Way to the cycle route that runs from the Hill along London Road to Rosherville thereby increasing safety for cyclists travelling to Gravesend on that route.”

Springhead Road

- Overall support for ‘tidying up’ of the route for pedestrians to make the footways accessible to all and a network of signage to navigate cyclists and pedestrians are high at 93% and 88% agreeing respectively with these improvements. Strength of agreement is highest for ‘tidying up’ the route.
- Over three quarters agree with a new stepped cycle route along Springhead which is separated from traffic and pedestrians (79%); 60% strongly agree.

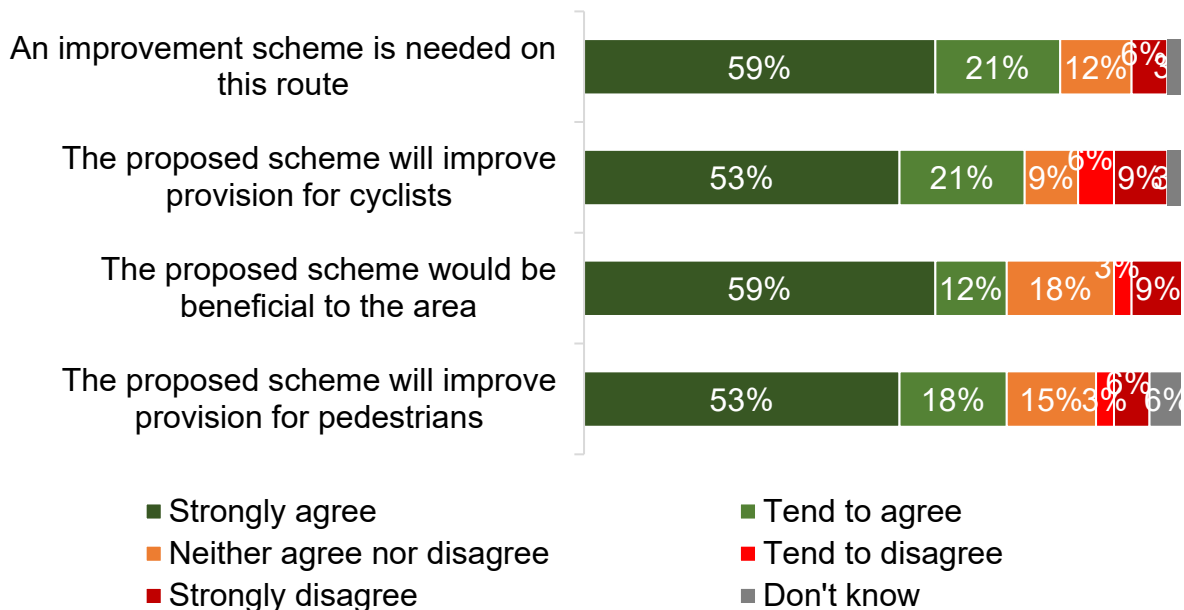
To what extent do you agree or disagree with the proposed improvements for Springhead Road? Base: all providing a response (34)



Supporting data table						
	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
'Tidying up' of the route for pedestrians to make the footways accessible to all	74%	15%	9%	0%	3%	0%
Network of signage to navigate cyclists and pedestrians	62%	18%	12%	0%	9%	0%
New stepped cycle route along Springhead which is separated from traffic and pedestrians	60%	14%	14%	3%	9%	0%

- Over three quarters agree an improvement scheme is needed on this route (79%).
- Just under three quarters agree it will improve provision for cyclists (74%).
- 71% agree the proposed scheme would be beneficial to the area and will improve provision for pedestrians.

To what extent do you agree or disagree with the following statements? Base: all providing a response (34)



Supporting data table						
	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
An improvement scheme is needed on this route	59%	21%	12%	0%	6%	3%
The proposed scheme will improve provision for cyclists	53%	21%	9%	6%	9%	3%
The proposed scheme would be beneficial to the area	59%	12%	18%	3%	9%	0%
The proposed scheme will improve provision for pedestrians	53%	18%	15%	3%	6%	6%

Consultees were given three opportunities to provide free text comments on the **proposed improvements for Springhead Road** - any comments on the proposed improvements, reasons for disagreeing with the proposed improvements and any other suggestions for consideration. 39 comments were made across these three opportunities for free text comments. Example comments are displayed below and reference the perceived benefit the scheme would have on active travel, whether the scheme will benefit cyclists and how the scheme links to other cycle routes:

“If all benefits are achieved it would be transformational for many people already committed to walking and cycling and would hopefully encourage others to take local trips on foot or by bike wherever practicable.”

“I've walked this area and it isn't straightforward for pedestrians. Improvements would help.”

“If all benefits are achieved it would be transformational for many people already committed to walking and cycling and would hopefully encourage others to take local trips on foot or by bike wherever practicable.”

“Where possible, the new route is proposed to be separated from traffic and pedestrians to allow for a greater number of cyclists. The scheme proposes to use a stepped cycle track (as shown in Figure 3) to separate the cycle lane from both the road and the footpath. This type of separation means that flexible posts (Figure 4) are not necessary and access to driveways can be maintained.” The interpretation of "where possible" and the extent to which regular enforcement tackles illegal parking that will otherwise occur on the stepped cycle track will make or break the scheme.”

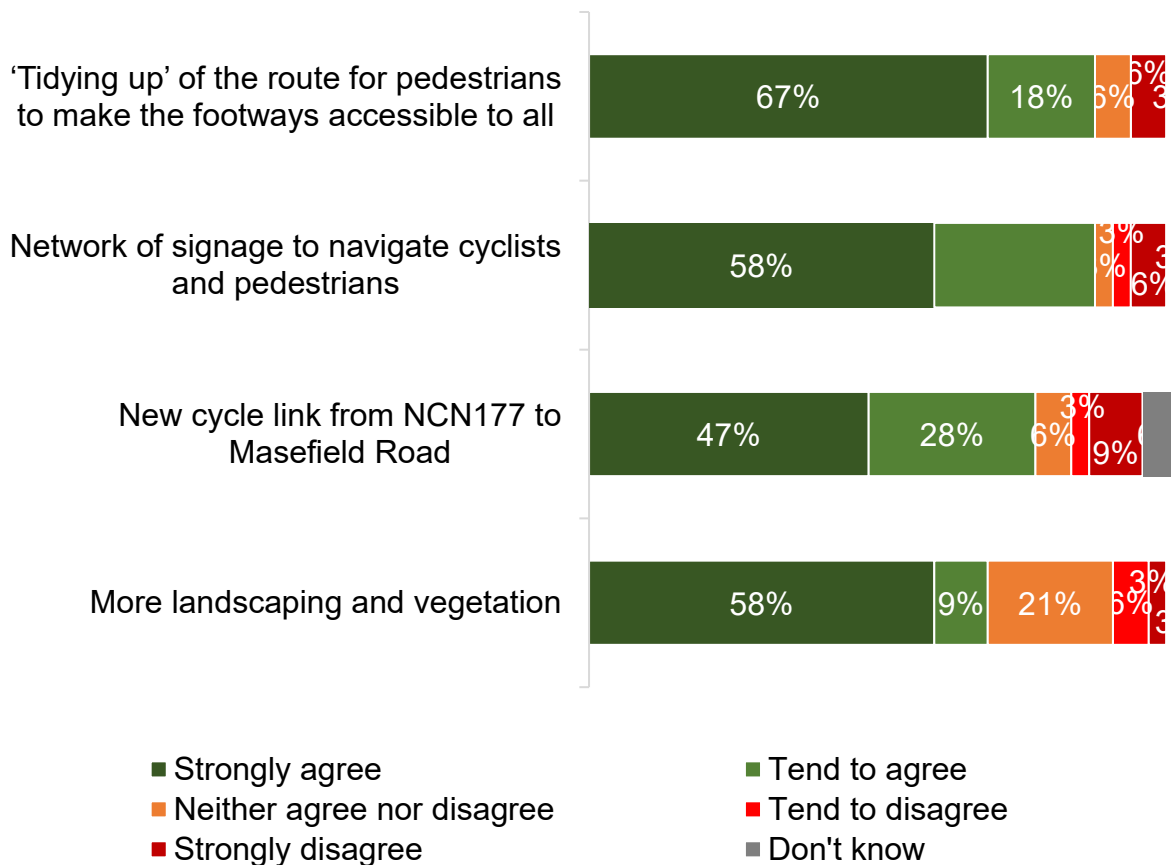
“I don't see the point in the cycle lane. Cyclists are unlikely to want to navigate the busy Pepperhill roundabout to join/leave the cycle lane. There aren't any dedicated cycle lanes which join the route. I would expect that this route would be mainly used for journeys to/from Ebbsfleet international. I would possibly only use the short run of the cycle lane from Waterdales to Springhead parkway. I'm not convinced the cycle lane is necessary.”

“It seemingly provides no ongoing connection into the cycle ways through Springhead Park or further to the north along Springhead Road. Perhaps more concerning is the lack of connection into the very busy and dangerous roundabout to the south of the intended route and then on to NCN 177 (this part of the highway is a dual carriageway with only a slim pavement). And how about a connection with the intended improvements along Hall Road?”

Northfleet South and Painters: National Cycle Route 177 to Hall Road

- Overall support for ‘tidying up’ of the route for pedestrians to make the footways accessible to all and a network of signage to navigate cyclists and pedestrians is high at 85% agreeing with these improvements. Strength of agreement is highest for ‘tidying up’ the route.
- Three quarters (75%) agree with a new cycle link from NCN177 to Masefield Road; 47% strongly agree.
- Whilst overall support for more landscaping and vegetation one way stands at over two thirds (67%), support is lower compared to the other proposals for the scheme.

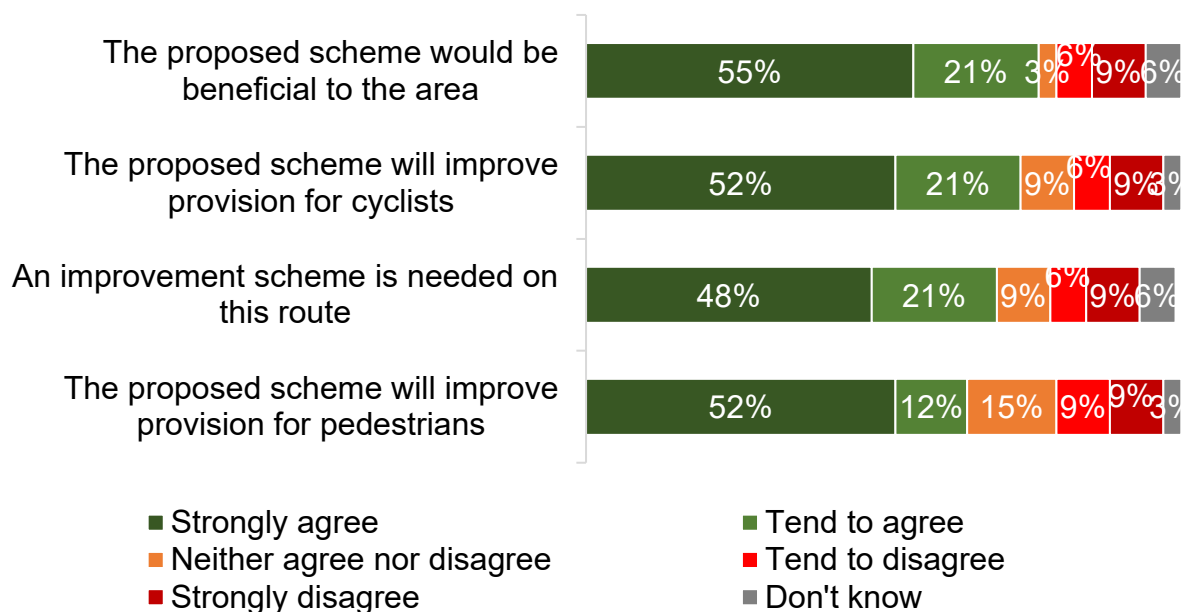
To what extent do you agree or disagree with the proposed improvements for National Cycle Route 177 to Hall Road? Base: all providing a response (32-33)



Supporting data table						
	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't Know
'Tidying up' of the route for pedestrians to make the footways accessible to all	67%	18%	6%	0%	6%	3%
Network of signage to navigate cyclists and pedestrians	58%	27%	3%	3%	6%	3%
New cycle link from NCN177 to Masefield Road	47%	28%	6%	3%	9%	6%
More landscaping and vegetation	58%	9%	21%	6%	3%	3%

- Over three quarters agree the proposed scheme would be beneficial to the area (76%).
- The scheme is seen as having more of an impact on cyclists than pedestrians with 73% agreeing it will improve provision for cyclists and 64% agreeing it will improve provision for pedestrians.
- 70% agree an improvement scheme is needed on this route.

To what extent do you agree or disagree with the following statements? Base: all providing a response (33)



Supporting data table						
	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't Know
The proposed scheme would be beneficial to the area	55%	21%	3%	6%	9%	6%
The proposed scheme will improve provision for cyclists	52%	21%	9%	6%	9%	3%
An improvement scheme is needed on this route	48%	21%	9%	6%	9%	6%
The proposed scheme will improve provision for pedestrians	52%	12%	15%	9%	9%	3%

Consultees were given three opportunities to provide free text comments on the **proposed improvements for National Cycle Route 177 to Hall Road** - any comments on the proposed improvements, reasons for disagreeing with the proposed improvements and any other suggestions for consideration. 18 comments were made across these three opportunities for free text comments. Example comments are displayed below and reference concern over the roads being too narrow, vegetation maintenance and potential additional scheme links. One consultee commented on similar scheme being proposed previously and being dismissed:

“There is already a link from the NCN177 to Hall Road. Proceed in a westerly direction for a couple of hundred meters and you automatically end up on Hall Road. It would be really useful if it was kept clear of vegetation.”

“There is already an acceptable route from NCN 171 to Masefield road. via Hogg Lane/Landseer Avenue. At school times Masefield Road is a no-go area for pedestrians and cyclists. The road is too narrow to do anything with”

“Remember to plan for the trimming of vegetation - this always seems to catch KCC out - plants grow but it took months for the N177 cycle route alongside the A2 to be trimmed and then the trimmings were left on the ground to get slimy. Half of it was done then the next fortnight the rest was done. (Why the delay?) How many compensation claims did you say you wanted?”

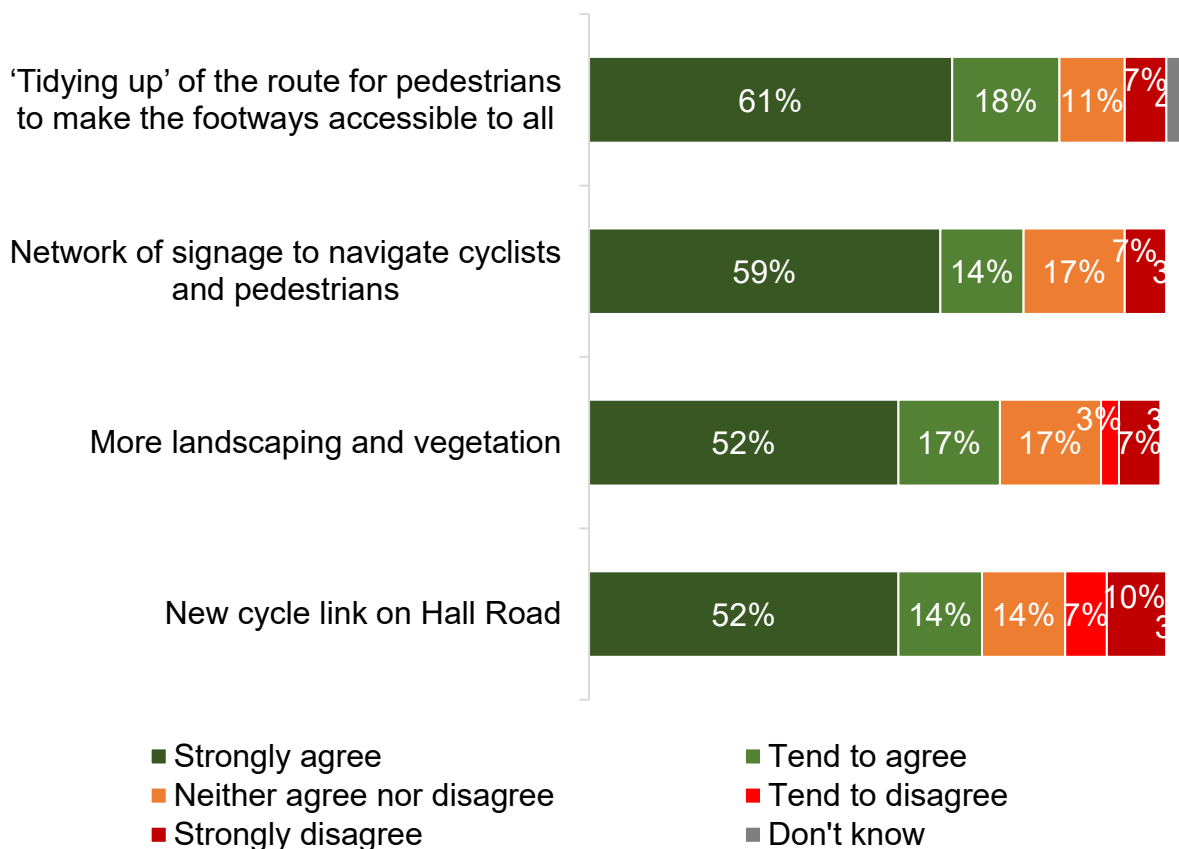
“When a similar scheme was proposed by KCC some time ago it was shown that the disadvantages outweighed the benefits. Perhaps you could search your archive to examine the reasons that the KCC plan for the Hall Road cycle route was withdrawn.”

“There are also simple opportunities to create access between Pepper Hill, Roman Road and NCR177. These should be provided in addition to the scheme.”

Northfleet South and Painters: Hall Road

- Overall support for ‘tidying up’ of the route for pedestrians to make the footways accessible to all and a network of signage to navigate cyclists and pedestrians is high at 79% and 72% agreeing with these improvements.
- Just over two thirds (69%) agree with more landscaping and vegetation in the area.
- Whilst overall support for the new cycle link on Hall Road stands at two thirds (66%), support is lower compared to the other proposals for the scheme.

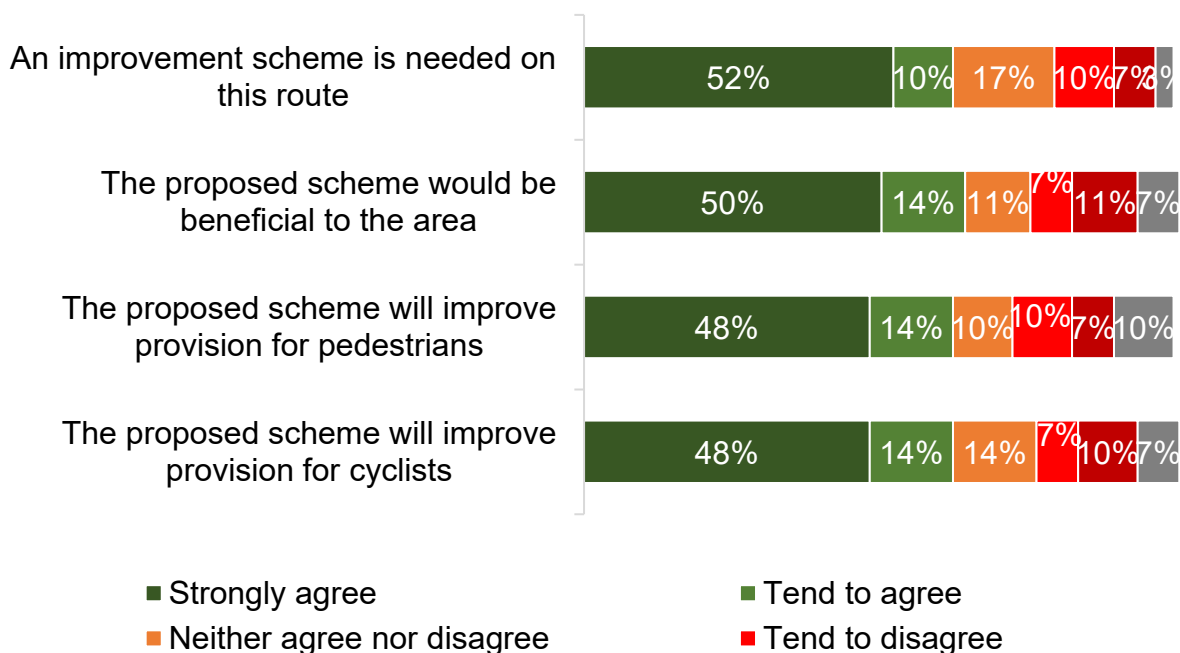
To what extent do you agree or disagree with the proposed improvements for Hall Road? Base: all providing a response (28-29)



Supporting data table						
	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
'Tidying up' of the route for pedestrians to make the footways accessible to all	61%	18%	11%	0%	7%	4%
Network of signage to navigate cyclists and pedestrians	59%	14%	17%	0%	7%	3%
More landscaping and vegetation	52%	17%	17%	3%	7%	3%
New cycle link on Hall Road	52%	14%	14%	7%	10%	3%

- Impact agreement levels are lower than other proposals tested. Just under two thirds agree with all four impact statements with broadly consistent ratings across them.

To what extent do you agree or disagree with the following statements? Base: all providing a response (28-29)



Supporting data table						
	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
An improvement scheme is needed on this route	52%	10%	17%	10%	7%	3%
The proposed scheme would be beneficial to the area	50%	14%	11%	7%	11%	7%
The proposed scheme will improve provision for pedestrians	48%	14%	10%	10%	7%	10%
The proposed scheme will improve provision for cyclists	48%	14%	14%	7%	10%	7%

Consultees were given three opportunities to provide free text comments on the **proposed improvements for Hall Road** - any comments on the proposed improvements, reasons for disagreeing with the proposed improvements and any other suggestions for consideration. 20 comments were made across these three opportunities for free text comments. Example comments are displayed below and reference linking to other schemes / infrastructure, enforcement of changes and parking:

“So the improvements span the frontage of the Girls school but link with no other existing infrastructure. Why not? Although it is a straight road it is noticeably dark even during the day - harder to pick out pedestrians and cyclists along Hall Rd. Happy for there to be improved crossing, it is a busy road, but why only at the one end? What happens along its length? Will there be signage to the quiet route along Colyer Rd which does seem to link up better with other infrastructure?.”

“We will seek to minimise the impact on this parking where possible" is likely to be interpreted as "Don't worry, nobody will take any action if you park across the new foot/cycle way.”

“The provision and management of parking for residents in Hall Road is crucial. Presently residents seem to park their vehicles anywhere they like often damaging the grass verges.”

“Hall Road just needs the footpath parallel with the houses on the North side widened to accommodate Pedestrians and cyclists. Change the pedestrian crossing near the sports centre to a Toucan crossing and all will be fine. For the safety of pupils of Hall Road school do not do anything on the south side.”

NEXT STEPS

There is a high level of support for all eight schemes included within the consultation, with most respondents welcoming the active travel infrastructure improvements in their area. The findings of this consultation will be used by the project team to help shape the proposals for all eight proposed schemes.

KCC will continue to develop schemes through to detailed design, taking on board feedback with a further consultation for the largest schemes to take place in Winter 2021. The actions taken as a result of this consultation will be shared in a feedback report for each scheme.

APPENDIX – CONSULTATION QUESTIONNAIRE

We are undertaking early consultation on eight walking and cycling improvement schemes across Ebbsfleet, Greenhithe and Northfleet. These schemes are part of the Green Corridors Programme, which seeks to provide high-quality, connected routes to support a shift towards sustainable modes of travel.

We would like to hear your views on some initial proposals for the following schemes:

- Ebbsfleet: Link from Swanscombe to Castle Hill and access into Ebbsfleet Academy and Ackers Drive connection
- Greenhithe: London Road to Greenhithe Station and Bean Road
- Northfleet North: Northfleet High Street
- Northfleet South and Painters Ash: Springhead Road, National Cycle Route 177 to Hall Road and Hall Road

We have provided this questionnaire for you to give your views. Your responses are vital in helping to shape how these schemes will be developed. This questionnaire can be completed online at kent.gov.uk/greencorridors. If you are unable to complete the form online, fill in this Word version and return to greencorridors@kent.gov.uk or Major Capital Programme Team, Kent County Council, 1st Floor, Invicta House, Maidstone, ME14 1XX.

What information do you need before completing the questionnaire?

We recommend that you view the consultation brochure online at kent.gov.uk/greencorridors before responding to this questionnaire. If you have any questions regarding these proposals, please email greencorridors@kent.gov.uk or call 03000 41 81 81. Please use the reference 'Green Corridors' to identify the scheme.

Please ensure your response reaches us by 31 August 2021.

Privacy: Kent County Council collects and processes personal information in order to provide a range of public services. Kent County Council respects the privacy of individuals and endeavours to ensure personal information is collected fairly, lawfully, and in compliance with the General Data Protection Regulation and the Data Protection Act 2018. Read the full Privacy Notice at the end of this document.

Q1. Are you responding as...?

Please select the option from the list below that most closely represents how you will be responding to this consultation. *Please select **one** option.*

- A Kent resident
- A representative of a local community group or residents' association
- On behalf of a Parish / Town / Borough / District Council in an official capacity
- A Parish / Town / Borough / District / County Councillor
- On behalf of an educational establishment, such as a school or college
- A business owner or representative
- On behalf of a charity, voluntary or community sector organisation (VCS)
- A resident of somewhere else
- Other, please specify:

Q1a. If you are responding on behalf of an organisation (business, community group, residents' association, council or any other organisation), please tell us the name of your organisation. *Please write in below.*

Q2. Please tell us the first five characters of your postcode:

Please do not reveal your whole postcode. If you are responding on behalf of an organisation, please add your organisation's postcode. We use this to help us to analyse our data. It will not be used to identify who you are.

Q3. How did you find out about this consultation? *Please select **all that apply***

- Postcard delivered to my home / business

- Email from Kent County Council
- Social media (Facebook, Twitter, Instagram)
- From a friend or relative
- Saw a poster
- Newspaper article
- From my Parish / Town / Borough / District Council
- Kent.gov.uk website
- From a local business
- Other, please specify:

If you are responding on behalf of an organisation, please skip questions 4 and 5 and move onto section 2.

Q4. Which of the following methods of travel do you use at least once a week around Ebbsfleet, Greenhithe or Northfleet? Please select *all* that apply.

- Bicycle / adapted cycle
- Bus
- Motorcycle / moped
- Private car
- Scooter or Skateboard
- Taxi
- Train
- Van
- Walking

Wheelchair or Mobility scooter

Other, please specify:

Kent County Council places a high priority on encouraging sustainable and active travel and wants to ensure that walking and cycling is safe, easy, attractive, and inclusive for all.

Q5. How important or unimportant are the following factors in deciding whether to use an active form of travel (e.g. walking or cycling)? Please select one option for each factor.

	Very important	Fairly important	Neither important nor unimportant	Fairly unimportant	Not at all important	Don't know
Increasing physical and mental health by keeping active						
Environmental benefits such as improving air quality due to less congestion						
Journey time is more reliable						
Reduced cost of the journey						
Increase activity on local streets to improve the sense of community						

Supporting the local economy by visiting local shops and businesses more often						
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Section 2 – The schemes

In this section you will have the opportunity to provide your views on each of the schemes being presented in this consultation.

You can provide feedback on as many of the schemes as you like. If you would rather not provide feedback on a scheme, then move on to the next one or to Section 3.

EBBSFLEET: LINK FROM SWANSCOMBE TO CASTLE HILL AND ACCESS INTO EBBSFLEET ACADEMY

Q6. To what extent do you agree or disagree with the proposed improvements for the link from Swanscombe to Castle Hill and the access into Ebbsfleet Academy?
Please select **one** option for each improvement / row. More information on these proposals is available on pages 3 to 4 of the consultation brochure.

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
New pedestrian access into Ebbsfleet Academy from the corner of Whitecliffe Road, providing an additional entrance into the school						
Resurface and make minor level changes to the Public Right of Way footpath						
Formalise pedestrian access onto the Public Right of Way from Whitecliffe Road						

More vegetation and landscaping at the proposed entrance to Ebbsfleet Academy						
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Q6a. Please add any comments in the box below: We ask you not to identify yourself within your response.

Q7. To what extent do you agree or disagree with the following statements: Please select *one* option for each row.

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
An improvement scheme is needed on this route						
The proposed scheme will improve provision for pedestrians						
The proposed scheme would be beneficial to the area						

Q7a. If you have answered ‘disagree’ or ‘strongly disagree’ please tell us why in the box below: *We ask you not to identify yourself within your response.*

Q8. Do you have any other suggestions or comments on our proposals for the link from Swanscombe to Castle Hill and access into Ebbsfleet Academy? Please provide these in the box below. *We ask you not to identify yourself within your response.*

EBBSFLEET: ACKERS DRIVE CONNECTION

Q9. To what extent do you agree or disagree with the proposed shared walking and cycling link from Ebbsfleet Green to the A2260? Please select *one*. More information on these proposals is available on page 5 of the consultation brochure.

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
New shared pedestrian and cycle link to Ebbsfleet Green from the A2260						

Q9a. Please add any comments in the box below: We ask you not to identify yourself within your response.

Q10. To what extent do you agree or disagree with the following statements: Please select *one* option for each row.

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
An improvement scheme is needed on this route						
The proposed scheme will improve provision for pedestrians						
The proposed scheme will improve provision for cyclists						
The proposed scheme would be beneficial to the area						

Q10a. If you have answered 'disagree' or 'strongly disagree' please tell us why in the box below: We ask you not to identify yourself within your response.

Q11. Do you have any other suggestions or comments on our proposals for the Ackers Drive connection? Please provide these in the box below. *We ask you not to identify yourself within your response.*

GREENHITHE: LONDON ROAD TO GREENHITHE STATION

Q12. To what extent do you agree or disagree with the proposed improvements for London Road to Greenhithe Station? Please select **one** option for each improvement / row. More information on these proposals is available on pages 6 to 7 of the consultation brochure.

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
A more direct cycle route from London Road to Greenhithe Station						
Construction of a shared slope from Station Road to Station approach						

Retaining stairs between Station Road and Station approach (in addition to construction of a slope)						
Improved crossing facilities for pedestrians and cyclists at Riverview Road						
Network of signage to navigate cyclists and pedestrians						
More trees and landscaping on the route						

Q12a. Please add any comments in the box below: *We ask you not to identify yourself within your response.*

Q13. To what extent do you agree or disagree with the following statements: *Please select one option for each row.*

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
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An improvement scheme is needed on this route						
The proposed scheme will improve provision for pedestrians						
The proposed scheme will improve provision for cyclists						
The proposed scheme would be beneficial to the area						

Q13a. If you have answered ‘disagree’ or ‘strongly disagree’ please tell us why in the box below:

We ask you not to identify yourself within your response.

Q14. Do you have any other suggestions or comments on our proposals for London Road to Greenhithe Station? Please provide these in the box below. *We ask you not to identify yourself within your response.*

GREENHITHE: BEAN ROAD

Q15. To what extent do you agree or disagree with the proposed improvements for Bean Road? *Please select one option for each improvement / row. More information on these proposals is available on pages 8 to 9 of the consultation brochure.*

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
Wider footways to provide additional space for pedestrians						
Making Bean Road one-way (southbound traffic only, with the access at the northern end remaining to allow access to McDonald's)						
Network of signage to navigate cyclists and pedestrians						

Q15a. Please add any comments in the box below: *We ask you not to identify yourself within your response.*

Q16. To what extent do you agree or disagree with the following statements:

*Please select **one** option for each row.*

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
An improvement scheme is needed on this route						
The proposed scheme will improve provision for pedestrians						
The proposed scheme will improve provision for cyclists						
The proposed scheme would be beneficial to the area						

Q16a. If you have answered 'disagree' or 'strongly disagree' please tell us why in the box below: We ask you not to identify yourself within your response.

Q17. Do you have any other suggestions or comments on our proposals for Bean Road? Please provide these in the box below. *We ask you not to identify yourself within your response.*

NORTHFLEET NORTH: NORTHFLEET HIGH STREET

Q18. To what extent do you agree or disagree with the proposed improvements for Northfleet High Street? Please select *one* option for each improvement / row. More information on these proposals is available on pages 10 to 11 of the consultation brochure.

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
New cycle route on Northfleet High Street which is separated from pedestrians and traffic						
More landscaping and vegetation						
Improved crossing facilities for						

pedestrians and cyclists						
Network of signage to navigate cyclists and pedestrians						
'Tidying up' of the route for pedestrians to make the footways accessible to all						

Q18a. Please add any comments in the box below: *We ask you not to identify yourself within your response.*

Q19. To what extent do you agree or disagree with the following statements:
*Please select **one** option for each row.*

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
An improvement scheme is needed on this route						
The proposed scheme will improve provision for pedestrians						

The proposed scheme will improve provision for cyclists						
The proposed scheme would be beneficial to the area						

Q19a. If you have answered ‘disagree’ or ‘strongly disagree’ please tell us why in the box below:

We ask you not to identify yourself within your response.

Q20. Do you have any other suggestions or comments on our proposals for Northfleet High Street? Please provide these in the box below. *We ask you not to identify yourself within your response.*

NORTHFLEET SOUTH AND PAINTERS ASH: SPRINGHEAD ROAD

Q21. To what extent do you agree or disagree with the proposed improvements for Springhead Road? Please select **one** option for each improvement / row. More information on these proposals is available on pages 12 to 13 of the consultation brochure.

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
New stepped cycle route along Springhead which is separated from traffic and pedestrians						
Network of signage to navigate cyclists and pedestrians						
'Tidying up' of the route for pedestrians to make the footways accessible to all						

Q21a. Please add any comments in the box below: *We ask you not to identify yourself within your response.*

Q22. To what extent do you agree or disagree with the following statements:
Please select one option for each row.

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

An improvement scheme is needed on this route						
The proposed scheme will improve provision for pedestrians						
The proposed scheme will improve provision for cyclists						
The proposed scheme would be beneficial to the area						

Q22a. If you have answered ‘disagree’ or ‘strongly disagree’ please tell us why in the box below: *We ask you not to identify yourself within your response.*

Q23. Do you have any other suggestions or comments on our proposals for Springhead Road? Please provide these in the box below. *We ask you not to identify yourself within your response.*

NORTHFLEET SOUTH AND PAINTERS ASH: NATIONAL CYCLE ROUTE 177 TO HALL ROAD

Q24. To what extent do you agree or disagree with the proposed improvements for National Cycle Route 177 to Hall Road? Please select *one* option for each improvement / row. More information on these proposals is available on pages 14 to 15 of the consultation brochure.

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
New cycle link from NCN177 to Masefield Road						
More landscaping and vegetation						
Network of signage to navigate cyclists and pedestrians						
'Tidying up' of the route for pedestrians to make the footways accessible to all						

Q24a. Please add any comments in the box below: We ask you not to identify yourself within your response.

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Q25. To what extent do you agree or disagree with the following statements:
*Please select **one** option for each row.*

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
An improvement scheme is needed on this route						
The proposed scheme will improve provision for pedestrians						
The proposed scheme will improve provision for cyclists						
The proposed scheme would be beneficial to the area						

Q25a. If you have answered 'disagree' or 'strongly disagree' please tell us why in the box below:

We ask you not to identify yourself within your response.

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Q26. Do you have any other suggestions or comments on our proposals for the National Cycle Network 177 to Hall Road? Please provide these in the box below. *We ask you not to identify yourself within your response.*

NORTHFLEET SOUTH AND PAINTERS ASH: HALL ROAD

Q27. To what extent do you agree or disagree with the proposed improvements for Hall Road? Please select **one** option for each improvement / row. More information on these proposals is available on pages 16 to 17 of the consultation brochure.

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
New cycle link on Hall Road						
More landscaping and vegetation						
Network of signage to navigate cyclists and pedestrians						
'Tidying up' of the route for pedestrians to make the footways accessible to all						

Q27a. Please add any comments in the box below: *We ask you not to identify yourself within your response.*

Q28. To what extent do you agree or disagree with the following statements:
Please select one option for each row.

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
An improvement scheme is needed on this route						
The proposed scheme will improve provision for pedestrians						
The proposed scheme will improve provision for cyclists						
The proposed scheme would be beneficial to the area						

Q28a. If you have answered 'disagree' or 'strongly disagree' please tell us why in the box below:

We ask you not to identify yourself within your response.

Q29. Do you have any other suggestions or comments on our proposals for Hall Road? Please provide these in the box below. *We ask you not to identify yourself within your response.*

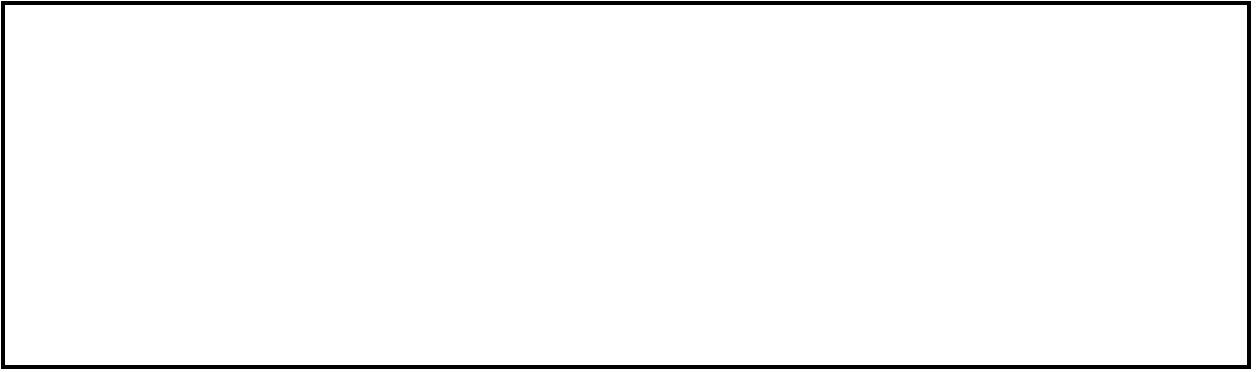
SECTION 3 – EQUALITY ANALYSIS

To help ensure that we are meeting our obligations under the Equality Act 2010 we have prepared an initial Equality Impact Assessment (EqIA) for each of the schemes.

An EqIA is a tool to assess the impact any proposals would have on the protected characteristics: age, disability, sex, gender reassignment, sexual orientation, race, religion, and carer’s responsibilities. The EqIA is available online at kent.gov.uk/greencorridors or on request.

Q30. We welcome your views on our equality analysis and if you think there is anything we should consider relating to equality and diversity, please add any comments below:

If your comments directly relate to a specific scheme/area, please include the name of the scheme/area in your comment. We ask you not to identify yourself within your response.



SECTION 4 – MORE ABOUT YOU

We want to make sure that everyone is treated fairly and equally, and that no one gets left out. That's why we are asking you these questions. We won't share the information you give us with anyone else. We'll use it only to help us make decisions and improve our services.

If you would rather not answer any of these questions, you don't have to.

It is not necessary to answer these questions if you are responding on behalf of an organisation.

Q31. Are you....? Please select *one* option.

<input type="checkbox"/>	Female
<input type="checkbox"/>	Male
<input type="checkbox"/>	I prefer not to say

We use the terms "transgender" and "trans" as inclusive umbrella terms for a diverse range of people who find their gender identity differs in some way from the sex they were originally assumed to be at birth.

Q32. Have you ever identified or do you identify as a transgender or trans person? Please select *one* option.

<input type="checkbox"/>	Yes
<input type="checkbox"/>	No
<input type="checkbox"/>	Other
<input type="checkbox"/>	I prefer not to say

Q33. Which of these age groups applies to you? Please select *one* option.

0-15	<input type="checkbox"/>	16-24	<input type="checkbox"/>	25-34	<input type="checkbox"/>	35-49	<input type="checkbox"/>	50-59	<input type="checkbox"/>
60-64	<input type="checkbox"/>	65-74	<input type="checkbox"/>	75-84	<input type="checkbox"/>	85+ over	<input type="checkbox"/>	I prefer not to say	<input type="checkbox"/>

The Equality Act 2010 describes a person as disabled if they have a long standing physical or mental condition that has lasted, or is likely to last, at least 12 months; and this condition has a substantial adverse effect on their ability to carry out normal day-to-day activities. People with some conditions (cancer, multiple sclerosis and HIV/AIDS, for example) are

considered to be disabled from the point that they are diagnosed.

Q34. Do you consider yourself to be disabled as set out in the Equality Act 2010?

Please select one option.

- | | |
|--------------------------|---------------------|
| <input type="checkbox"/> | Yes |
| <input type="checkbox"/> | No |
| <input type="checkbox"/> | I prefer not to say |

Q34a. If you answered 'Yes' to Q34, please tell us the type of impairment that applies to you. You may have more than one type of impairment, so please select all that apply. If none of these applies to you, please select 'Other' and give brief details of the impairment you have.

- | | |
|--------------------------|---|
| <input type="checkbox"/> | Physical impairment |
| <input type="checkbox"/> | Sensory impairment (hearing, sight or both) |
| <input type="checkbox"/> | Longstanding illness or health condition, or epilepsy |
| <input type="checkbox"/> | Mental health condition |
| <input type="checkbox"/> | Learning disability |
| <input type="checkbox"/> | I prefer not to say |
| <input type="checkbox"/> | Other |

Other, please specify:

A Carer is anyone who cares, unpaid, for a friend or family member who due to illness, disability, a mental health problem or an addiction cannot cope without their support. Both children and adults can be carers.

Q35. Are you a Carer? *Please select one option.*

<input type="checkbox"/>	Yes
<input type="checkbox"/>	No
<input type="checkbox"/>	I prefer not to say

Q36. To which of these ethnic groups do you feel you belong? *Please select one option.*
(Source 2011 Census)

White English	<input type="checkbox"/>	Mixed White & Black Caribbean	<input type="checkbox"/>
White Scottish	<input type="checkbox"/>	Mixed White & Black African	<input type="checkbox"/>
White Welsh	<input type="checkbox"/>	Mixed White & Asian	<input type="checkbox"/>
White Northern Irish	<input type="checkbox"/>	Mixed Other*	<input type="checkbox"/>
White Irish	<input type="checkbox"/>	Black or Black British Caribbean	<input type="checkbox"/>
White Gypsy/Roma	<input type="checkbox"/>	Black or Black British African	<input type="checkbox"/>
White Irish Traveller	<input type="checkbox"/>	Black or Black British Other*	<input type="checkbox"/>
White Other*	<input type="checkbox"/>	Arab	<input type="checkbox"/>
Asian or Asian British Indian	<input type="checkbox"/>	Chinese	<input type="checkbox"/>
Asian or Asian British Pakistani	<input type="checkbox"/>	I prefer not to say	<input type="checkbox"/>
Asian or Asian British Bangladeshi	<input type="checkbox"/>		
Asian or Asian British Other*	<input type="checkbox"/>		

*Other - If your ethnic group is not specified on the list, please describe it here:

