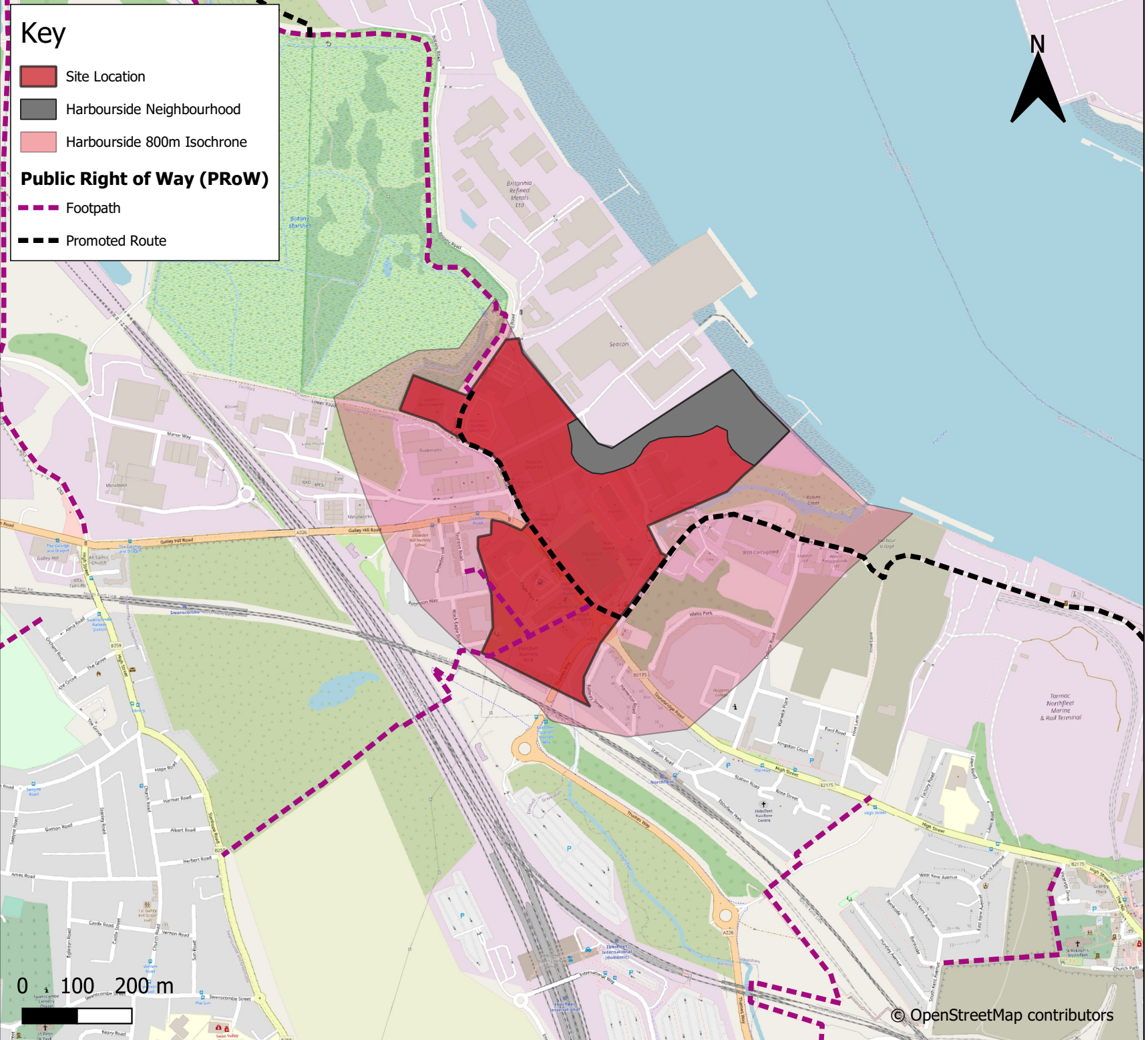




Key

Site Location

Harbourside Neighbourhood

Harbourside 800m Isochrone

Public Right of Way (PRoW)

Footpath

Promoted Route

Key

Site Location

Harbourside Neighbourhood

Harbourside 2km Isochrone

Public Right of Way (PRoW)

Footpath

Promoted Route

Northfleet Central 1 Ltd

Northfleet Harbourside, Gravesham

Harbourside Neighbourhood
PROWs and 800m Isochrone

vectos.

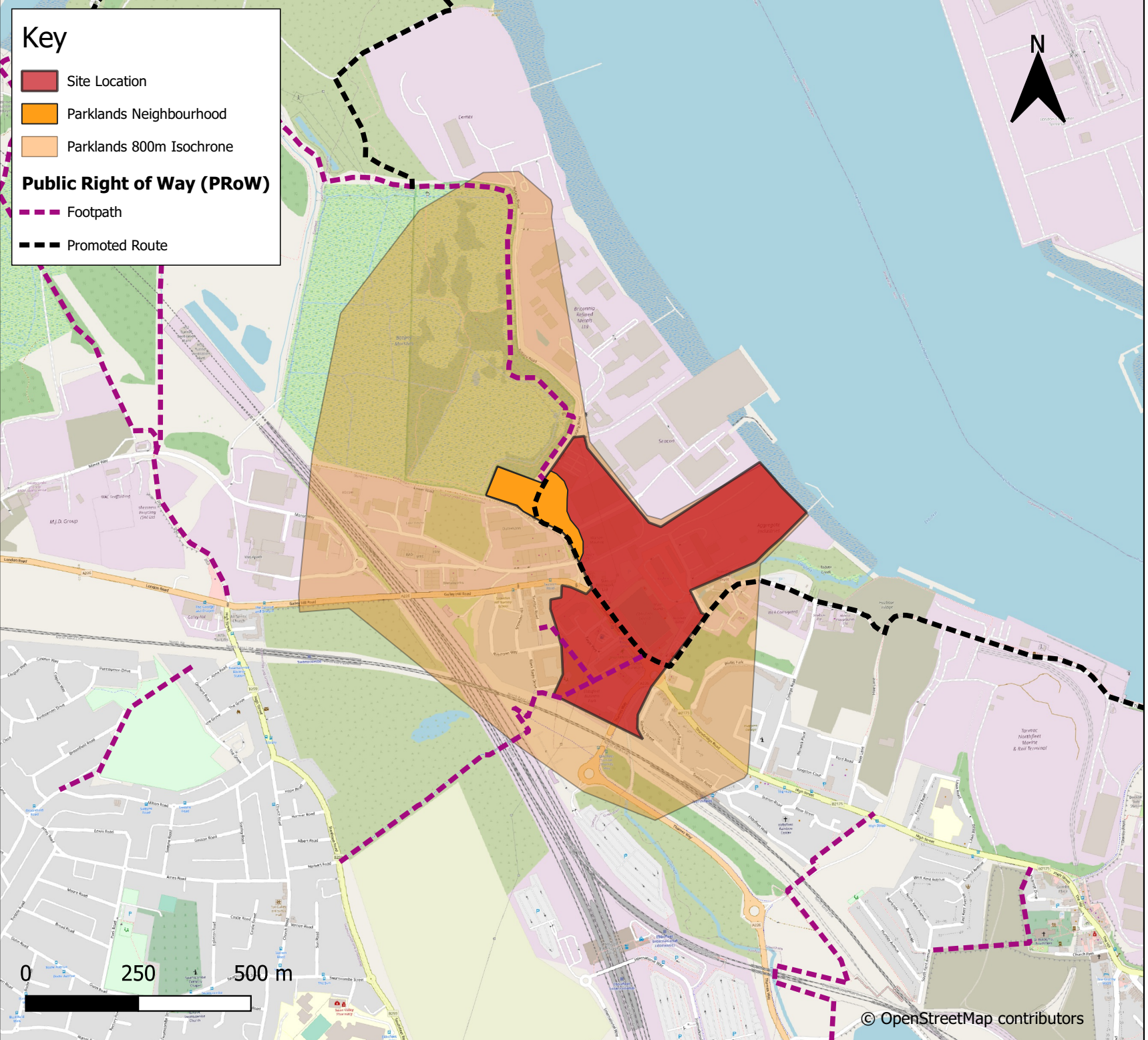
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Drawn By: BH

Checked By: DJ

26/09/2022

Figure 2.2.1



Key

- Site Location
- Parklands Neighbourhood
- Parklands 800m Isochrone

Public Right of Way (PRoW)

- Footpath
- Promoted Route

Key

- Site Location
- Parklands Neighbourhood
- Parklands 800m Isochrone

Public Right of Way (PRoW)

- Footpath
- Promoted Route

Northfleet Central 1 Ltd

Northfleet Harbourside, Gravesham

Parklands Neighbourhood PROWs
and 800m Isochrone

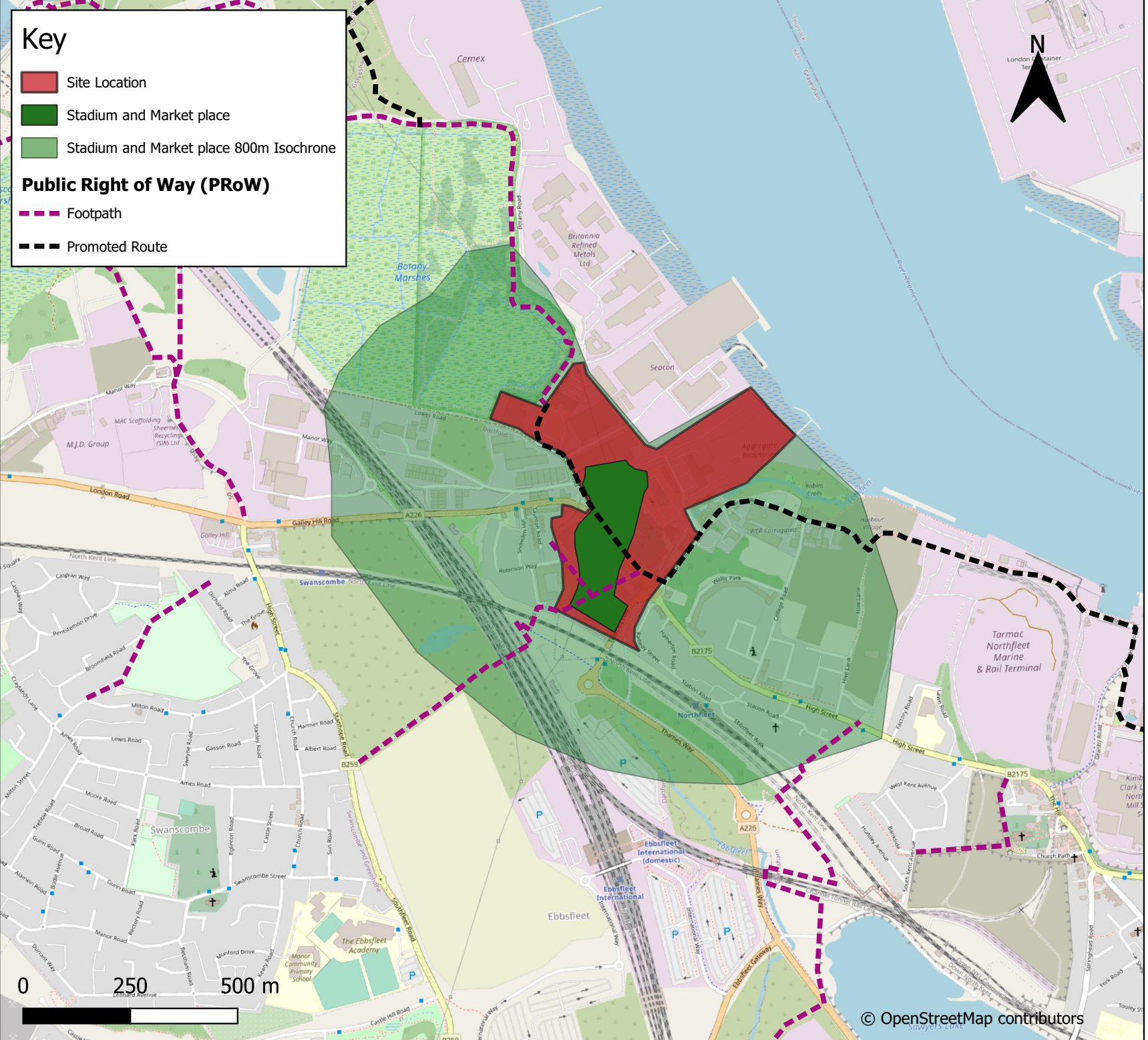
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BH RS Figure 2.2.3

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Key

- Site Location
- Stadium and Market place
- Stadium and Market place 800m Isochrone

Public Right of Way (PRoW)

- Footpath
- Promoted Route

Key

- Site Location
- Stadium and Market place
- Stadium and Market place 800m Isochrone

Public Right of Way (PRoW)

- Footpath
- Promoted Route

Northfleet Central 1 Ltd

Northfleet Harbourside, Gravesham

Stadium and Market Place
PROWs and 800m Isochrone

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BH RS Figure 2.2.4

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Appendix D

Northfleet Harbourside, Gravesham

Walking and Cycling Assessment

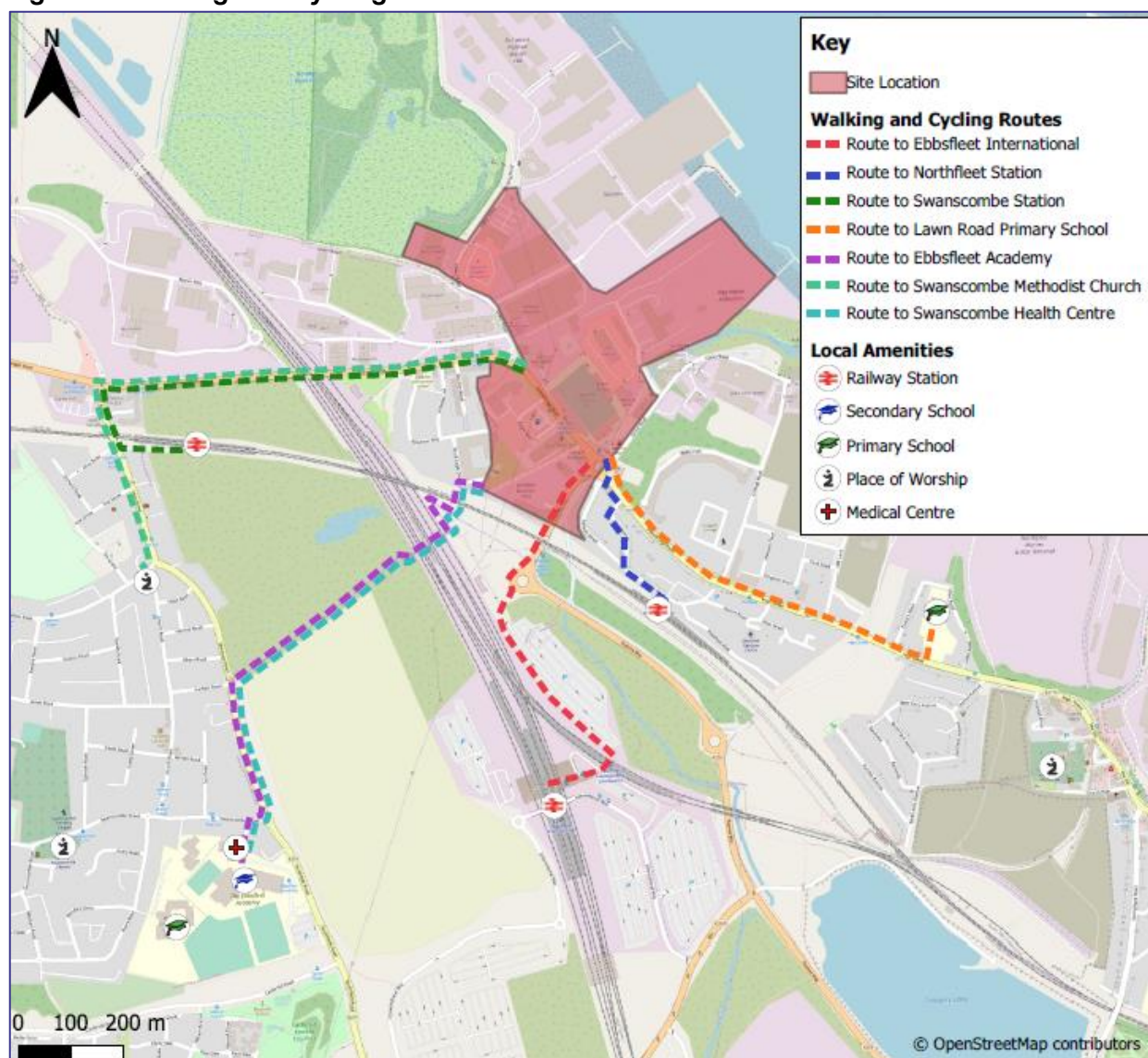
N11/226728

August 2023

Introduction

1. The existing walking and cycling routes within close proximity to the site have been assessed.
2. This assessment has been undertaken in the form of a site visit which was undertaken in May 2023. Only the existing walking and cycling routes that are not located within the site boundary have been assessed. Routes within the site boundary have not been included within this assessment as the proposals for this development involve the complete redevelopment of the area and as such an assessment of these routes would not be beneficial or representative of the future site.
3. Throughout this assessment the Healthy Streets Indicators have been consulted.
4. The routes that have been assessed are from the site boundary to the following locations:
 - Ebbsfleet International Station
 - Northfleet Railway Station
 - Swanscombe Railway Station
 - Lawn Road Primary School
 - Ebbsfleet Academy
 - Swanscombe Methodist Church
 - Swanscombe Health Centre
5. **Figure 1** presents the routes to these locations. **Appendix A** presents these routes along with photos from the site visit that were taken along each route.

Figure 1: Walking and Cycling Routes



Route Assessments

Route 1 - To Ebbsfleet International

People chose to walk, cycle, and use public transport

- This route has high quality, well surfaced footways on both sides of the A226 along with a dedicated cycle path running along the eastern side of the carriageway (**Photo 1**).

Photo 1: Cycle Path (A226)



7. It is noted that there is some overgrown vegetation on the approach to the Thamesway/A226 roundabout; there are also large amounts of litter within the vegetation along this section of the route **(Photo 2)**.

Photo 2: Litter amongst the vegetation



8. To improve conditions along this section, footways should be kept clear of vegetation and litter to ensure that pedestrian movements (including wheelchairs) are not restricted.

People feel Safe

9. The route has street lighting throughout helping to make people feel safe after dark. No measures are suggested at this time.

Not too Noisy

10. At present there is a significant level of HGV movements along the A226. A number of these movements are associated with the existing industrial units in the area. It should be noted that the proposed development will lead to the removal of a number of these units and as such it can be assumed that the level of noise would be reduced.
11. Noting this, it is suggested that noise along this route could be further reduced with planting or screening which would help to reduce the level of noise experienced by pedestrians.

Things to see and do

12. The route has little in the way of things to see and do as it travels along the A226 and through to Ebbsfleet. In order to improve this, planting along the route could be introduced to improve the overall appearance of the route.
13. The retail area proposed at the site will be located towards the start of this route, and as such although there is little to see and do along the route once pedestrians arrive at the site they will immediately benefit from a range of amenities.

People Feel Relaxed

14. The footways along this route are wide and well surfaced, allowing pedestrians to travel with a gap between themselves and vehicular traffic. As noted previously, lighting is also present along this route making people feel more relaxed.

Easy to Cross

15. There are dropped kerbs and tactile paving located at crossings along this route. It was noted that at points the location of the tactile paving is not in line with the pedestrian desire lines along this route, instead it is located further west which makes it redundant to many pedestrians.
16. Within the proposals new signalised crossing are proposed at the revised Thamesway/B2175 junction. These new crossings will help to facilitate the crossing of the A226 which has moderate to high traffic flows.

Shade and Shelter

17. There is intermittent shade provided along this route, generally provided by trees, and underpass and buildings along the route. There is a lack of accessible rest areas with seating and shelter. The introduction of rest areas with shelter would mitigate this issue however due to the short length of the route it is not considered that seating along this route would be essential.

Places to stop and rest

18. This route has a mixture of designated and undesignated seating, particularly surrounding the Ebbsfleet International train station. There are metallic plant pots which can be used to stop and rest, located directly outside the station's eastern entry/exit (**Photo 3**), as well as numerous benches in and around Car Park C (**Photo 4**).

Photo 3: Undesignated seating



Photo 4: Designated seating



Route 2 - To Northfleet Station

People chose to walk, cycle, and use public transport

19. This route has footways on both sides of the B2175 and Hamerton Road. A footway is located on just one side of Station Road. The footway on one side of the B2175 is accommodating to all users, however, the footway on the other side is greatly reduced in width and thus would not accommodate users from all walks of life.
20. The footways along Hamerton Road are narrow, particularly on refuse collection day when bins are left on the pavement (**Photo 5**), and poorly maintained with uneven surfacing and considerable chippings throughout (**Photo 6**). The footways outside the station, however, are smooth and well kept. There are no dedicated cycle routes along these roads. Additional segregation for cyclists along this route, particularly the B2175 could make this route more attractive and safer, considering the B2175 is a busy road on a decline which means vehicles will be travelling at increased speeds.

Photo 5: Narrow footways (Hamerton Road)



Photo 6: Poorly maintained footways (Hamerton Road)



People feel Safe

21. The route has street lighting throughout helping to make people feel safe at night-time. There is both natural and artificial CCTV along this route, in the form of onlookers from the surrounding residential buildings and security cameras outside the station.

Not too Noisy

22. At present there is a significant level of HGV movements along the B2175 High Street. It should be noted that the proposed development will lead to the removal of several industrial units and as such it can be assumed that the level of noise would reduce.
23. Along both Hamerton Road and Station Road traffic levels are lower and it is much quieter. It is suggested that noise along the B2175 could be further reduced with planting or screening.

Things to see and do

24. The route has little in the way of things to see and do. In order to improve this, planting and street furniture along the route could be introduced to improve the overall appearance of the site.

People Feel Relaxed

25. The footway along one side of the B2175 are of a considerable size allowing pedestrians to relaxed around the passing traffic. Hamerton Road and Station Road are generally quiet which creates a quieter more relaxed environment. As noted previously, lighting is also present along this route making people feel more relaxed.

Easy to Cross

26. There are dropped kerbs located at the B2175 crossing along this route (**Photo 7**). There is a lack of dedicated crossing points along both Hamerton Road and Station Road. However, as traffic flows along this route are very low this is of little concern.

Photo 7: Dropped kerb crossing point (B2175)



27. Furthermore, it is proposed that the Thamesway/B2175 will be redesigned with signalised pedestrian crossings introduced. This will help to support pedestrian movement from the southern side of the site to the B2175.

Shade and Shelter

28. Along this route, buildings provide shade although this is subject to the time of day. Along the B2175 there are also some trees providing shelter. Due to the short length of this route, this level of shade and shelter is considered to be suitable.

Places to stop and rest

29. There are no rest areas along this route, including benches. The introduction of rest areas with shelter would mitigate this issue although due to the nature of the route there may be no opportunity to implement this. This is not a considerable concern due to the short nature of the route.

Route 3 - To Swanscombe Station (Incorporates the route to Swanscombe Methodist Church

People chose to walk, cycle, and use public transport

30. This route has footways on both sides of the A226 (Galley Hill Road) and High Street. It was noted that along the A226 there is vegetation encroaching onto the pedestrian footway. Measures should be taken to ensure that footways are kept clear to ensure that pedestrians and wheelchairs are able to travel without restriction.

People feel Safe

31. The A226 has high traffic flows and as such pedestrians may feel moderately unsafe at times, especially with the high number of HGV movements (**Photo 8**). However, the proposals will remove a number of industrial uses, reducing the number of HGV movements. To further increase pedestrian safety metal safety barriers could be installed at points to provide some protection.

Photo 8: Large amount of HGV movements (A226)



32. With regard to cycles, there is no cycle lane present. Due to the moderate to high traffic levels along this route this could make people feel unsafe. As such, either a cycle lane could be installed, or cyclists could use the dedicated cycle route to the south that travels between the site and Stanhope Road.
33. The route has street lighting throughout helping to make people feel safe after dark.

Not too Noisy

34. At present there is a significant level of HGV movements along the A226. As noted previously, the proposed development will lead to the removal of a number of these units and as such it can be assumed that the level of noise would reduce. It is suggested that noise along the A226 could be further reduced with planting or screening.

Things to see and do

35. The route has little in the way of things to see and do. In order to improve this, planting and street furniture along the route could be introduced to improve the overall appearance of the route.

People Feel Relaxed

36. The footway along the southern side of the A226 is wide allowing pedestrians to establish a gap between themselves and passing vehicles (**Photo 9**). Lighting is also present along this route making people feel more relaxed.

Photo 9: Wide footway



Easy to cross

37. There are dropped kerbs located at the crossing points along this route. Specifically, there are two signalised pedestrian crossing along the A226, each with island reservations. There is also a zebra crossing located along High Street outside the station.
38. Furthermore, a new signalised crossing would be installed at the new Stonebridge Road/Galley Hill Road junction which would further improve the availability of dedicated pedestrian crossings along this route.

Shade and Shelter

39. Along this route, shade is provided intermittently by both buildings and trees. No new measures are proposed at this time.

Places to stop and rest

40. There are no rest areas along this route, including benches. The introduction of rest areas with shelter would mitigate this issue although this may be difficult to achieve along the A226.

Route 4 - To Lawn Road Primary School

People chose to walk, cycle, and use public transport

41. This route has footways throughout on either side of the carriageway. The footways are wide particularly on one side, which enable people of different levels of mobility to travel freely and enjoyably. The footways outside of 'The Hive' are offset from the carriageway by green space, creating a considerable gap between users of this route and the traffic flows (**Photo 10**).

Photo 10: Green space offsetting the footway (B2175)



People feel Safe

42. As described above the footway outside the residential complex to the north of the B1275 are offset from the main road, which helps distance pedestrians from the vehicle flows and thus makes them feel safer. The route has street lighting throughout helping to make people feel safe after dark. There is both natural and artificial CCTV along this route, in the form of onlookers from the surrounding residential buildings and cameras outside the shops.

Not too Noisy

43. As described above the footways are offset from the main road which sees a lot of HGV daily traffic. This helps reduce noise experienced by people opting to use this route. Additional trees could be planted in the already existing green spaces to further reduce experienced noise.

Things to see and do

44. The route has little in the way of things to see and do. To improve this, planting and street furniture along the route could be introduced to improve the overall appearance of the route.

People Feel Relaxed

The footways are large along this route helping pedestrians feel relaxed as they walk. There are high traffic levels, however the offset pavement helps reduce the noise levels along the route, helping to further relax pedestrians.

Easy to cross

45. There are dropped kerbs and tactile paving located at the crossing points along this route. Specifically, there are two signalised pedestrian crossing along the B2175. There is also a zebra crossing located on the B2175 outside Lawn Primary School (**Photo 11**). The provision of such crossing points helps to ensure that the route is easy to navigate by those with different levels of mobility.

Photo 11: Signalised pedestrian crossing (Lawn Road Primary School)



Shade and Shelter

46. Along this route, shade is provided intermittently by both buildings and trees. Additional shelter may be difficult to implement along this route due to the nature of the footways. However, this level of shelter is considered to be suitable for this route due to its length.

Places to stop and rest

47. There is a bus stop located along this route that can provide a place to stop and rest (**Photo 12**). Benches should be implemented throughout this route as there is large amounts of green space

close to the main roads which can accommodate benching; this will also alleviate the bus stop from pedestrians using it to rest rather than catching a bus.

Photo 12: The Hive bus stop (B2175)



Route 5 - To Ebbsfleet Academy (incorporating the route to Swanscombe Health Centre)

People chose to walk, cycle, and use public transport

48. Much of this route is contained within a shared walking and cycling path which extends over the railway line (**Photo 13**). This path has dedicated lanes for walking and cycling, is well paved, and sufficiently wide. Large sections of this path experience overgrown vegetation, however, it is not enough to impede or hinder its use (**Photo 14**). The footways along Stanhope Road are wide, well paved and provide drop down kerbs when necessary.

Photo 13: Shared path over railway tracks



Photo 14: Overgrown vegetation on shared path



People feel Safe

49. There is adequate street lighting present throughout this route, as well as large areas subject to natural surveillance from the surrounding residential buildings. It is unclear whether CCTV is present along the shared access cycle route which may deter users.
50. Measures to improve this route could include making it clear that CCTV is present along this section which would improve the perceived safety, particularly at night-time.

Not too Noisy

51. The shared walking and cycling path is offset from the main roads and is surrounded by green space, forming a quiet environment. The section of route that along Stanhope Road was noted to have moderate traffic flows, however the noise levels experienced are not of worthy note.

Things to see and do

52. The route has little in the way of things to see and do. In order to improve this, planting and street furniture along the route could be introduced to improve the overall appearance of the route.

People Feel Relaxed

53. The shared walking and cycling path is wide enough to accommodate both users and thus reduces the potential conflict between pedestrians and cyclists making route users feel more relaxed. Street lighting is present throughout except for underneath the tunnel at the start of the route (**Photo 15**). This may deter some users, particularly at night-time, as it creates an unwelcoming environment. Furthermore, this section of the route is offset from main roads which adds to the unwelcoming ambience and thus may make people feel uneasy.

Photo 15: Lack of lighting in and around tunnel



54. As such, a simple measure to improve this route would be to introduce street lighting throughout.

Easy to cross

55. A large proportion of this route is undertaken along the shared walking and cycling path between the site and Stanhope Road and therefore crossing points are present along the route.
56. Stanhope Road itself has a singular crossing point opposite the access/egress point for the shared walking and cycling path.

Shade and Shelter

57. Small sections along this route provide shade and shelter, such as the railway bridge tunnel. Aside from this, shade and shelter is provided intermittently by both buildings and trees.

Places to stop and rest

58. There are no designated places to stop and rest along this route. New measures could include a bench along the shared access walking and cycling path, particularly as large sections of this path are on an incline, which some users may find challenging. This may be hard to implement however, as the bench location would be limited to the walking side of this path.

Summary

59. All 5 routes have been assessed with regard to their ability to accommodate both walkers and cyclists. A summary of each route is provided below:

Route 1 - To Ebbsfleet International

- In order to maximise the pedestrian usage of this route vegetation should be cleared from footways.
- Pedestrian crossings could be moved to ensure they are located along pedestrian desire lines. As such both pedestrians and wheelchair users would not need to deviate significantly from the most convenient route. It is proposed that the Stonebridge Road pedestrian crossing would be improved as part of the proposals, with signals introduced.
- This route would be improved if its overall appearance is improved. This could be achieved through the introduction of planters along the route. The regular removal of litter would also benefit this route and its appearance.
- The addition of accessible rest areas with shelter may attract more pedestrians to this route. However, due to the routes length this is not a significant concern.

Route 2 - To Northfleet Station

- A segregated cycle lane would be beneficial for this route and would act to increase the number of cyclists using the route.
- In order to dampen the noise produced by the HGVs along this route it is suggested that planting and screening could be introduced along the B2175.
- The introduction of planting would also act to improve the appearance of this route, improving the walking and cycling experience along the route.
- The introduction of sheltered seating would be beneficial to this route and would entice a greater number of people to walk and cycle this route.

Route 3 - To Swanscombe Station (Incorporating the route to Swanscombe Methodist Church)

- In order to maximise the pedestrian usage of this route vegetation should be cleared from footways.
- In order to dampen the noise produced by the HGVs along this route it is suggested that planting and screening could be introduced along the A226.
- The addition of accessible rest areas with shelter would likely attract more pedestrians to this route.

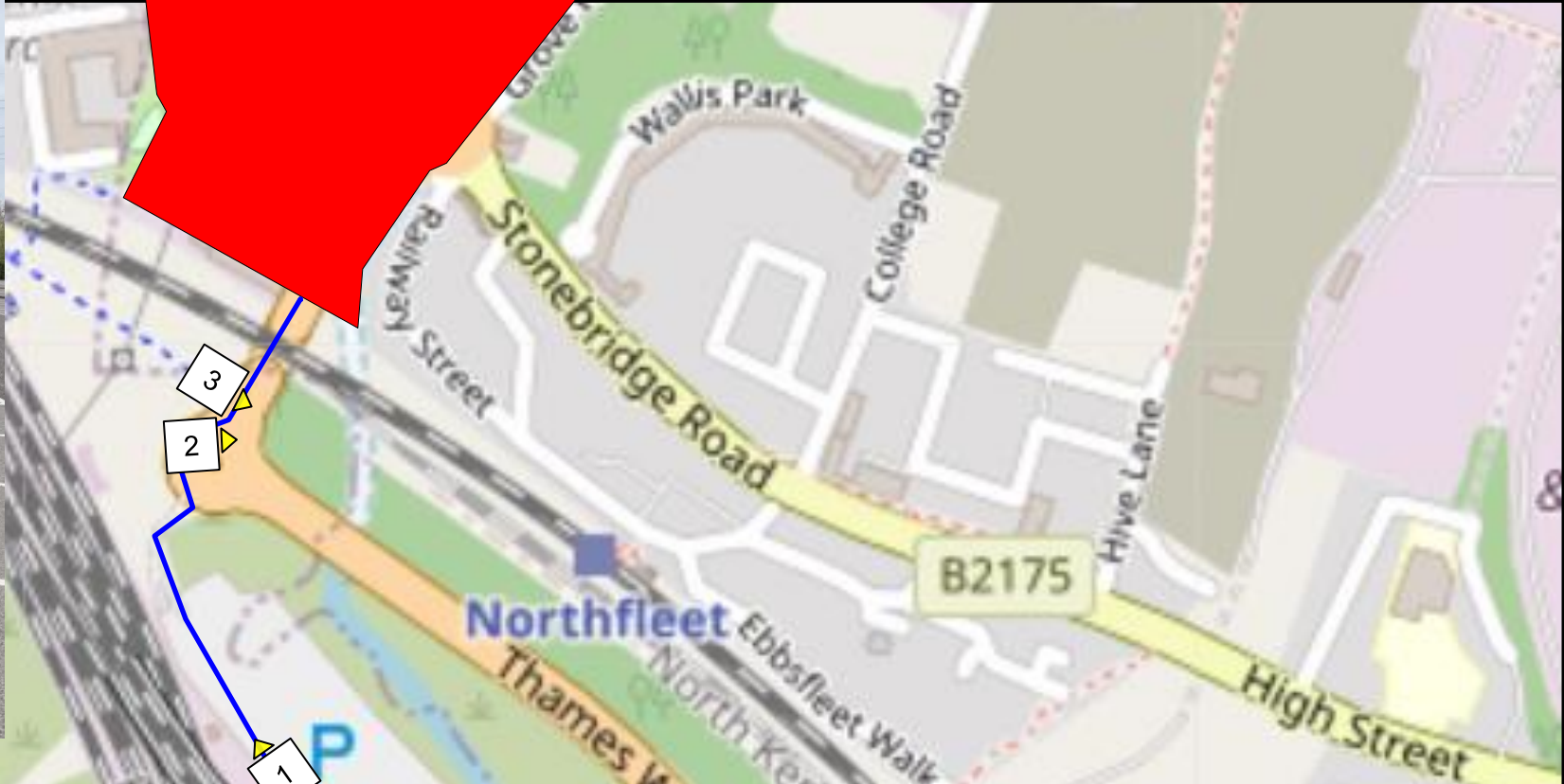
Route 4 - To Lawn Road Primary School

- The introduction of planting would act to improve the appearance of this route, improving the walking and cycling experience along the route.
- The introduction of designated sheltered seating would be beneficial to this route and would entice a greater number of people to walk and cycle this route, whilst preserving the bus stop for its intended use.

Route 5 - To Ebbsfleet Academy (Incorporating the route to Swanscombe Health Centre)

- In order to maximise the pedestrian usage of this route vegetation should be cleared from footways. This will also ensure the shared walking and cycling path is utilised to its full extent.
- A clear presence of CCTV along the shared walking and cycling path would create a sense of security for pedestrians, while also helping deter crime and antisocial behaviour.
- The introduction of planting would also act to improve the appearance of this route, improving the walking and cycling experience along the route.
- The introduction of seating would be beneficial to this route and would entice a greater number of people to walk and cycle this route, particularly along the shared walking and cycling access path which is situated on an incline that some users may find challenging.

Appendix A



Key:		Northfleet Harbourside		Northfleet Central 1 Ltd	
Route X Location of Google Street View photo Direction of Photo		Route to Ebbsfleet International		vectos. Network Building, 97 Tottenham Court Road, London W1T 4TP Tel: 020 7580 7373 Email: vectos@vectos.co.uk www.vectos.co.uk	
		DRAWN: BY	CHECKED:	DATE: 27/02/2023	SCALES: NTS

