

### Introduction

**Kent County Council (KCC) held a public event on Thursday 13<sup>th</sup> June to update on plans to build a bus hub in Barrack Row in Gravesend.**

The design will incorporate:

- 4 New Bus Stops on Barrack Row
- Barrack Row to be restricted to bus only traffic
- Increased pedestrian space and prioritised crossings
- 2 Fastrack Stops to be retained and improved on Garrick Streets
- Sapphire Services to stop in Garrick Street
- Provision for an electric bus charging point

The scheme aims to make it easier for people to access Gravesend Town Centre using public transport through providing improved and integrated bus facilities. This will help to reduce congestion within the town centre and improve air quality by reducing emissions. The scheme is supported by several funding streams, including the Government's Local Growth Fund, allocated by the South East Local Enterprise Partnership.

All the comments and feedback received in relation to the design were noted and the below table identifies how each will be considered as the scheme moves forward

### You Said, We Did

You Said	We Did
Separation of changes being made in Barrack Row and Garrick Street into two schemes will cause more disruption to all road users.	All stakeholders are currently working in partnership to deliver both schemes within a phased timeframe where possible.
Design to be future proofed to make sure what is built will still be useful as technological advances are made.	To be looked at during detailed design
Scheme has been designed as a large open space design which will impact the ease that visually impaired users can move through the area and locate bus stops.	To be looked at during detailed design
Zebra crossings are hard for a blind	To be looked at during detailed design

person to navigate and know when it is safe to cross. Signalised crossings are more appropriate.	
Reduce width of the zebra crossing to reduce the time it takes for pedestrians to cross and therefore reduce delays to buses.	To be looked at during detailed design
Timing of signalised crossings need to be considered to ensure pedestrians are not waiting for too long.	To be looked at during detailed design
Enforcement is required to make sure the plan to make the area is only used by buses	All stakeholders are currently working to provide a enforcement solution.
The alignment of the first bus stop would appear to make exiting from the stop difficult.	To be looked at during detailed design
Distance required for bus detection at traffic signals leaving Barrack Row needs to be assessed to make sure bus heading south do not give a false call when exiting the stop.	To be looked at during detailed design
A yellow box junction would be beneficial in order to prevent the risk of queues extending back from the Overcliffe/New Road junction and blocking the exit from Barrack Row.	To be looked at during detailed design
Tactile paving (or equivalent) to be put in within stops indicating where bus stops and passengers can load. A large area should be considered to assist blind or partially sighted users.	To be looked at during detailed design
Paving/drop kerbs at crossing points need to be suitable for wheelchair users and avoiding steep gradients at dropped kerb locations will help.	To be looked at during detailed design
Shelter colour contrast needs to be considered for visually impaired (not blue), yellow or red would be better.	To be looked at during detailed design
Shelters are shown to be located at some distance from the kerb - an area of only 1.5m square needs to be provided for wheelchairs to manoeuvre on and off buses.	To be looked at during detailed design
Raised letters/numbers at bus stops indicating what bus will stop there	To be looked at during detailed design
Clear signage showing what routes each bus stop serves. Clear signage of pedestrian facilities and amenities.	Additional Wayfinding Signs will be erected in and around the bus hub area.

Talking bus stop technology	Cost prohibitive and different software is available to individuals via applications on personal devices.
Access to existing cycle parking needs to be considered with a preference to increasing cycle parking by including in bus hub design.	Cycle hub and cycle parking have previously been funded by LGF and additional storage is not part of the scope of the scheme. The usage is monitored and should there be a need for additional spaces this will be considered.
Incorporate trees/vegetation to reduce amount of paving (harsh effect of paving).	Landscaping options to be investigated as part of detailed design.
Public toilet – disabled toilets required following the closure of the ones in Clive Road. Colour inside needs to be thought about and levels for access buttons (radar key was mentioned) – this is not within our scope	Closures of public toilet facilities is a decision made by Gravesham Borough Council and cannot be considered within the scope of this scheme.