

Green Corridors

Public Consultation

Gravesend: Springhead Road Consultation Brochure

Consultation open from
1 December 2021 to 19 January 2022

kent.gov.uk/greencorridors



Ebbfleet
DEVELOPMENT CORPORATION



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Introduction

Welcome to our second public consultation on our plans to introduce cycling improvements along Springhead Road. This scheme is part of the Green Corridors Programme which aims to provide high-quality, connected routes to support a shift towards sustainable modes of travel.

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 will 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 Springhead Road scheme was positive and revealed that respondents would welcome improvements along this route. The responses highlighted that there 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 a belief it will be well used as it will protect both cyclists and pedestrians
- some concerns about how the scheme will link with the wider network and the barrier to cycling caused by the Pepperhill Roundabout.

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.

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 for local journeys
- > connect new and existing communities through the provision of connected cycle and walking routes.

Overview

This scheme aims to create a new cycle route on both sides of Springhead Road providing a direct, convenient, and safer option for cyclists. The cycle route will stretch from Pepperhill Roundabout to Springhead Parkway but may be extended to Thames Way in the future if further funding can be secured.

This would provide a safer and more pleasant environment for cyclists by offering separated space for people to cycle. The route will help cyclists access Springhead Park with a stepped cycle track proposed for most of the scheme.

The new route will also connect with the Hall Road Green Corridor scheme which is being developed in parallel with this scheme. More information on this proposal can be found within the previous consultation.

Newer developments in the area, such as Springhead Park, have excellent regional and international connections. However, on a local level, more can be done to connect new and existing communities by improving walking and cycling infrastructure, which will support the area to grow sustainably.

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 Gravesham Borough Council to identify this route. As such, the funding cannot be used elsewhere.

How will the scheme fit in with the wider network?

Feedback in response to the first consultation showed that respondents were unsure how the route would fit in with the wider cycling network. Figure 1 (right) shows existing and planned routes in the area which will link with the Springhead Road cycle route.

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

The full map can be found on the [Explore Kent webpage](#)

What standards have you used?

Respondents to the previous consultation also highlighted that those routes should not be designed for able-bodied cyclists alone. This scheme has been designed following the guidance set out in Cycle Infrastructure Design (Local Transport Note 1/20) so that the route is as accessible as possible to all cyclists.

For most of the scheme, the cycleway will be separated from the footway and road. Where there are constraints and the width of the carriageway cannot be reduced, shared use areas and minimum widths set out in guidance (LTN 1/20) have been used.



Scheme Proposals

We have summarised the key changes being proposed:

Cycling and walking improvements

The scheme would introduce a one-way stepped cycle track on both sides of Springhead Road. The route would be separated from traffic and pedestrians to promote accessibility and make the route safer and easier to use. Proposals include:

- a new cycle route from Pepperhill Roundabout to Springhead Parkway, to better connect residential areas, such as Springhead Park adjacent to Springhead Road
- junction layout changes at the Orchard Road and Waterdales junctions, to make it easier for pedestrians and cyclists to cross by aligning the crossing points with the desire line
- upgraded crossing points to improve safety for pedestrians and cyclists along Springhead Road
- the route will primarily be a stepped cycle track but there will be short sections of shared pedestrian and cycle footway where pedestrians need to cross the road or board a bus
- upgraded footways using new paving materials, making them wider in areas where it is possible to improve accessibility and pedestrian safety.

Shared use path: The shared use path will allow people to walk and cycle within the same space without any separation or road markings. Shared use areas are only used for short sections where there is insufficient road space for a separate cycle track. Shared use paths are provided where cycle speeds need to be slow. Enough width is provided for cyclists to comfortably pass pedestrians.

Junctions and crossings: The design includes changing the layout of junctions to ensure that drivers slow down and turn at low speeds. This will make it easier for pedestrians and cyclists when crossing busy roads, by making them more direct and easier to use.



Figure 2: An example of a stepped cycle track. A stepped cycle track is at a different level to both the footway and the road (Source: LTN1/20)

Landscaping Improvements

The scheme includes new areas of planting and greenery to maximise biodiversity and make the area more attractive. Small areas of planting will also collect excess rain and help mitigate against excess surface water.

It will be necessary to remove some grass verge to facilitate the cycle route. However, this has been limited where possible and a new planting scheme in the remaining grass verges will encourage more wildlife.

Scheme Proposals and Visualisations

Parking and traffic management

Although Springhead Road is part of the strategic road network, it is also a residential road. Therefore, the design has aimed to keep the existing parking. All accesses to existing driveways will remain. The loss of parking has been minimised as much as possible. However, the removal of one parking space on the eastern side of Springhead Road would be required to facilitate a build-out for the existing bus stop.

The parking laybys will remain and there will be no further reductions of these laybys. However, the alignment of the entrance and exit of each layby will be adjusted to prevent parked vehicles overhanging the road or the new cycle track.

In the previous consultation, respondents expressed concern that the new cycle track would be abused by motor vehicles parking inconsiderately. We will work closely with Gravesham Borough Council when the scheme is implemented to prevent illegal parking on Springhead Road.



Visualisation 1 (left): Shows how the scheme could look upon completion, with the construction of a new one-way stepped cycle track either side of Springhead Road and the introduction of a bus stop island to facilitate the existing bus stop and fully segregate cyclists to minimise conflict.

Scheme Visualisations



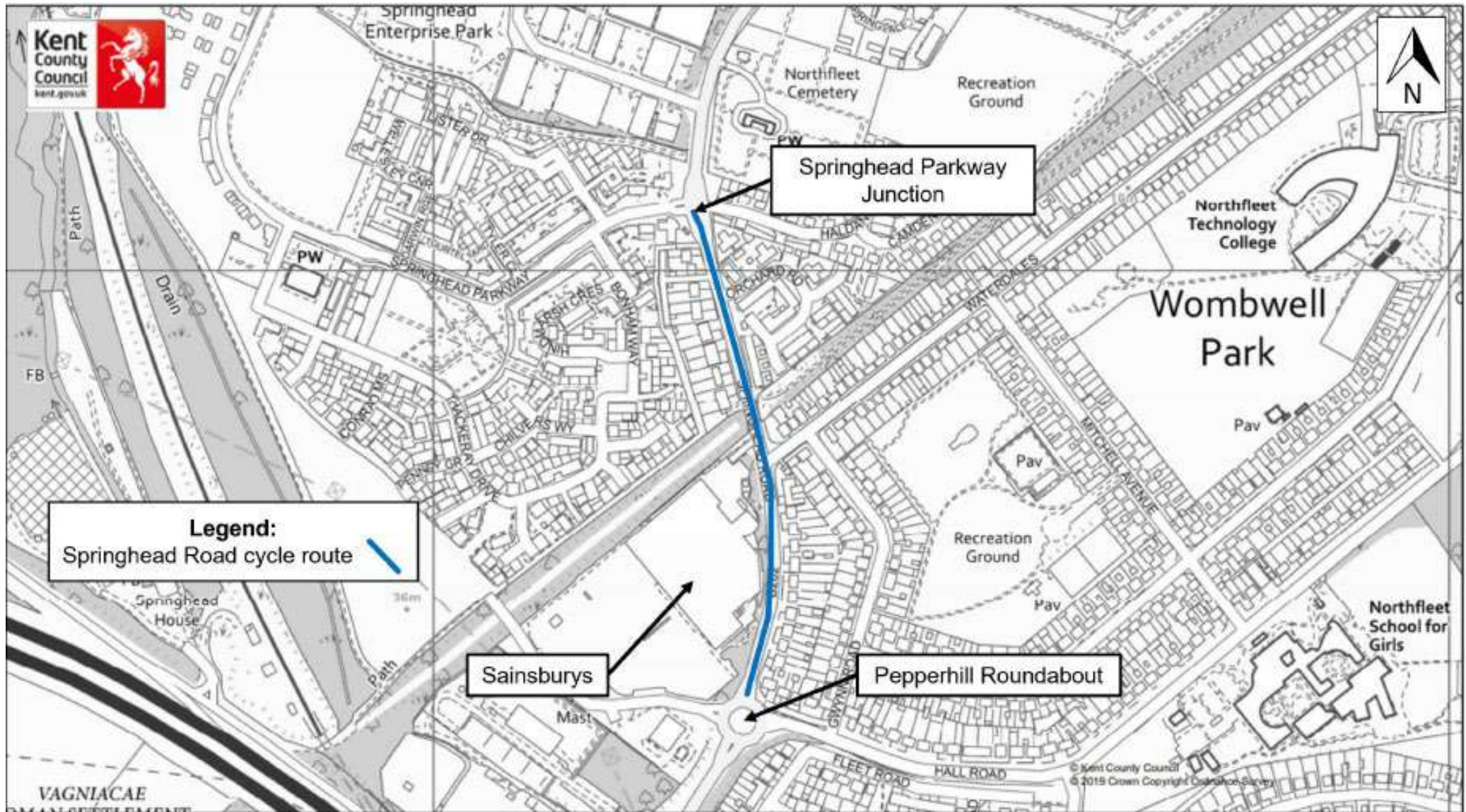
Visualisation 2 (left): Proposed layout of Springhead Road. The visual shows where cyclists would be accommodated within the fully segregated stepped cycle track and the widening of the footway where possible to make it more accessible to improve pedestrian safety.



Visualisation 3 (right): Shows a southbound fully segregated stepped cycle track and a northbound bus stop with shared pedestrian and cycle footway to allow passengers ease of access to buses. Signage will support the shared cycle/pedestrian areas to provide safety and minimise conflict between pedestrians and cyclists.

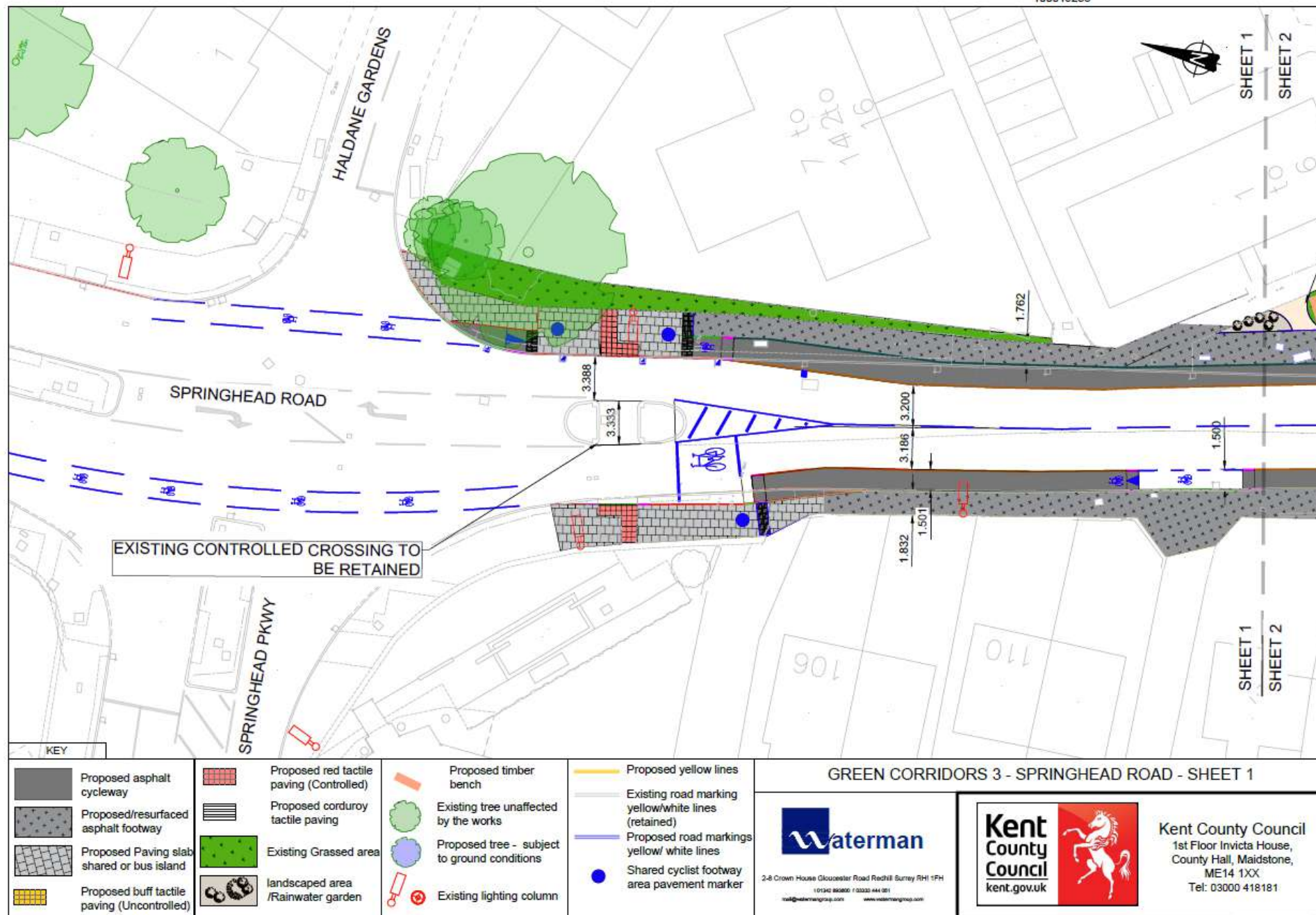
Scheme Plan: Springhead Road

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



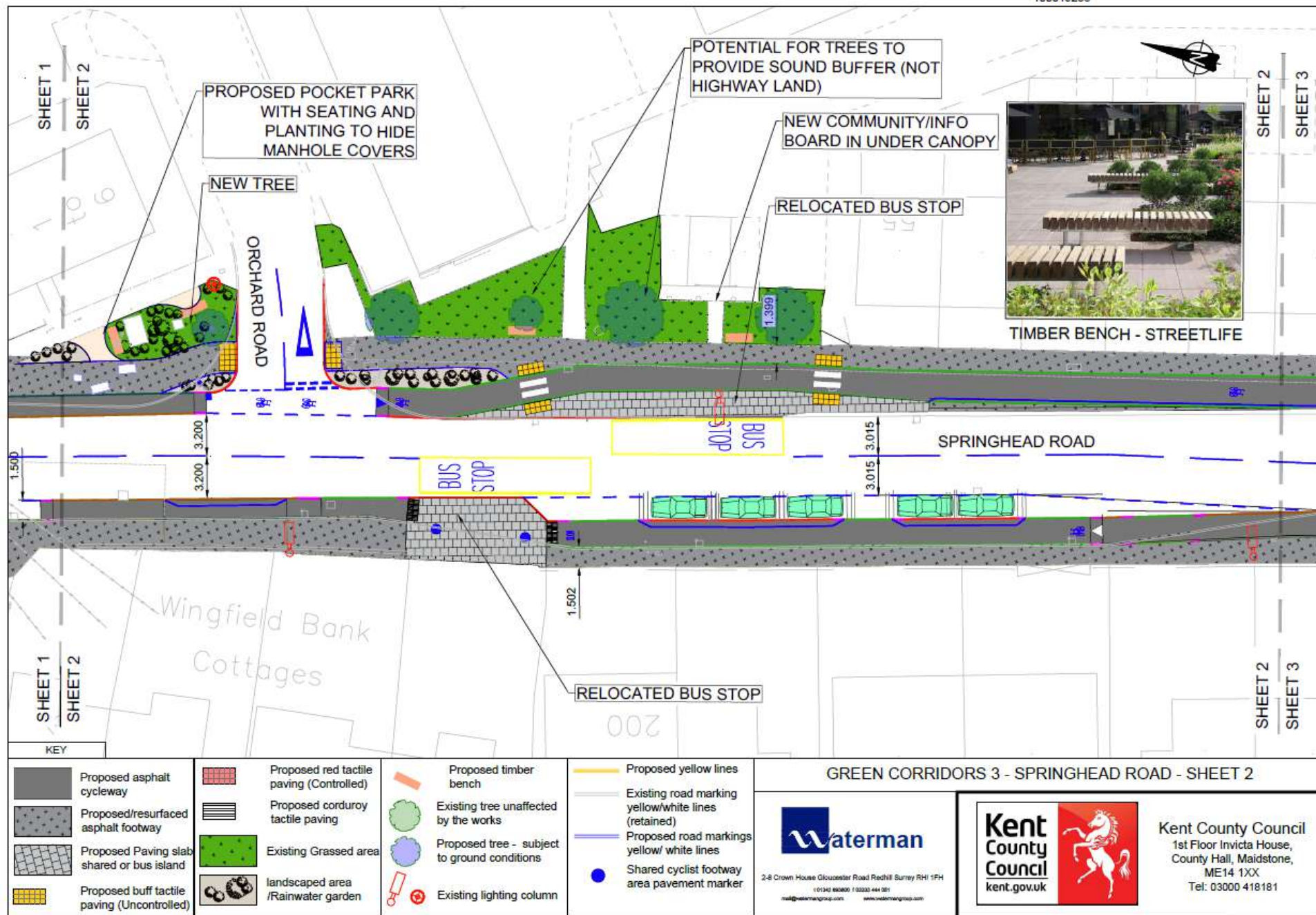
Scheme Plan: Springhead Road (Junction with Springhead Parkway)

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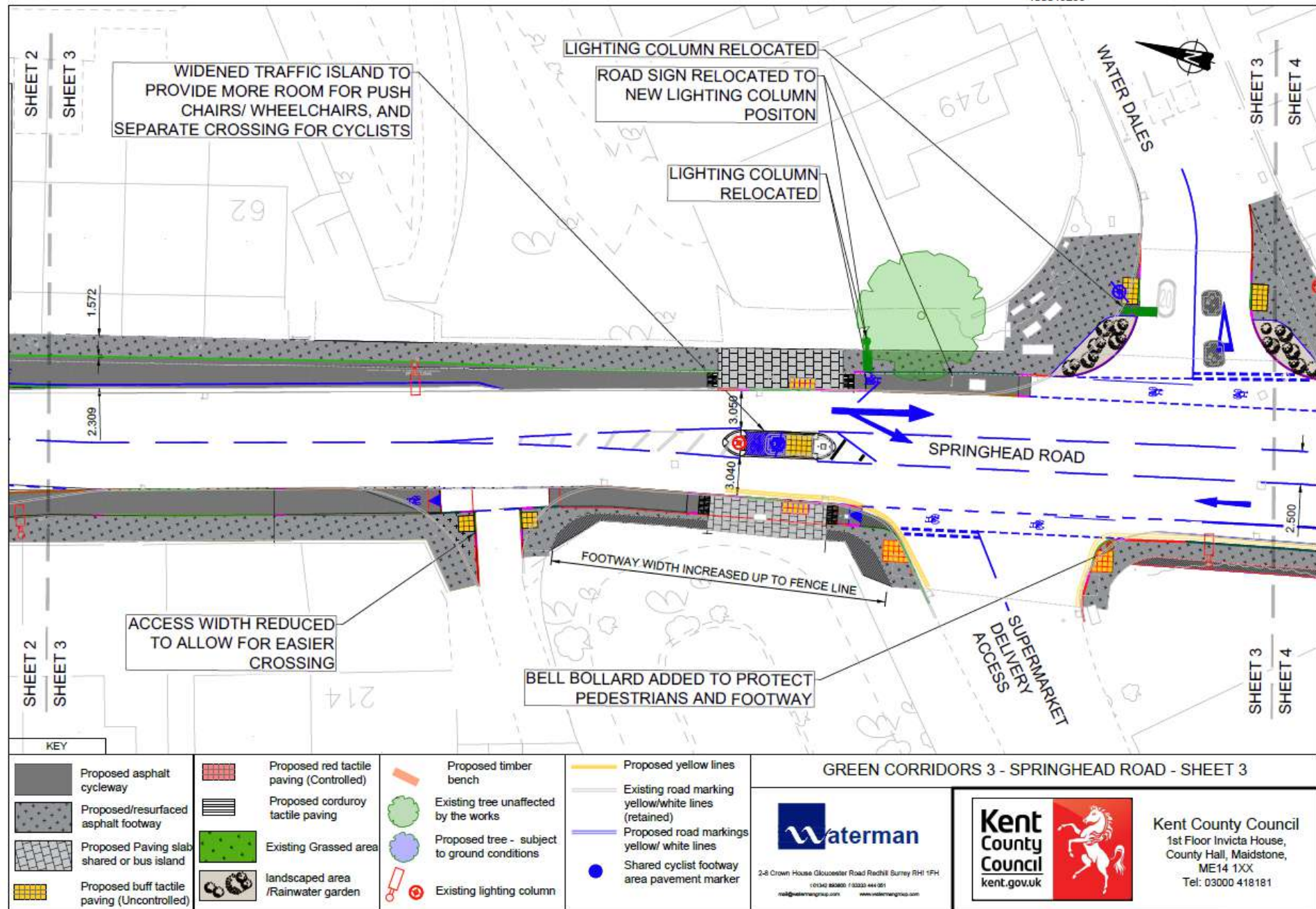
Scheme Plan: Springhead Road (Junction with Orchard Road)

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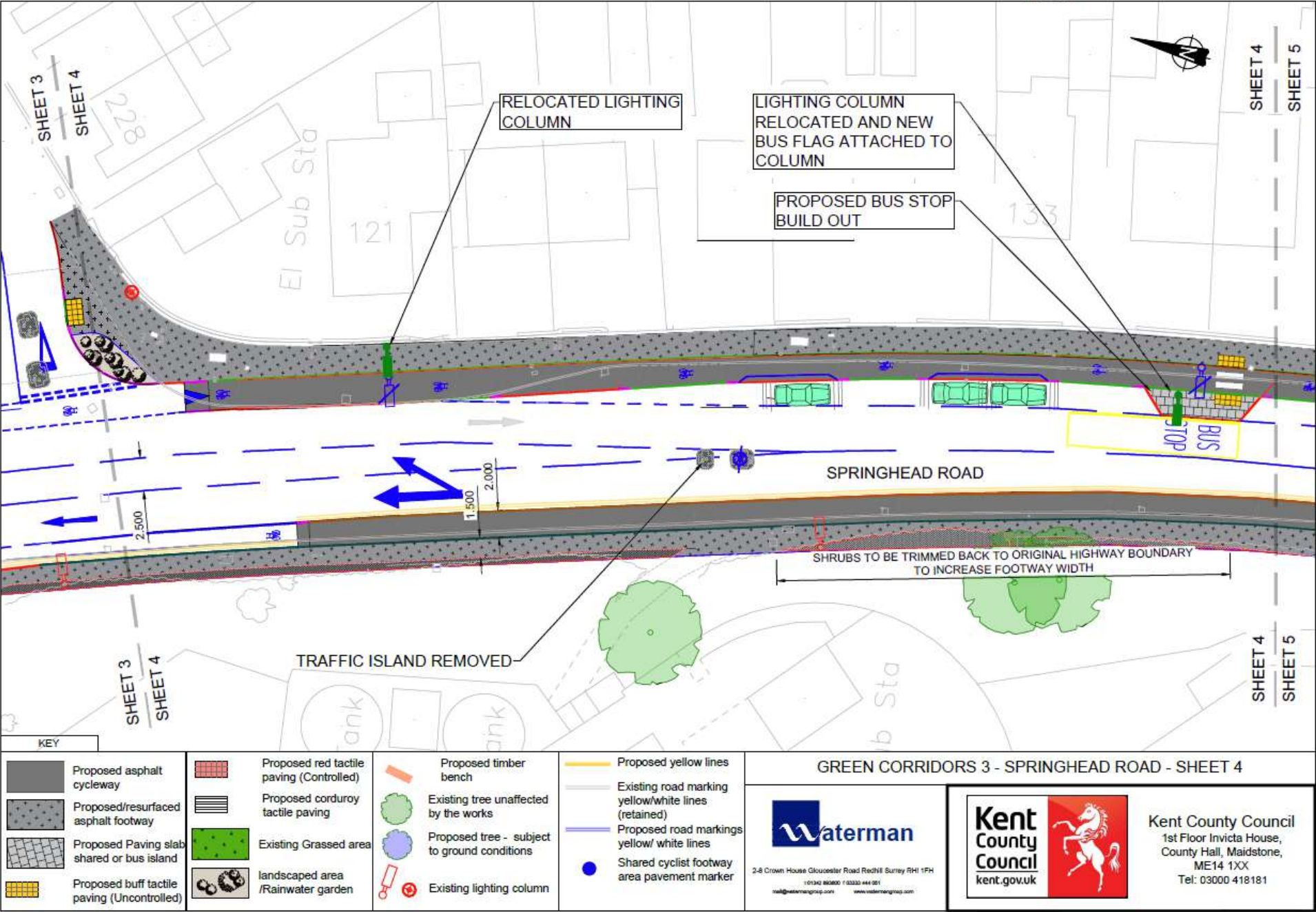
Scheme Plan: Springhead Road (Junction with Waterdales)

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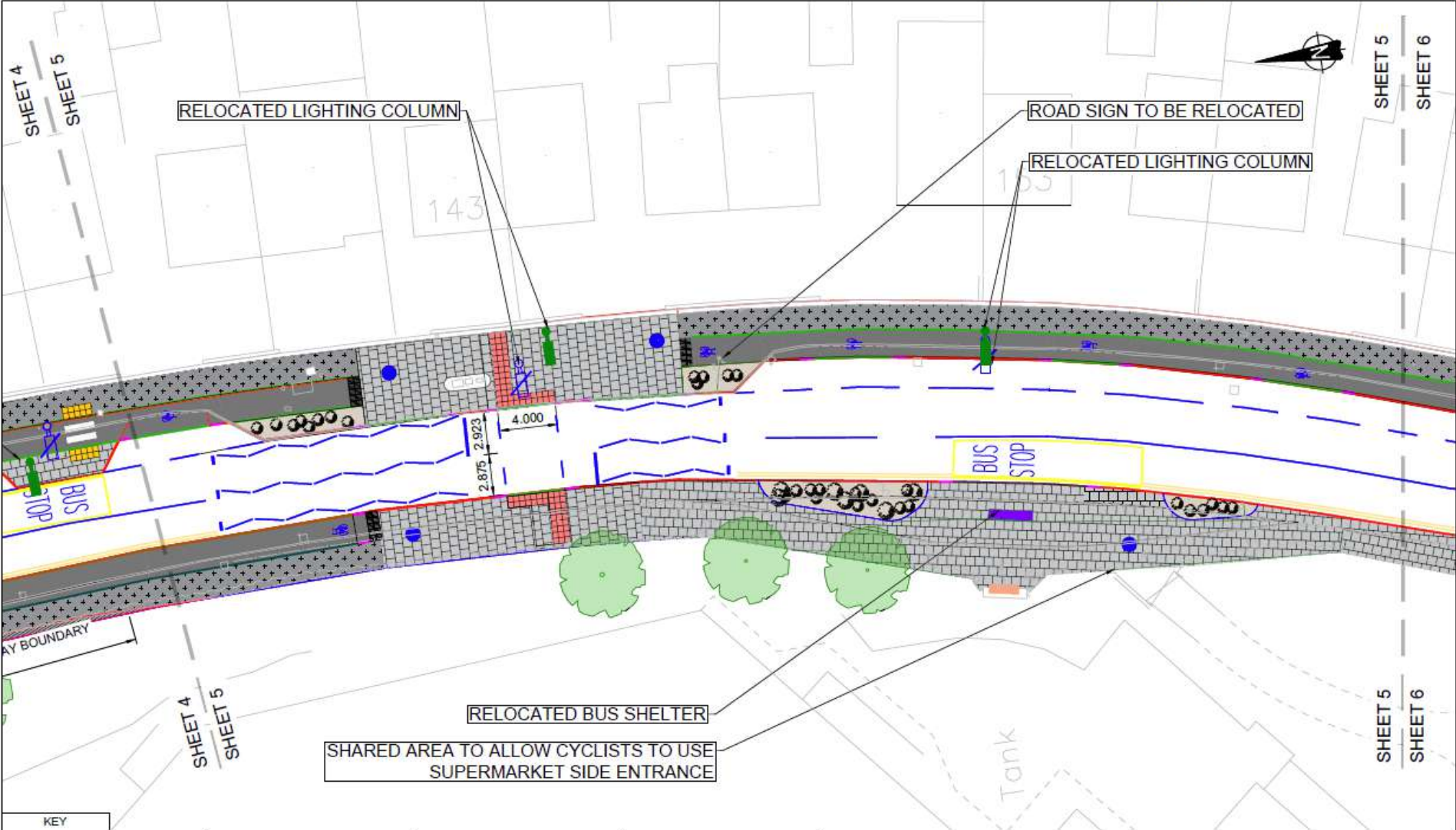
Scheme Plan: Springhead Road (Junction with Waterdales)

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Scheme Plan: Springhead Road (Pedestrian Crossing and Bus Stop)

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KEY			
	Proposed asphalt cycleway		Proposed red tactile paving (Controlled)
	Proposed/resurfaced asphalt footway		Proposed corduroy tactile paving
	Proposed Paving slab shared or bus island		Existing Grassed area
	Proposed buff tactile paving (Uncontrolled)		landscaped area /Rainwater garden
	Proposed timber bench		Existing tree unaffected by the works
	Proposed tree - subject to ground conditions		Existing lighting column
	Proposed yellow lines		Existing road marking yellow/white lines (retained)
	Proposed road markings yellow/white lines		Shared cyclist footway area pavement marker

GREEN CORRIDORS 3 - SPRINGHEAD ROAD - SHEET 5

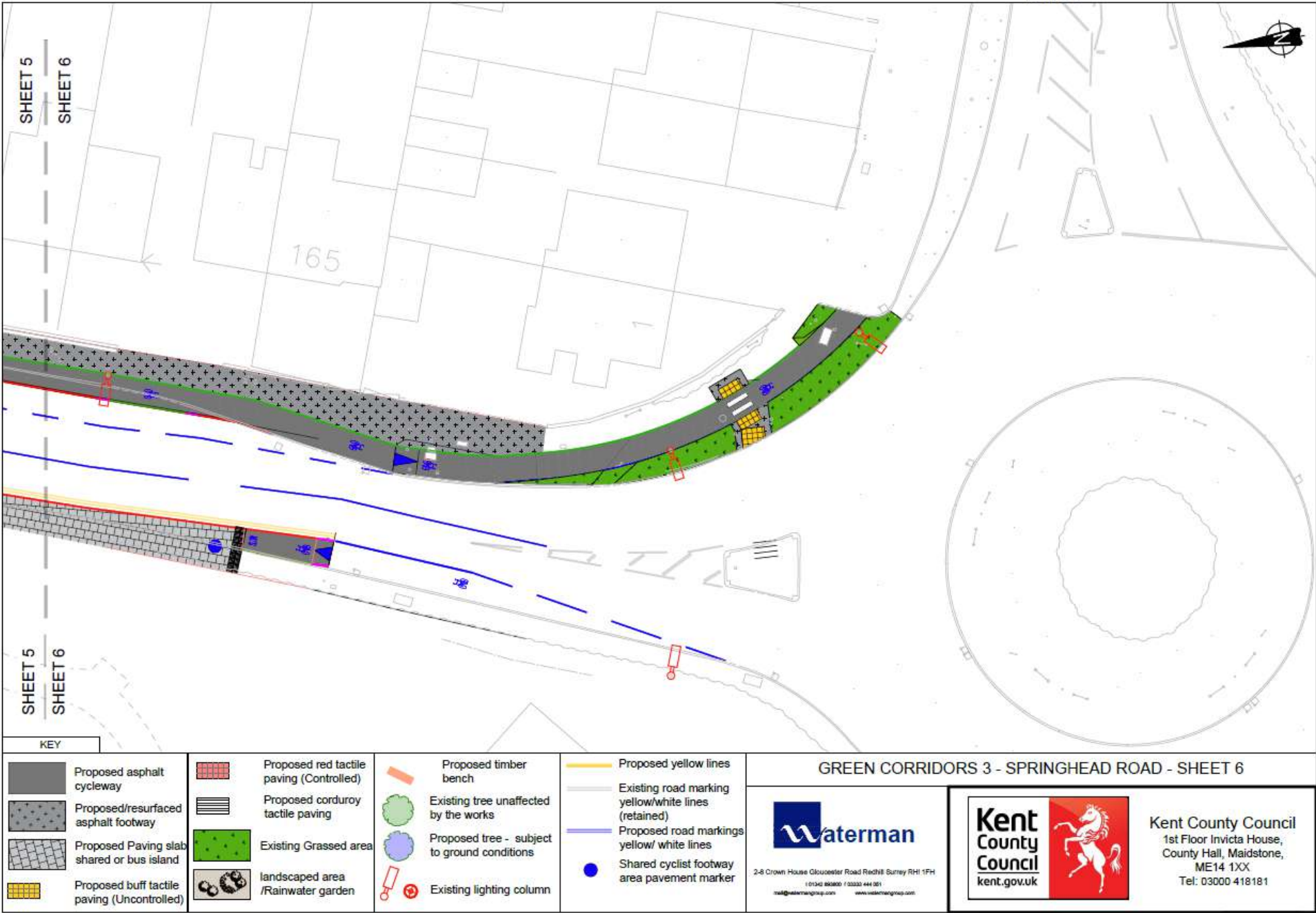
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Scheme Plan: Springhead Road (Junction with Hall Road and Pepperhill Sainsburys)

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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).

The EqIA is available to view at kent.gov.uk/greencorridors or on request.

This scheme will deliver positive impacts by providing safe places to walk and cycle which will benefit pedestrians and cyclists of all ages and abilities.

There are likely to be negative impacts during construction due to increased journey times and possible impacts on bus stops. Liaison will take place with bus operators to mitigate issues from construction activities. 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 stepped cycle tracks and safer crossing points. There are some shared use areas, and considerate use will be needed to avoid conflicts between pedestrians and cyclists, particularly by bus stops.

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 scheme design. 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

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. We will need to complete a statutory Traffic Regulation Order consultation to make any changes to yellow lines.

Our intention is to start construction on this scheme in late 2022. The scheme will 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 will be updated with new information when it is available.

Contact us

If you have any queries about the scheme 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: Springhead Road' to identify the scheme.

Alternative formats

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

For any alternative formats or languages, please email alternativeformats@kent.gov.uk or call 03000 42 15 53 (text relay service number 18001 03000 42 15 53). This number goes to an answering machine, which is monitored during office hours.

Glossary

Build-out – A build out is the widening of the footways or verges or other areas that run beside the carriageway.

Bell Bollard – A Bell traffic bollard is designed to deflect the wheels of heavy traffic and prevent inconsiderate or dangerous parking.

Desire line - The desire line is the preferred route a person will take in order to travel from A-to-B.

Pocket Park – A small area of green space accessible to the general public.

Stepped Cycle Track - A cycleway that is built higher than the carriageway, but lower than the footway which are genuinely used when space is tight but creates an effective separated cycleway with sufficient width with no space lost between the boundaries.

