

# Green Corridors

## Public Consultation



### Dartford: London Road to Greenhithe Station Consultation Brochure

Consultation open from  
1 December 2021 to 19 January 2022

[kent.gov.uk/greencorridors](https://kent.gov.uk/greencorridors)



**Ebbsfleet**  
DEVELOPMENT CORPORATION





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## Introduction

Welcome to our second public consultation on our plans to introduce a new direct cycle route from St Clement's Way Roundabout to Greenhithe Station.

Kent County Council (KCC) places a high priority on encouraging sustainable and active travel. We want to support making walking and cycling safer, easier, and inclusive for all.

Residents require a transport network that provides a variety of travel choices to support a growing population. We have worked closely with Ebbsfleet Development Corporation (EDC) to develop this scheme which connect existing routes and provide residents with more opportunities to choose cycling and walking for their day-to-day journeys.

## Background

Earlier this year, we carried out a consultation on eight of the Green Corridor Programme schemes to gather views on our initial route proposals. The feedback for the London Road to Greenhithe Station scheme was positive and revealed that respondents would welcome improvements along this route. The responses highlighted that the are:

- positive views of sustainable and active travel and an appreciation of the benefits walking and cycling improvements can have to health and the environment
- positive views of the scheme and confidence that it will be well used
- some concerns about the existing London Road toucan crossing will still hold up cyclists travelling to Greenhithe Station.

The feedback has helped shape our initial ideas to create the more specific proposals shown in this consultation. The results of the previous consultation have been presented in a summary report, which can be found on our webpage: [www.kent.gov.uk/greencorridors](http://www.kent.gov.uk/greencorridors).

We are keen to hear your views on the proposals presented in this consultation brochure. Your feedback will be used to help form our final detailed design.

## Objectives of Green Corridors

The Green Corridors Programme aims to encourage and enable sustainable active travel by making walking and cycling a realistic choice for short journeys both for work and leisure.

The principle behind the Green Corridors Programme is to support a walking and cycling culture by making routes more attractive, safer, and better connected. This will ultimately 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 programme will work alongside other projects, such as [Kent Active Travel](#), to:

- > deliver and maximise the quality of cycling and walking networks across Ebbsfleet Garden City by providing fully linked up cycle and pedestrian routes
- > create user friendly and appealing cycle and pedestrian routes encouraging experienced and inexperienced cyclists alike
- > encourage active travel and increase activity levels so that walking and cycling become main forms of transport
- > connect new and existing communities through the provision of connected cycle and walking routes.

## Overview

The aim of this scheme is to provide a more accessible route from St Clements Way Roundabout to Greenhithe Station to encourage active commuting to these destinations.

This scheme proposes to introduce a quiet, more direct cycle route. This would be achieved by reallocating space on Station Road for cyclists. The scheme would also improve the existing access by constructing a shared-use slope from Station Road to Station Approach for cyclists and pedestrians.

Consideration has also been given to improving cycle provision on Ivy Villas. A separate cycle lane is not possible on Ivy Villas due to the limited width available. Instead, the proposals invite cyclists to use the full road width. New signage and road markings will be used to maintain a continuous, direct, and clearly signed cycle route. Vehicle access will be maintained for residents.

## Why is this scheme required?

Newer developments in the area, such as Ashmere and Alkerden in Whitecliffe, have excellent regional and international connections. However, on a local level, more can be done to connect these new communities with Greenhithe Station, which will support the area to grow sustainably.

The scheme aims to upgrade an existing route to provide residents within the area and those travelling to and from Greenhithe Station, with a more accessible, and safer cycling and walking route.

More widely, Kent faces challenges resulting from a lack of good quality cycle routes. Less than 2% of residents currently cycle to work, lower than the regional and national average. This programme provides an opportunity to make a substantial and long-lasting change.

# Scheme Overview

## How will the scheme be funded?

The total budget for the whole Green Corridors Programme is £7.4m which will be split across all schemes. This funding has provided by EDC. KCC will be delivering the schemes.

## Can the funding be spent elsewhere?

This funding is required to be spent on walking and cycling infrastructure on routes which connect new and existing communities around Ebbsfleet Garden City. We have worked closely with EDC and Dartford Borough Council to identify this route. As such, the funding cannot be diverted elsewhere.

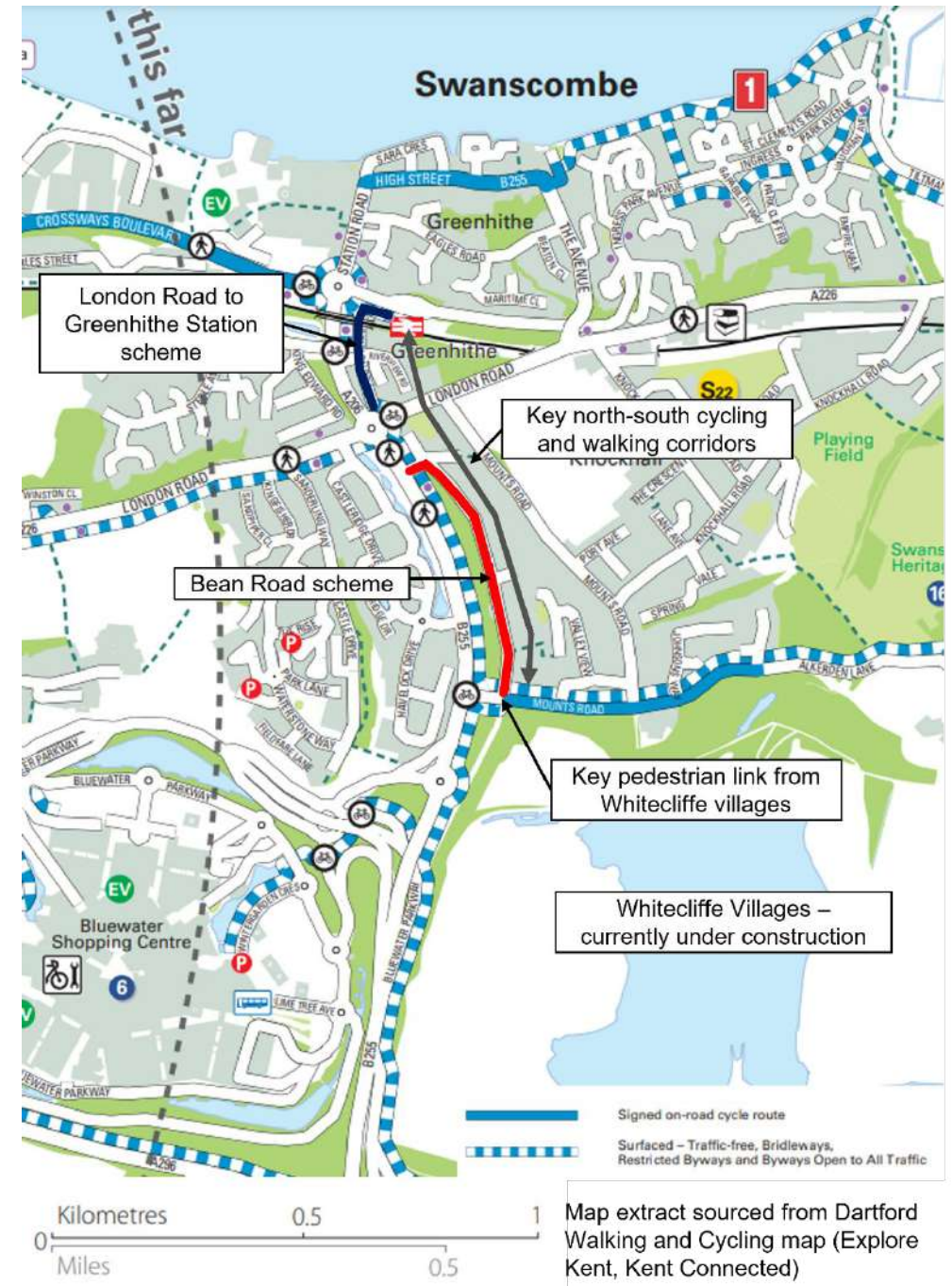
## How will the scheme fit in with the wider network?

Feedback from the first consultation showed that respondents were unsure how the route would fit in with the wider cycling and walking network. Figure 1 (right) shows how this route, alongside the Bean Road scheme, will connect with existing and planned routes in the area.

**Figure 1 (right):** Extract from Cycling and Walking map for Dartford with annotations showing north-south corridor created by the Green Corridor schemes.

## What standards have you used?

Responses to the previous consultation highlighted that cycle routes should be designed for adapted cycles as well as conventional cycles. This scheme has been designed following the guidance set out in Cycle Infrastructure Design (Local Transport Note 1/20) to ensure that the route is as accessible as possible to all cyclists.



# Scheme proposals

We have summarised the key changes being proposed:

## Cycle routes

The scheme will create a direct cycle route from St Clements Way Roundabout to Greenhithe Station. On Ivy Villas and Station Road, the route will not be separated from motorised vehicles. Instead, signage and road markings will encourage cyclists to take primary position (Figure 2) on the road.



From the railway bridge to Greenhithe Station the route will be shared-use and a slope will be constructed.

**Figure 2:** Cyclist in primary position (Source LTN1/20)

## Shared-use slope

The shared-use slope from Station Road to Station Approach will introduce a more direct, accessible route to the station. The steps will remain but will be relocated slightly. A visualisation of the proposed slope is included on page 9 of this booklet.

## Residential parking

The current proposals do not involve removing any parking from Ivy Villas and existing access will be maintained for residents. The location of the bays will be moved northward by approximately one car length.

To allow for the improved pedestrian crossing facilities on Station Road, the seven parking bays would be reduced to four and relocated from the west to the east side of the road to allow safe cycling and walking. The existing bays are rarely used as they are inconveniently located and remain from when the entrance to Greenhithe Station was on Station Road.

## Placemaking improvements

Various options for the space on the south side of Station Road have been considered within the designs.

Although the design for this is not finalised, one possible option is an environmental play area which could consist of the use of fallen trees to make an environmentally friendly area for the public.

**Figure 3 (right):** An environmental play area (Source: Play England)



## Landscaping improvements

There is the opportunity to significantly improve the environment in this area. Although the slope construction will require the removal of some vegetation, this will be replaced with higher quality trees and shrubs designed to encourage wildlife in urban areas. There is also an opportunity to introduce new landscaping on the verge next to the station.

Proposed grass and/or pictorial meadow planting has also been included in our proposals to help encourage wildlife along Station Road, as well as introducing rainwater gardens to help make the area more sustainable and help prevent surface-water flooding.

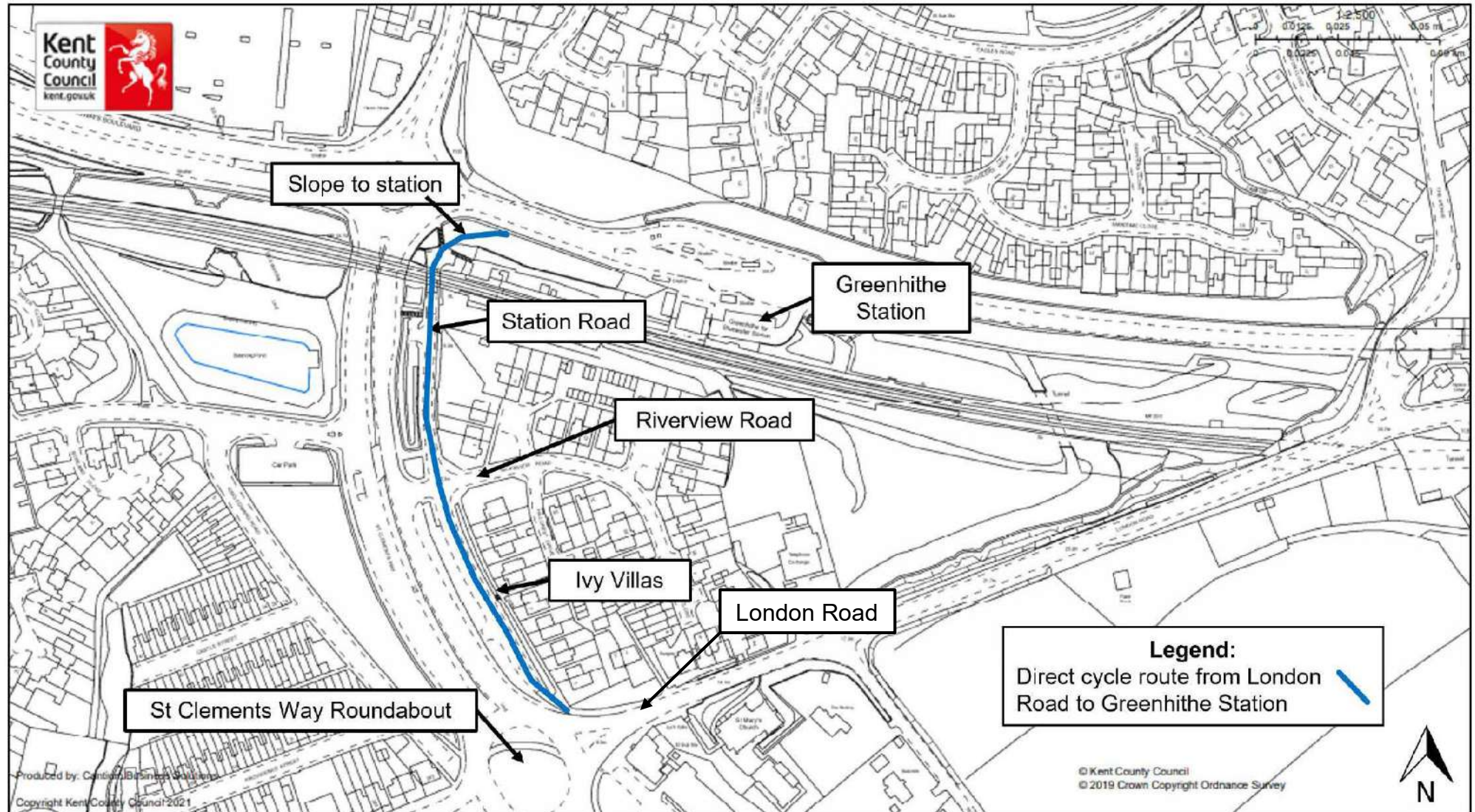
## Improved crossing facilities at Riverview Road

The design would improve the crossing alignment at Riverview Road. The width of the footway will be increased within the crossing area to accommodate the new shared cycleway and footway.



# Scheme Plan: London Road to Greenhithe Station

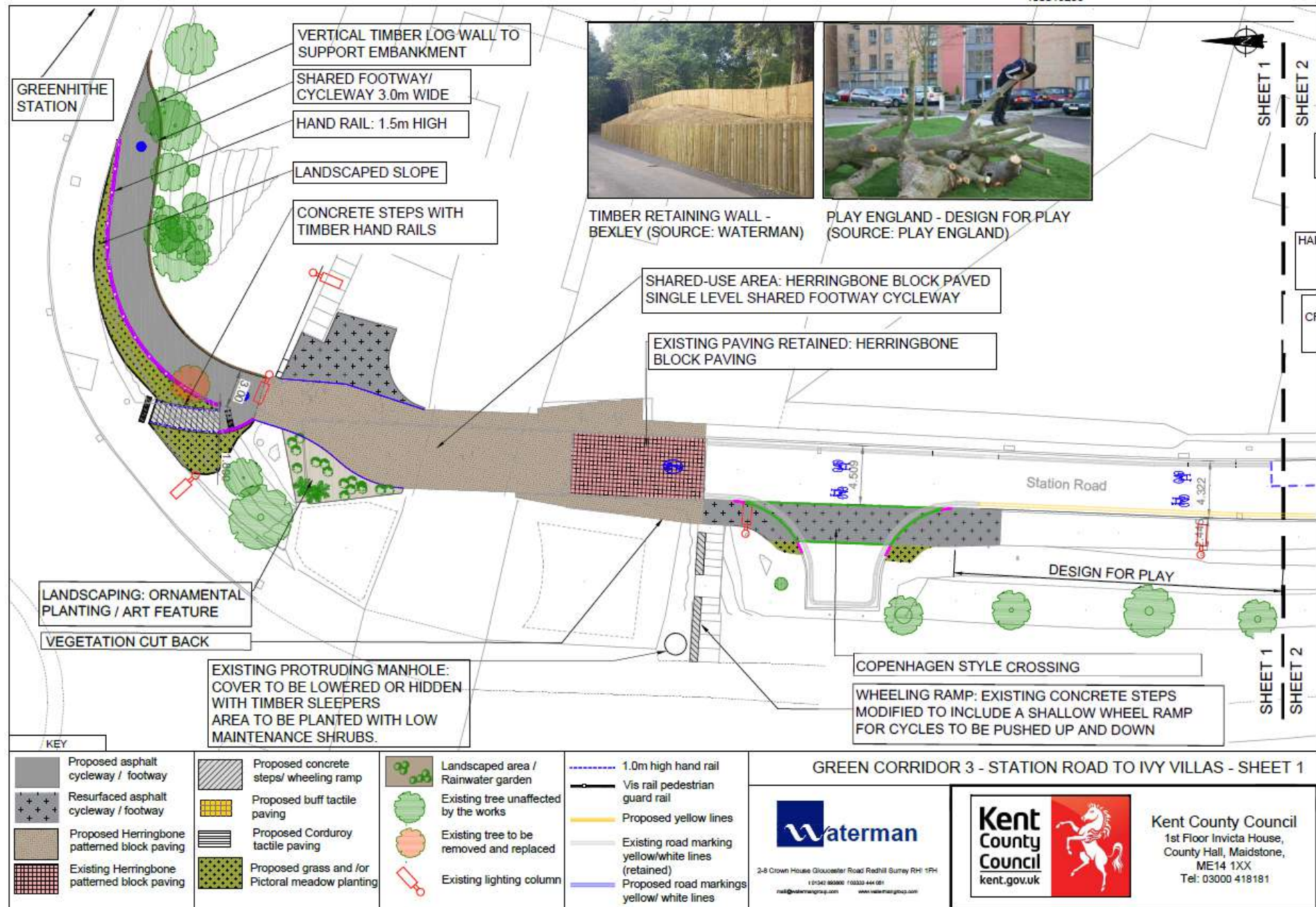
The following pages show the proposed location of the scheme and the outline design.





# Scheme Plan: London Road to Greenhithe Station

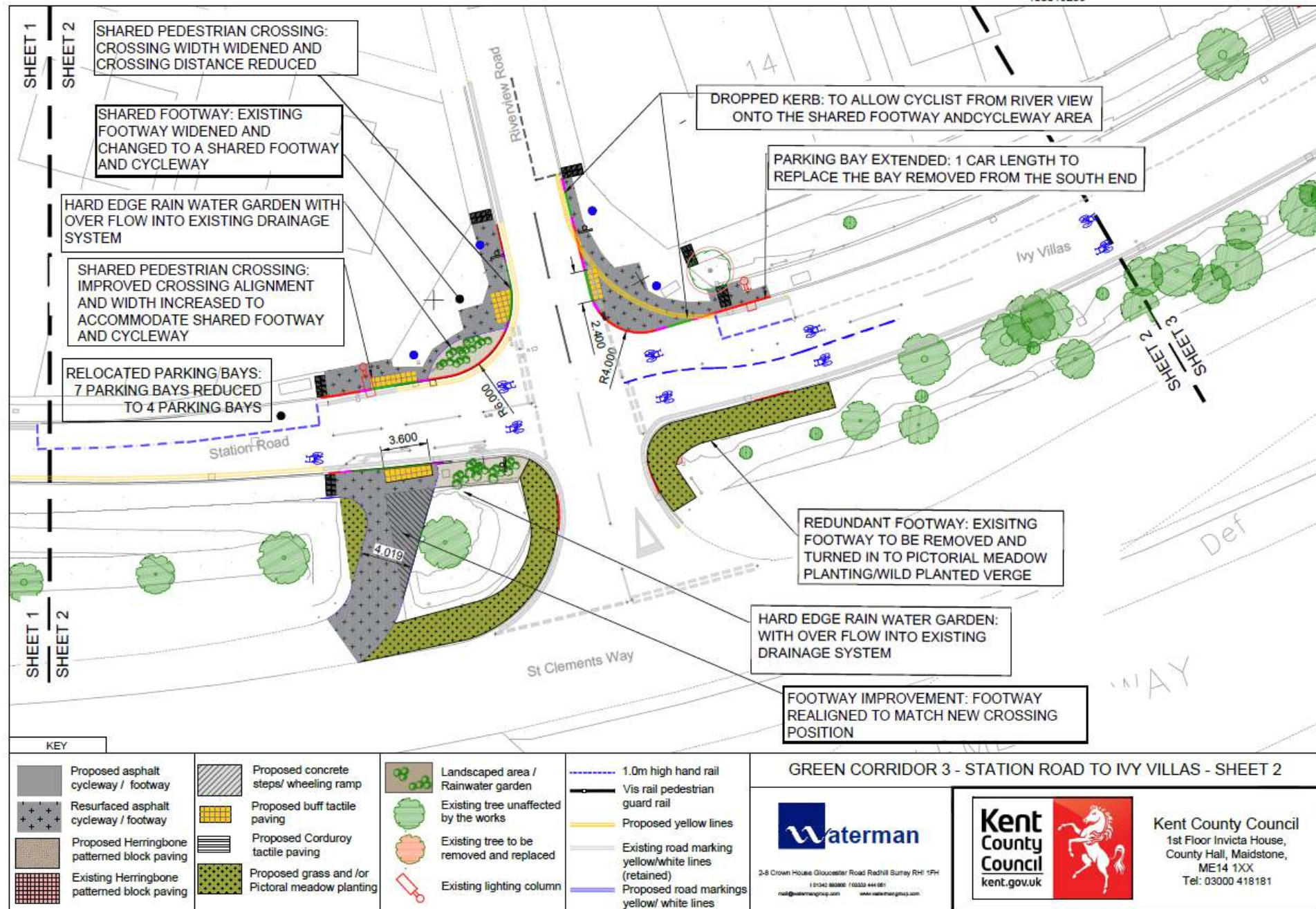
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# Scheme Plan: London Road to Greenhithe Station

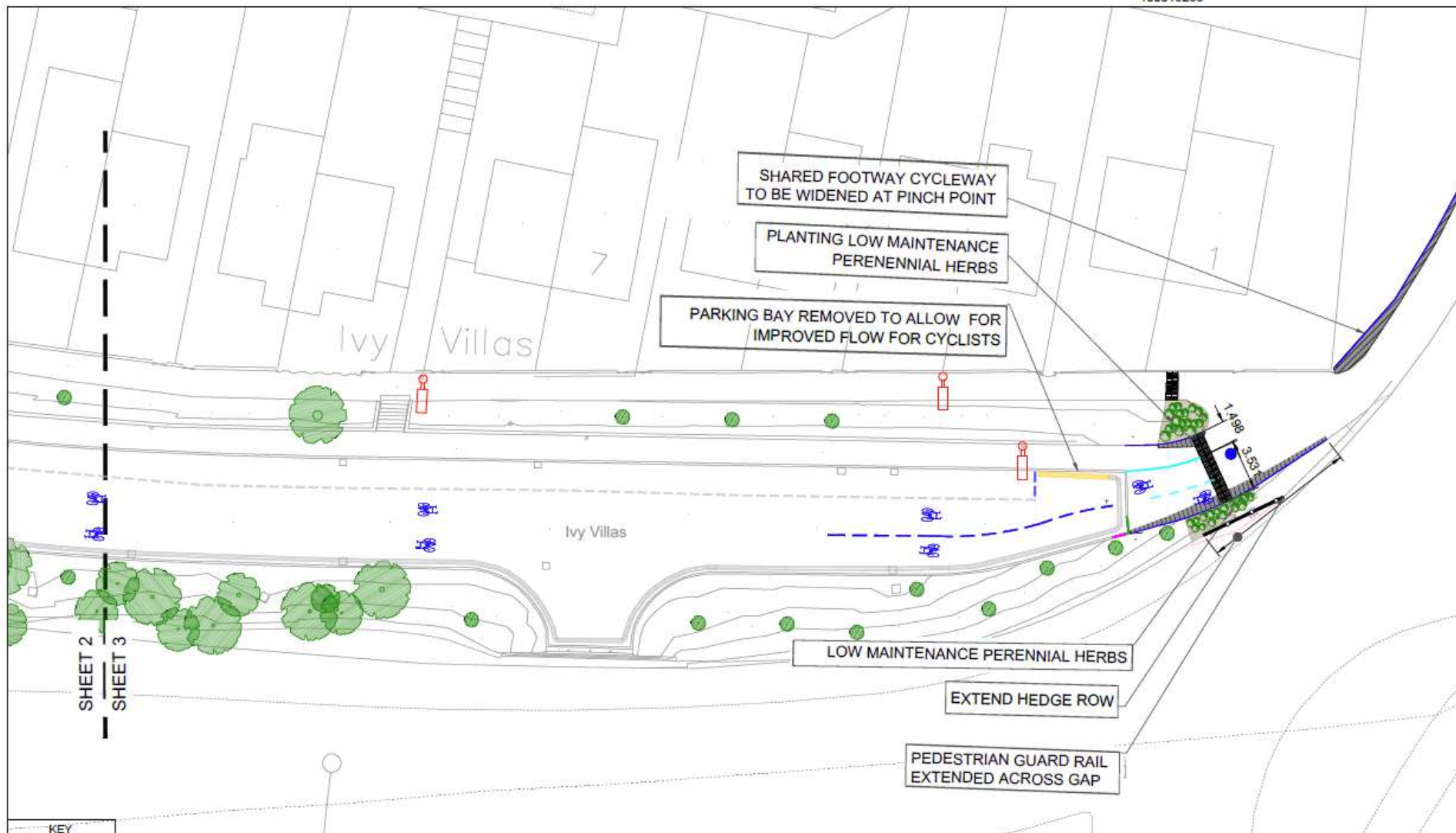
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# Scheme Plan: London Road to Greenhithe Station

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KEY			
	Proposed asphalt cycleway / footway		Proposed concrete steps / wheeling ramp
	Resurfaced asphalt cycleway / footway		Proposed buff tactile paving
	Proposed Herringbone patterned block paving		Proposed Corduroy tactile paving
	Existing Herringbone patterned block paving		Proposed grass and / or Pictorial meadow planting
	Landscaped area / Rainwater garden		Existing tree unaffected by the works
	Existing tree to be removed and replaced		Existing lighting column
			1.0m high hand rail
			Vis rail pedestrian guard rail
			Proposed yellow lines
			Existing road marking yellow/white lines (retained)
			Proposed road markings yellow/ white lines

## GREEN CORRIDOR 3 - STATION ROAD TO IVY VILLAS - SHEET 3



2-8 Crown House Gloucester Road Redhill Surrey RH1 1FH  
1 (1542) 868800 / 03333 444 081  
red@watermangroup.com www.watermangroup.com



Kent County Council  
1st Floor Invicta House,  
County Hall, Maidstone,  
ME14 1XX  
Tel: 03000 418181

# Visualisations of the scheme



**Visualisation 1 (top left):** New shared use slope between Station Road and Station Approach.

**Visualisation 2 (top right):** Riverview Road junction viewed from Ivy Villas.

**Visualisation 3 (bottom left):** Ivy Villas on street cycle route. Cyclists will be encouraged to take the primary position on the road.



## Equality Impact Assessment (EqIA)

To help ensure that we are meeting our obligations under the Equality Act 2010, we have undertaken an Equality Impact Assessment (EqIA) for this scheme. This is to assess the impact our proposals could have on people due to their protected characteristics (age, sex, gender identity, disability, race, religion or belief, sexual orientation, pregnancy or maternity, marriage and civil partnership and carer's responsibilities).

There are likely to be some negative impacts during construction due to increased journey times and some construction noise. Construction will be planned to ensure all properties will remain accessible as required. During the works, alternative routes will be provided for pedestrians with barriers and ramps for those with visual and mobility impairments as required and in accordance with industry standards.

There will be long term benefits with the provision of the cycle route and safer crossing points. There are some shared-use areas, and considerate use will be needed to avoid conflicts between pedestrians and cyclists. The EqIA is available to view at [kent.gov.uk/greencorridors](http://kent.gov.uk/greencorridors) or on request.

## Help us shape our designs

We want to continue to understand and incorporate the views of residents, businesses, the travelling public, and other stakeholders into our designs. Your feedback will be vital in helping to shape how the detailed designs are developed and taken forward.

This consultation will run for seven weeks from 1 December 2021 to 19 January 2022.

You can provide feedback by completing the questionnaire which is available on our website: [www.kent.gov.uk/greencorridors](http://www.kent.gov.uk/greencorridors)

## Next steps and timescales

Your feedback will be reviewed and analysed following the closure of the consultation. The findings will then be compiled into a consultation report and made available on our website.

Your feedback will be used to help form our detailed design. Any changes to yellow lines or parking will require us to undertake a statutory Traffic Regulation Order consultation. We will also require planning permission for the construction of the slope.

Our intention is to start construction on this scheme in late 2022. The scheme would take approximately six months to complete.

Our timetable for delivery may be impacted on other works in the area. The web page [www.kent.gov.uk/greencorridors](http://www.kent.gov.uk/greencorridors) will be updated with new information when it is available.

## Contact us

If you have any queries about any of the schemes or require hard copies, please contact us at [greencorridors@kent.gov.uk](mailto:green corridors@kent.gov.uk) or call 03000 41 81 81. Please use the reference 'Green Corridor Programme – London Road to Greenhithe Station' to identify the scheme.

## Alternative formats

Larger PDF versions of these plans are available at [www.kent.gov.uk/greencorridors](http://www.kent.gov.uk/greencorridors) which you will be able to zoom in to see the details more clearly.

For any alternative formats, please email [alternativeformats@kent.gov.uk](mailto: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.

## Glossary

**Copenhagen Crossings** - are designed to reinforce the rules of the highway code and give priority to pedestrians at side roads. They encourage vehicles to slow down and give way to pedestrians when entering or exiting side roads.

**Pictorial Meadow** - consists of colourful and long flowering mixes of either annual or perennials from around the world. They are widely found in urban areas.

**Rainwater Garden** – is a system that collects water from paving and hard surfaces and puts it through a filtering mechanism that removes nutrients and pollutants. The water can then pass through the system and be released into the drainage systems.

**Corduroy Paving** - The purpose of corduroy tactile paving is to warn visually impaired people of the presence of specific hazards. It is also used where a footway joins a shared route.

