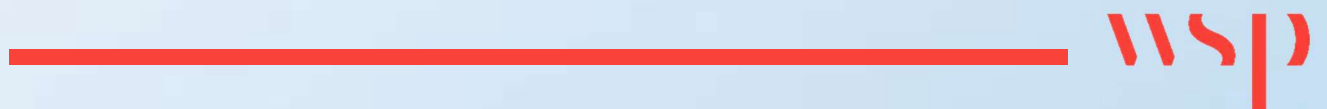


Appendix TA - F

ACTIVE TRAVEL MODES SITE AUDIT TECHNICAL NOTE





ACTIVE TRAVEL MODES SITE AUDIT TECHNICAL NOTE

DATE:	01 December 2020	CONFIDENTIALITY:	Public
SUBJECT:	Active Travel Modes Site Audit		
PROJECT:	London Resort	AUTHOR:	Jess Denny
CHECKED:	Charlotte Herridge	APPROVED:	Dixon David

INTRODUCTION

A site visit and transport audit was undertaken in September 2020 to observe existing walking and cycling conditions, identify opportunities and recommendations for inclusion in the transport strategy and review the public transport accessibility of the Kent and Essex Project Sites. The site audit also reviewed the parking restrictions north and south of the river for input into the Off-Site Parking Strategy.

The 2020 site visit followed an initial active travel audit undertaken in 2017 to determine the existing highway network conditions and the safety and comfort levels for pedestrians and cyclists serving the upcoming London Resort development. This technical note provides a summary of the existing conditions and recommendations for infrastructure improvements picked up in the audit process. The site visit audit routes are presented in **Figure 1**.

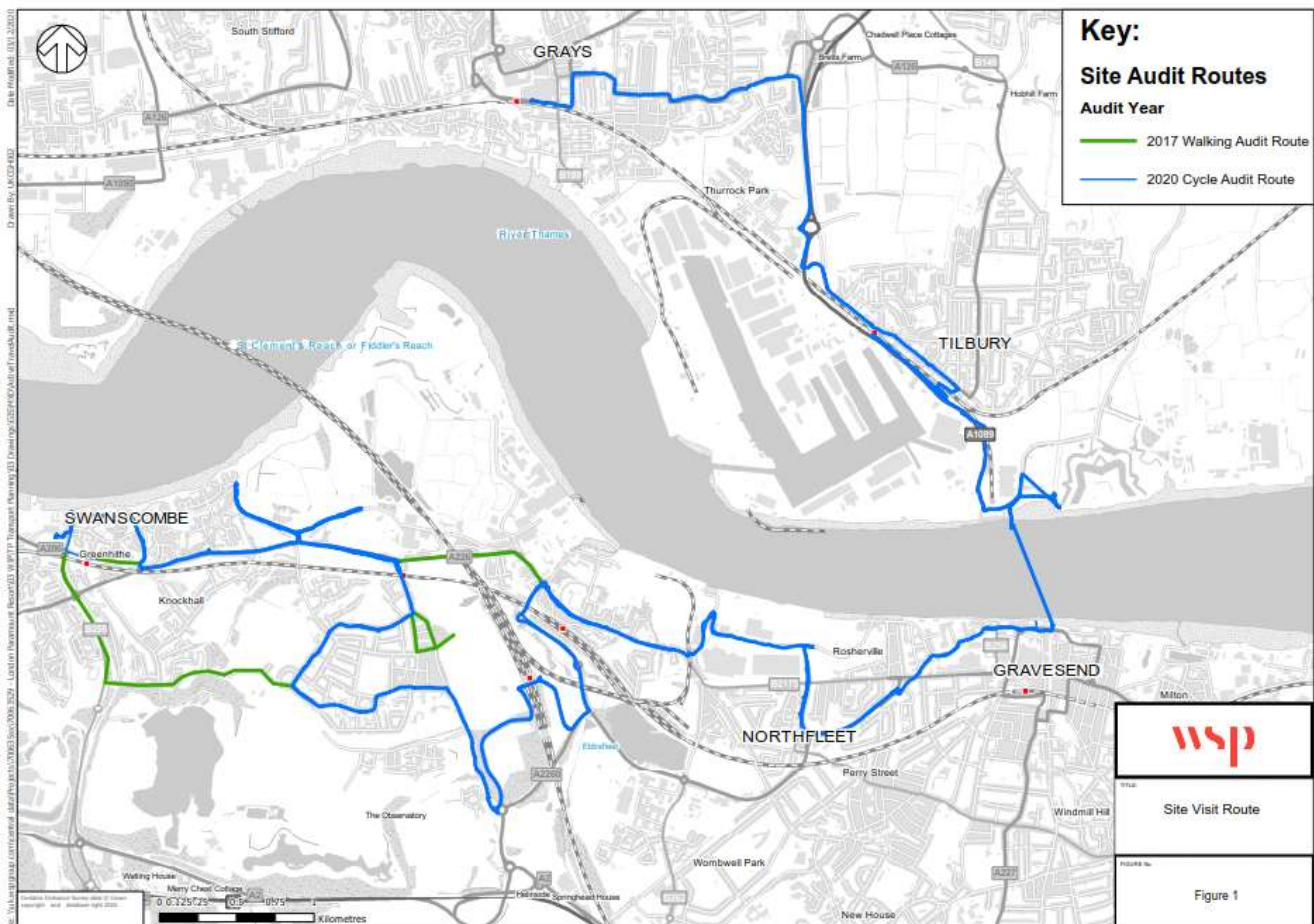


Figure 1: Site Visit Route, 2017 and 2020



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The Kent Project Site lies approximately 30 km east-south-east of central London on the south bank of the River Thames, in the county of Kent. As part of the development a network of pedestrian and cycle routes will be provided on the Swanscombe Peninsula, combining existing with new routes which were reviewed as part of the 2020 active travel audit.

The Essex Project Site lies on the north bank of the River Thames, in the county of Essex, the proposed site will form a carpark in Tilbury and account for 25% of overall parking for The London Resort; with access to the site provided by “Park and Glide” services. Existing walking and cycling routes within close proximity to the Kent and Essex Project Site are detailed within Chapter 4 of the Transport Assessment.

This Site Audit Technical Note seeks to outline the Active Travel Audit, review of Parking Restrictions and Site photos undertaken to support the Existing Conditions Chapter of the Transport Assessment. Observations made and barriers identified during the site visit have been used to inform the over-arching transport strategy and will be referenced throughout the main text of the Transport Assessment.

ACTIVE TRAVEL AUDIT

An active travel audit is a qualitative analysis of the cycling and walking provision surrounding the proposed development. The walking and cycling audits were carried out at locations expected to have a high demand for cycling and walking trips to the site. The audits will reflect on the existing provision and how the cycling and walking environment could be improved with measures such as lighting and surfacing, reallocation of road space for cyclists, wider footways and dropped crossings with other considerations to accessibility, as well as safe crossing points and reduced traffic speeds to make a safer environment for people travelling by active modes.

Routes to the following key origin and destination points were chosen for audit:

- Greenhithe Railway Station;
- Swanscombe Station;
- Swanscombe town centre;
- Northfleet Railway Station;
- Ebbsfleet International Railway Station;
- Gravesend Ferry Terminal;
- Tilbury Ferry Terminal; and
- Tilbury Town Railway Station.

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Figure 2 illustrates the site audit taken in the locality of Greenhithe station; wide footways are present on Bean Road connecting Greenhithe station to residential areas of Swanscombe. The A206 towards Bean Road and from Bean Road to Mounts Road have marked cycle routes present, with crossing point facilities for pedestrians and cyclists. There is a small section of cycle lanes on the A226 London Road, approximately 50m either side of the Advanced Stop Line at the signalised junction with Ingress Park Avenue, however for the large part there are no provisions for cyclists along London Road. There are wide footways for pedestrians along the northern side of the carriageway. The site audit identified an existing advisory cycle lane on Alkerden Way, which runs parallel to London Road but south of the residential developments, this is followed by an off-road shared use path between Pilgrims Way and Childs Crescent. With the good cycle facilities and crossing provisions on the B255, this route followed by Alkerden Way offers an alternative cyclist connection between Greenhithe and Ebbsfleet.

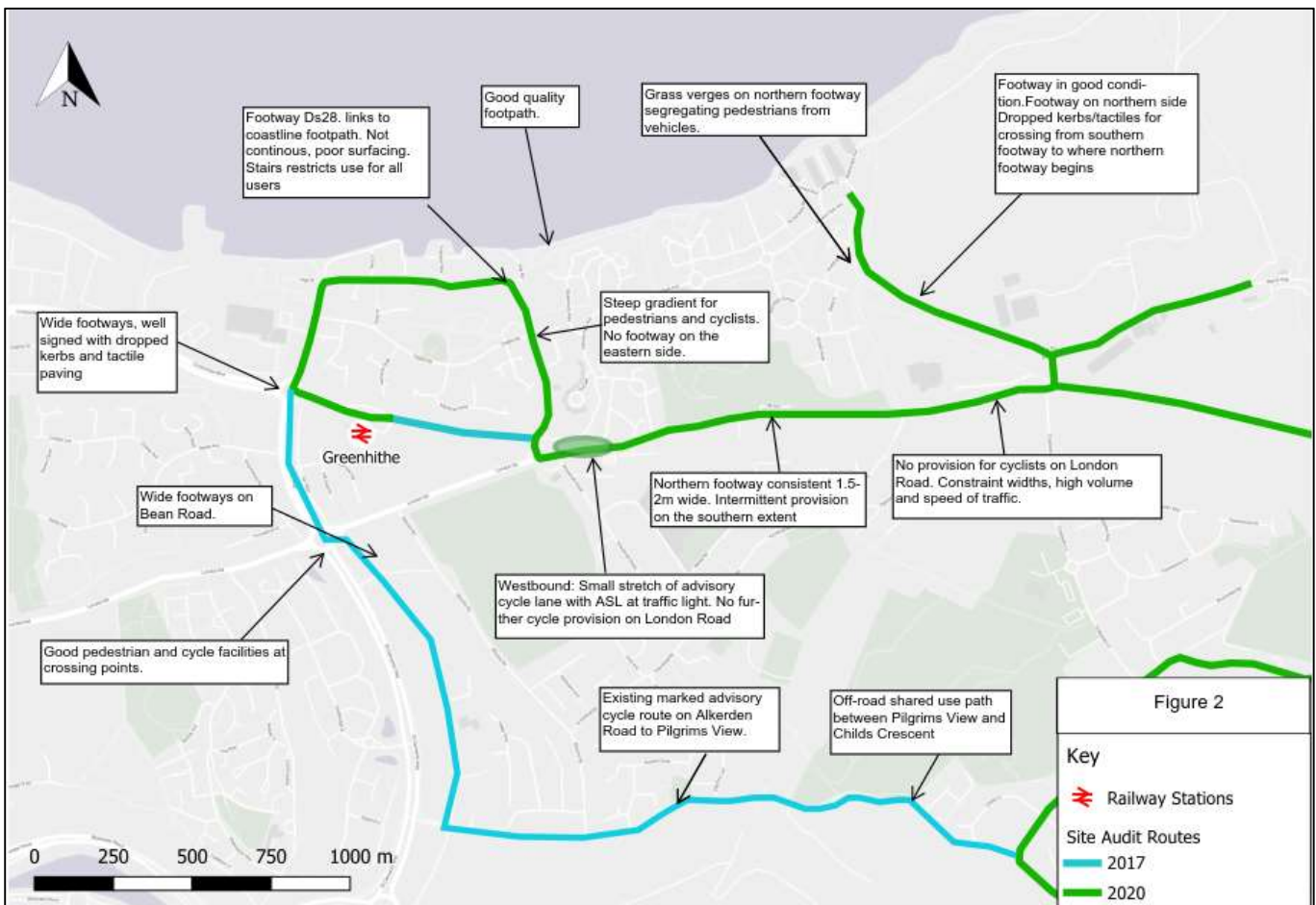


Figure 2: Active Travel Audit, Greenhithe

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Figure 3 details the active travel audit in Swanscombe; there is no footway present on the eastern side of the High Street between Milton Road and Swanscombe Station. There is a crossing provision opposite the station entrance north of the bridge but not south. The entirety of the A226 London Road possesses a footway on the southern side, with intermitted footway on the northern side. There are limited provisions for cyclists, with high volumes of traffic (including HGVs) and limited safe crossing points. To the south of Swanscombe station along Milton Street/ Manor Road is prone to smaller volumes of traffic however the footpaths for pedestrians are narrow, and cyclists share the carriageway that is mainly poorly surfaced.

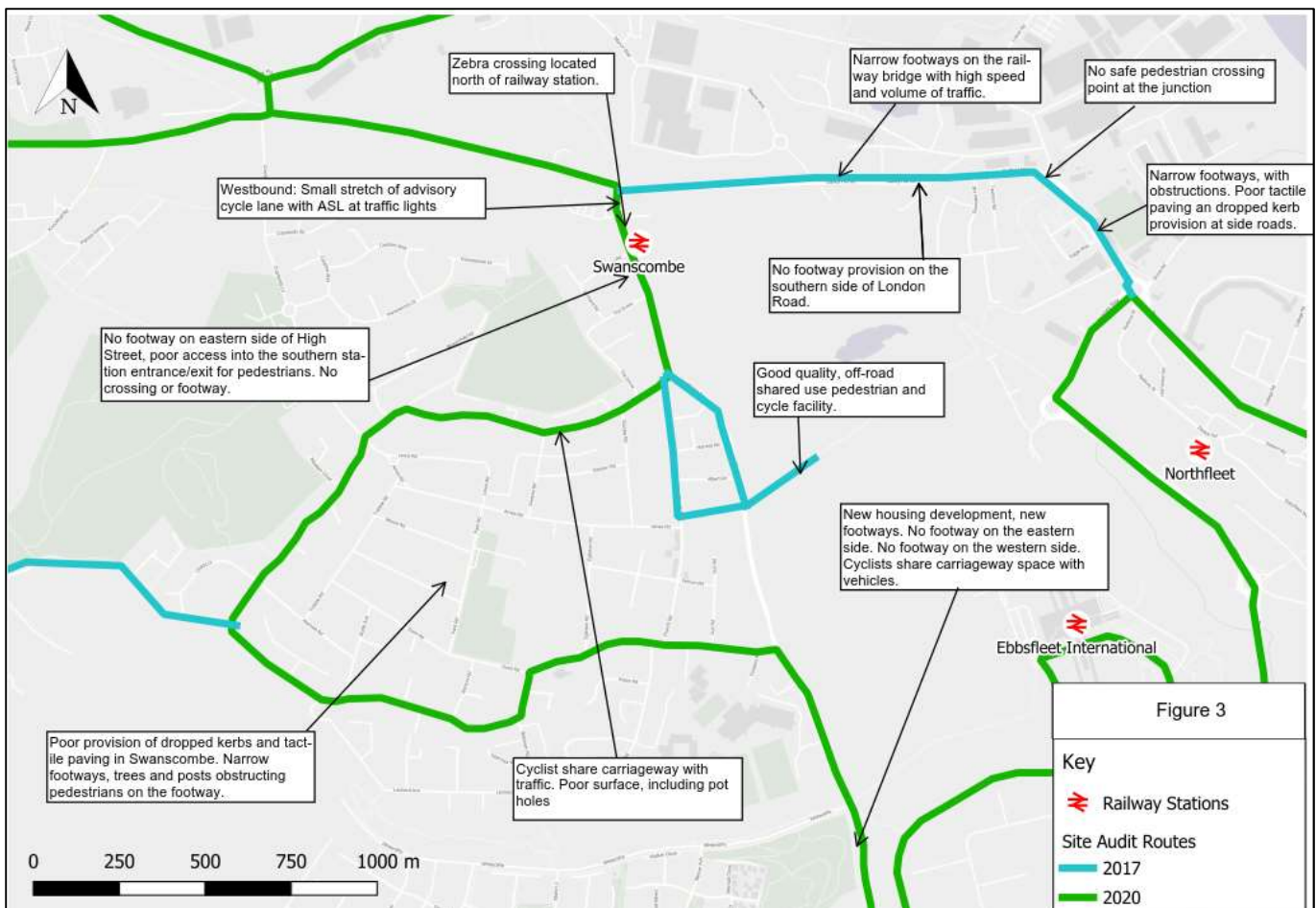


Figure 3: Active Travel Audit, Swanscombe

The walking and cycling provisions for the areas surrounding Ebbsfleet and Northfleet stations are displayed in **Figure 4**, with off road shared use pathways for cyclists and pedestrians connecting Northfleet Station with Ebbsfleet Station along the A226 Thames Way. There is a designated cycleway accessed via Granby Road, this route has a steep gradient, limited lighting and is a secluded passageway, potentially deterring users from this route.

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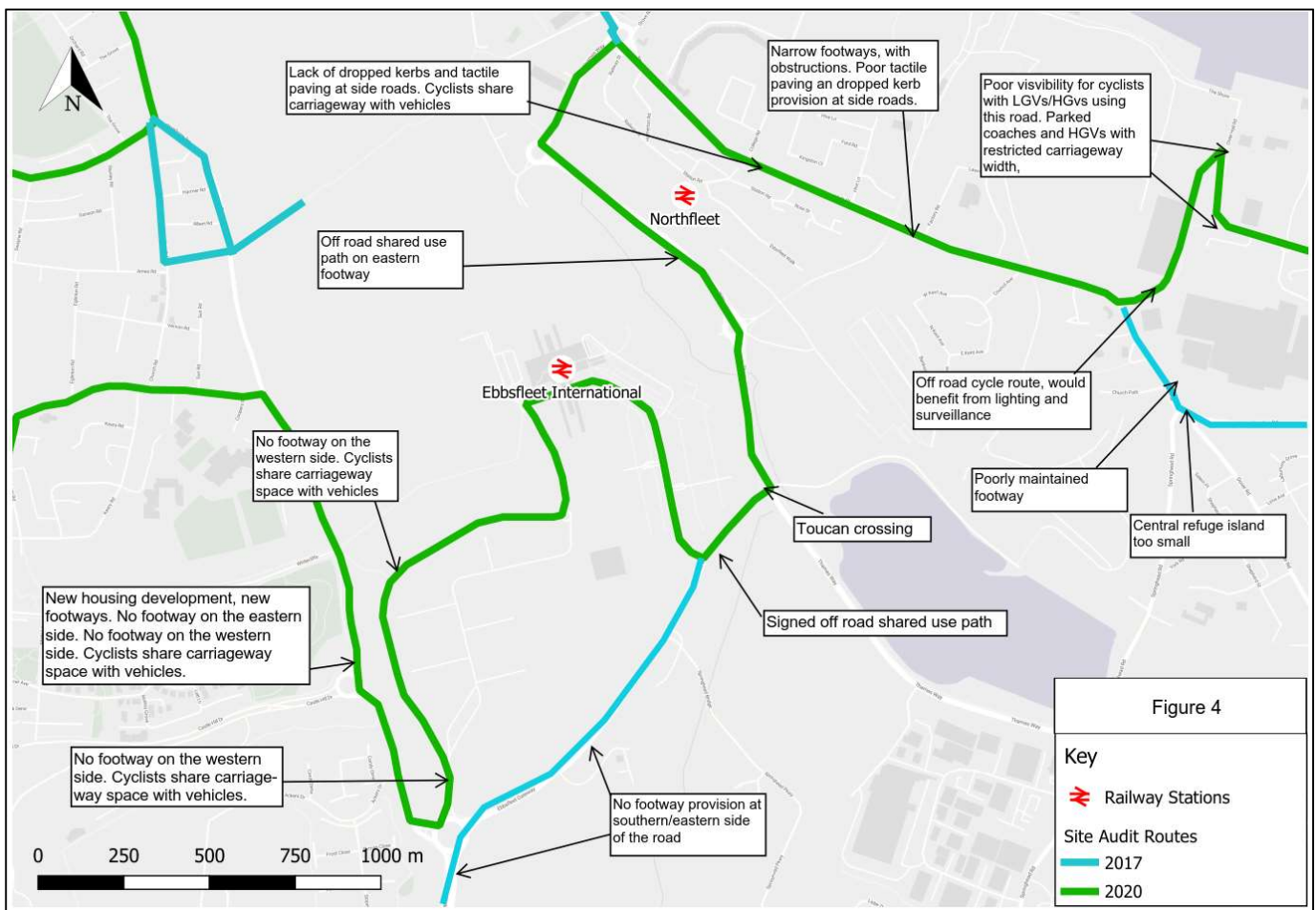


Figure 4: Active Travel Audit, Ebbsfleet and Northfleet

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Figure 5 details the site audit site in Gravesend; the audit shows that there has been an improvement in cycling and walking provisions between the 2017 and 2020 site visit, with a shared footway on the western side of Rosherville Drive. Along Thames Way there is a footway provision on the south/eastern side of the road and a bus lane in both directions that cyclists can use. It is noted that there are obstructions are present on the footway that may limit the accessibility to some road users.

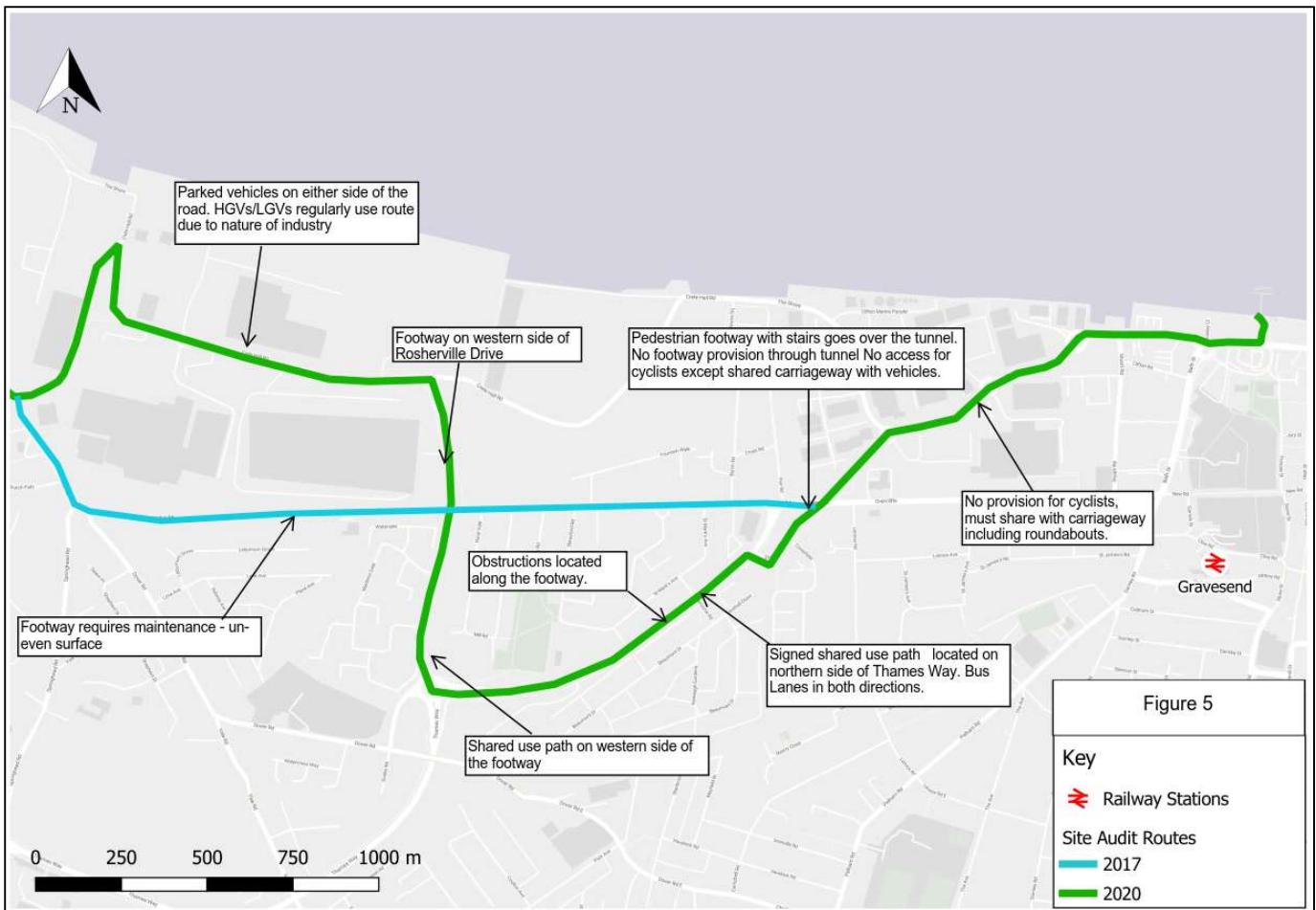


Figure 5: Active Travel Audit, Gravesend

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In addition to the site audit conducted in the vicinity of the Kent Project Site, there was an assessment of walking and cycling provisions in Tilbury for the Essex Project Site. The findings of the 2020 site audit are presented in **Figure 6**. Tilbury Town station can be accessed from both the A1089 St Andrew's Road and the A126 Dock Road. On the eastern side of the A1089 St Andrew's Road between Tilbury Docks and Tilbury Town station there is a newly surfaced shared footway, although it is noted that large volumes of HGVs using this road. The A126 Dock Road runs parallel and was seen to have more local traffic, with a footway on both sides of the carriageway that varied between 1-5-2m, cyclists were to share the main carriageway. It was noted that there were two crossing points of the Tilbury railway line; a step free crossing point is available south of Tilbury Town station opposite Auckland Close.

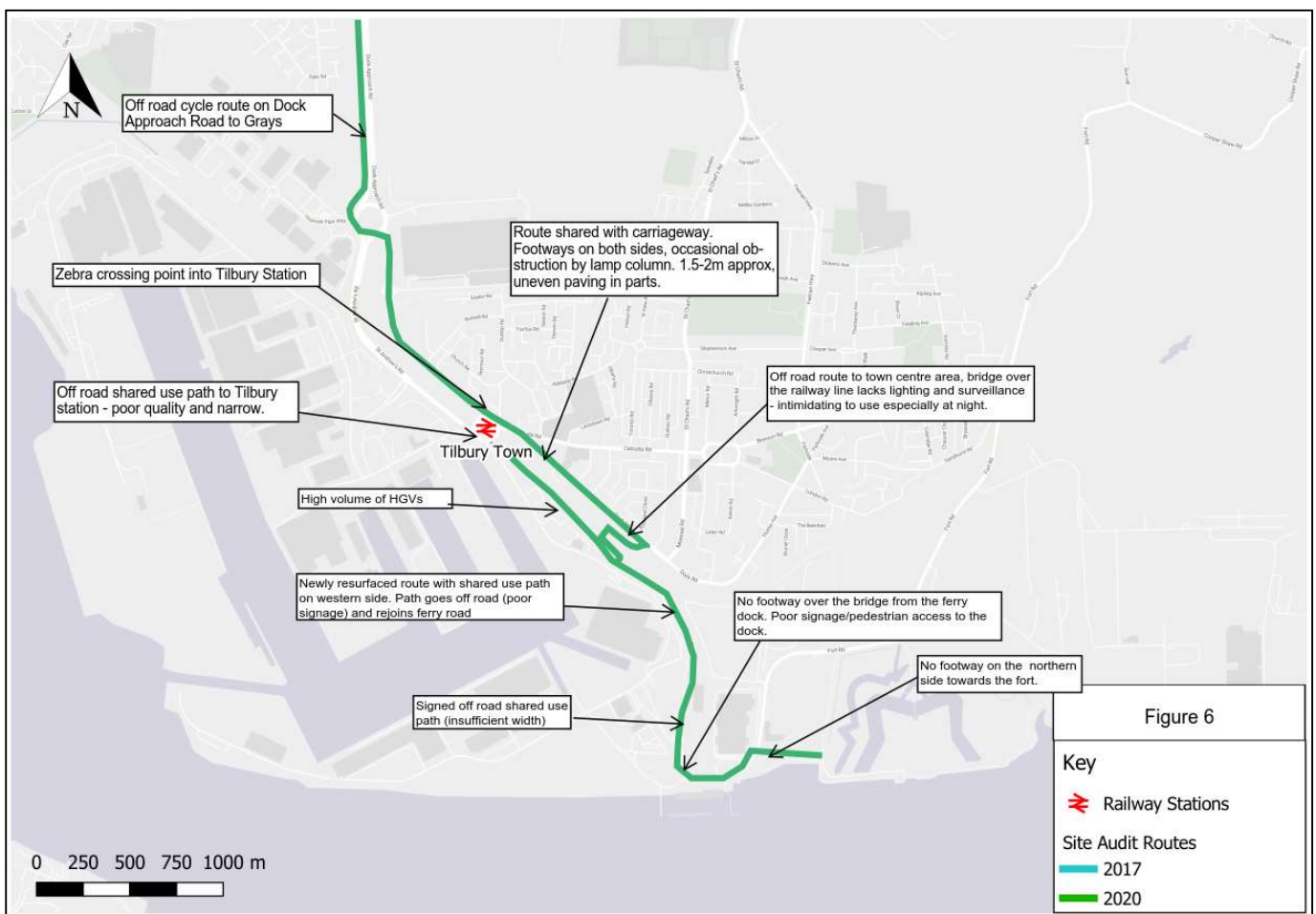


Figure 6: Active Travel Audit, Tilbury

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PARKING RESTRICTIONS

Parking restrictions were observed in the 2017 2020 site visit to assess the local parking facilities and to input into the parking strategy for The London Resort. **Figure 7** shows the parking restrictions for Swanscombe, near The Kent Project site and **Figure 8** displays the parking restrictions in Tilbury for The Essex Project site. The restrictions observed during the site audit fed into the Off-Site Parking Strategy, included as part of the Transport Assessment and are supplementary to information collected as part of a 2014/15 parking survey presented within Chapter 4 of the Transport Assessment

The parking restrictions close to The Kent Project Site are displayed in **Figure 7**, there are a large number of permit only restrictions the A206/ B255 in Greenhithe and the High Street in Swanscombe. The A226 London Road has no formal restrictions although there are intermittent double yellow lines near junctions, although on the site visit there were limited parked cars observed to use this road.

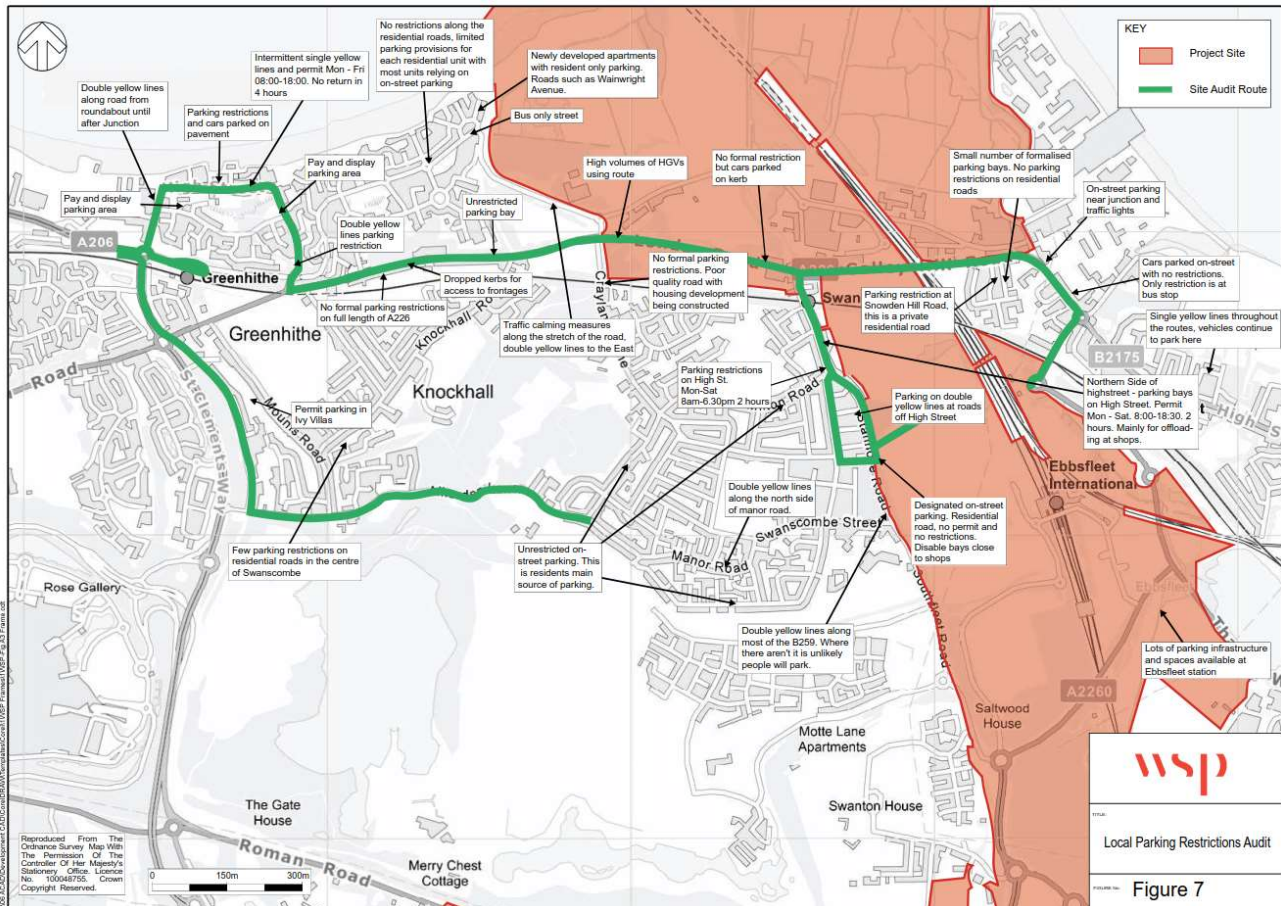


Figure 7: Local Parking Restrictions, Kent Project Site

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Figure 8 shows the parking restrictions for Tilbury near The Essex Project site, there are several parking provisions along the eastern side of Dock Road and the residential roads that are accessed from Dock Road. Along the western side Dock Road between Tilbury Town station and the Asda roundabout there are parking bay posts erected however there is an absence of signage detailing the restrictions. Although there are no formal restrictions on the A1089 St Andrew's Road, the road is heavily used by HGVs with high speeds thus making it unappealing for parking.

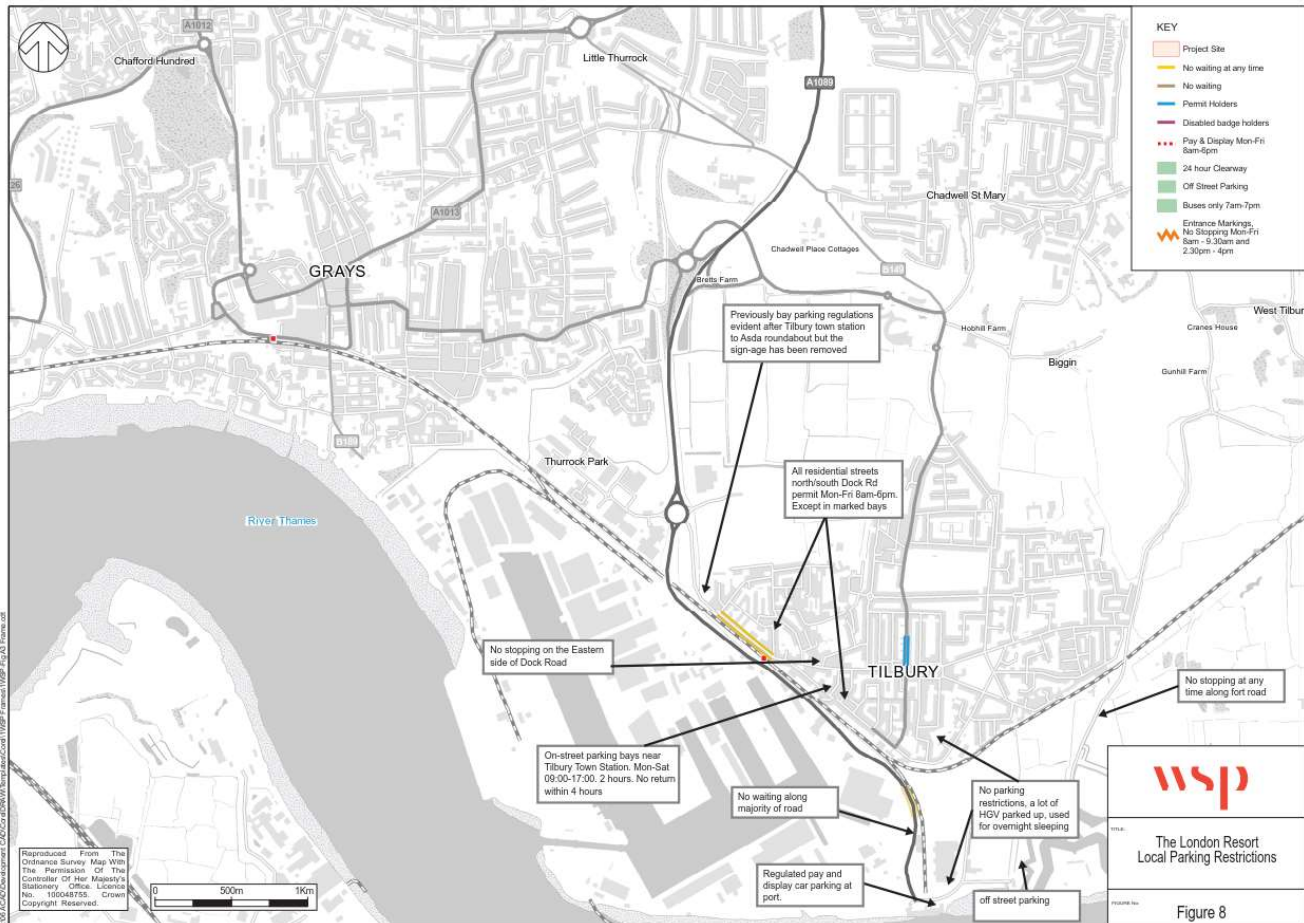


Figure 8: Local Parking Restrictions, Essex Project Site

It is to be noted this site visit was conducted during the COVID-2019 global pandemic whereby car usage and local restrictions may be subject to change.

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SITE AUDIT PHOTOS

Figure 9 displays the walking and cycling provisions as well as the facilities along the road; Ebbsfleet station highlights good facilities for buses and cycle store, with good quality cycle connections to Northfleet. There is a new housing development in Swanscombe that has improved road and pedestrian surfacing however there are barriers to access for some users due to a steep incline at The Avenue. There are crossing points on The High Street near Swanscombe Station, A226 London Road/High Street and B2175 London Road/ Thames Way, however it was noted an absence of crossing at the A226 Galley Hill Road/ Lower Road junction. Within the close vicinity of the Kent Project Site there are footways of standard quality between 1.5 – 2m, however footways on the A226 London Road/ Galley Hill Road have obstacles such as posts that may limit accessibility for some users.



Figure 9: Swanscombe Site Audit

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Figure 10 presents the site audit conditions within proximity to The Essex Project site, Fort Road with access to The Fort was a road of poor-quality, with potholes, observed were many HGVs parked on both sides. The A1089 St Andrew’s Road was a newly surfaced road; however, this route was observed to have a high volume of HGVs.



Figure 10: Tilbury Site Audit



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SUMMARY

A site visit was carried out in September 2020 to undertake an active travel audit to support the walking and cycling strategy as part of The London Resort Transport Assessment. Existing conditions for pedestrians and cyclists were observed and barriers or areas for improvement were identified.

It was noted on the site visit there is a network of existing shared-use footways providing a basis for a cohesive walking and cycling network around the London Resort. Through the audits, links to the below origin points have been identified as key routes into the development:

- Greenhithe;
- Swanscombe;
- Ebbsfleet;
- Northfleet;
- Tilbury.

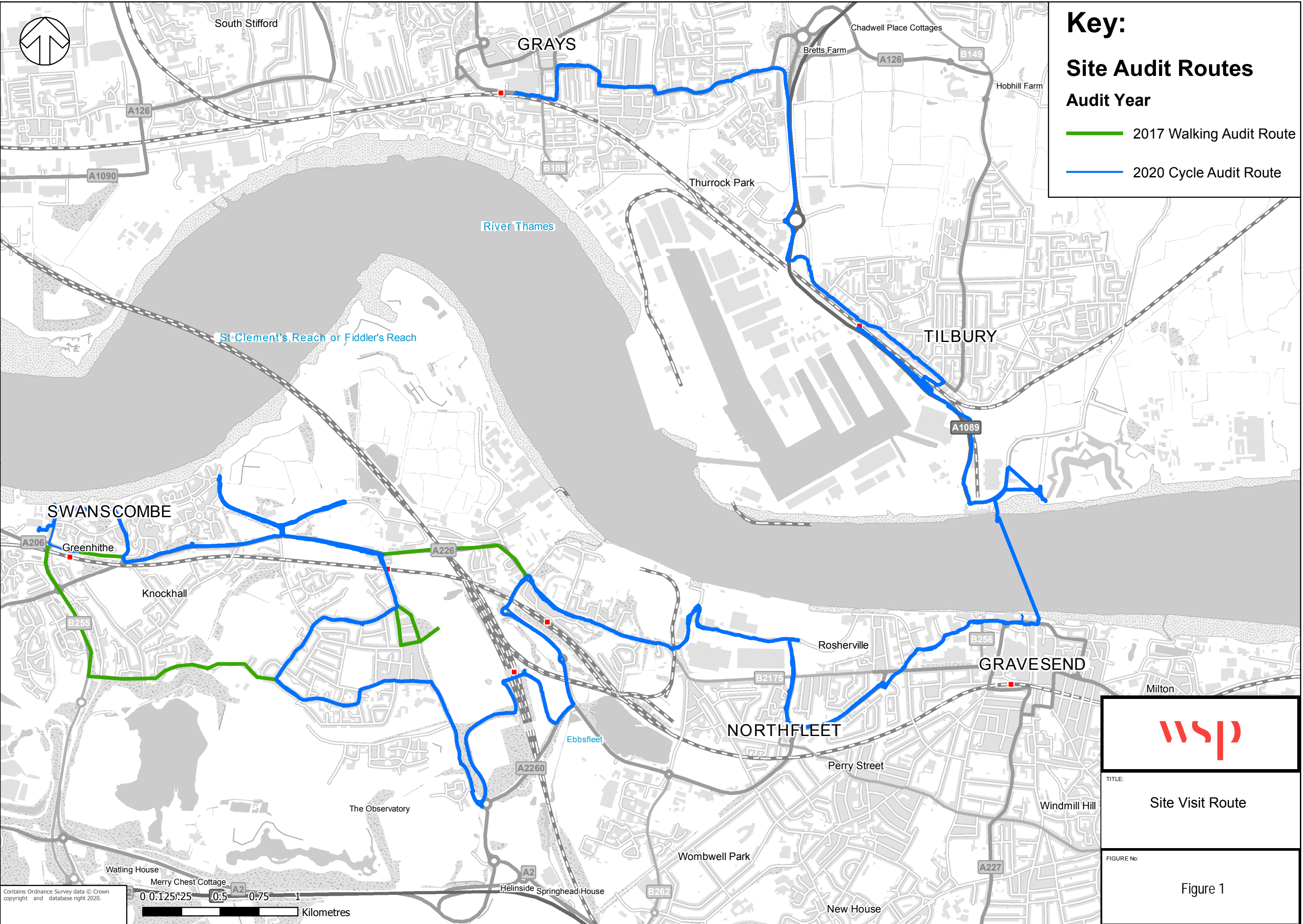
The overall network could benefit from resurfacing of footways particularly in Swanscombe where there is no provision on entering and exiting the station. There was limited provision of dropped kerbs and tactile paving in some areas, this should be a minimum provided on key routes into the site to accommodate walking trips for all users.

Improvements to the existing shared used paths include upgrading to footway-level cycleways, where cyclists share the carriageway with motor vehicles travelling at speeds of 30mph or more, on-road segregation is preferred using kerbs, wands or orcas with mandatory lanes provided at a minimum.

The improvements identified through the site audit are expanded upon in the Active Travel Strategy within Chapter 10 of the Transport Assessment.

The sit audit also included a review of on-street parking restrictions to supplement the 2014/15 parking survey and the 2017 site visit. Observations made as part of the site audit were used to inform the Off-Site Parking Strategy, included within the Transport Assessment.

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Key:

Site Audit Routes

Audit Year

- 2017 Walking Audit Route
- 2020 Cycle Audit Route

TITLE:
Site Visit Route

FIGURE No:
Figure 1



Footway Ds28. links to coastline footpath. Not continuous, poor surfacing. Stairs restricts use for all users

Good quality footpath.

Grass verges on northern footway segregating pedestrians from vehicles.

Footway in good condition. Footway on northern side Dropped kerbs/tactiles for crossing from southern footway to where northern footway begins

Wide footways, well signed with dropped kerbs and tactile paving

Steep gradient for pedestrians and cyclists. No footway on the eastern side.

Wide footways on Bean Road.

Northern footway consistent 1.5-2m wide. Intermittent provision on the southern extent

No provision for cyclists on London Road. Constraint widths, high volume and speed of traffic.

Westbound: Small stretch of advisory cycle lane with ASL at traffic light. No further cycle provision on London Road

Good pedestrian and cycle facilities at crossing points.




Existing marked advisory cycle route on Alkerden Road to Pilgrims View.

Off-road shared use path between Pilgrims View and Childs Crescent

Greenhithe

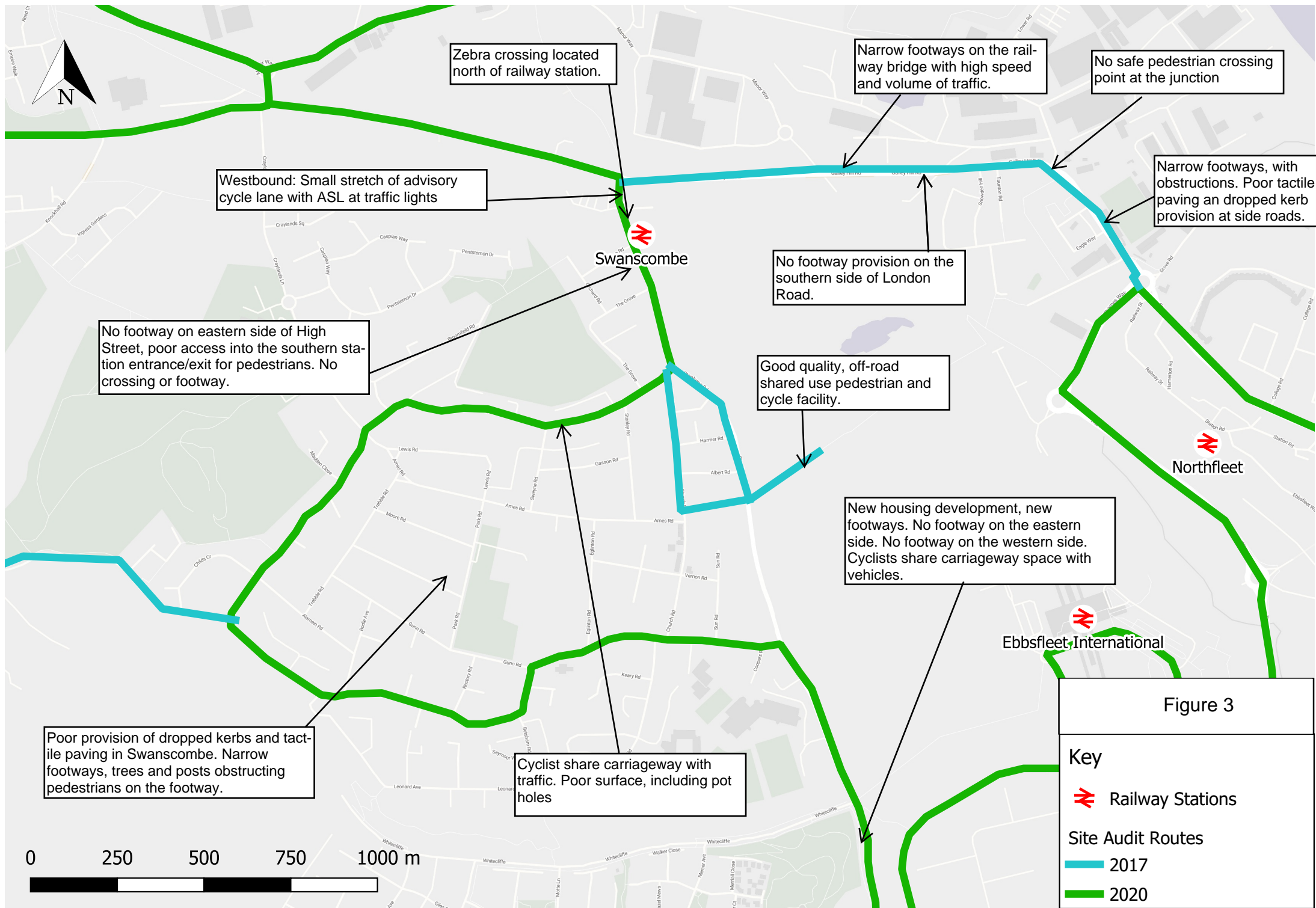
Figure 2

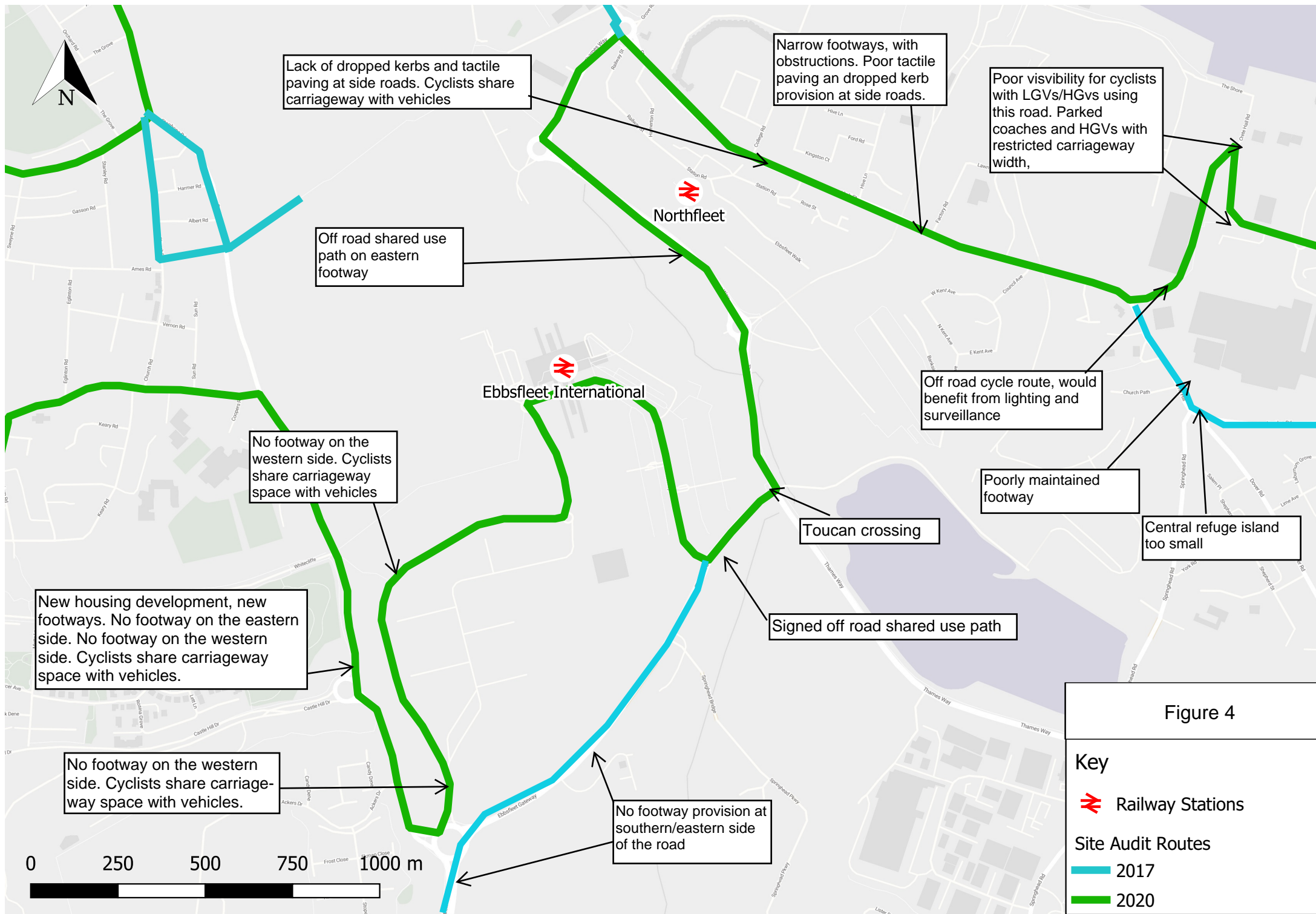
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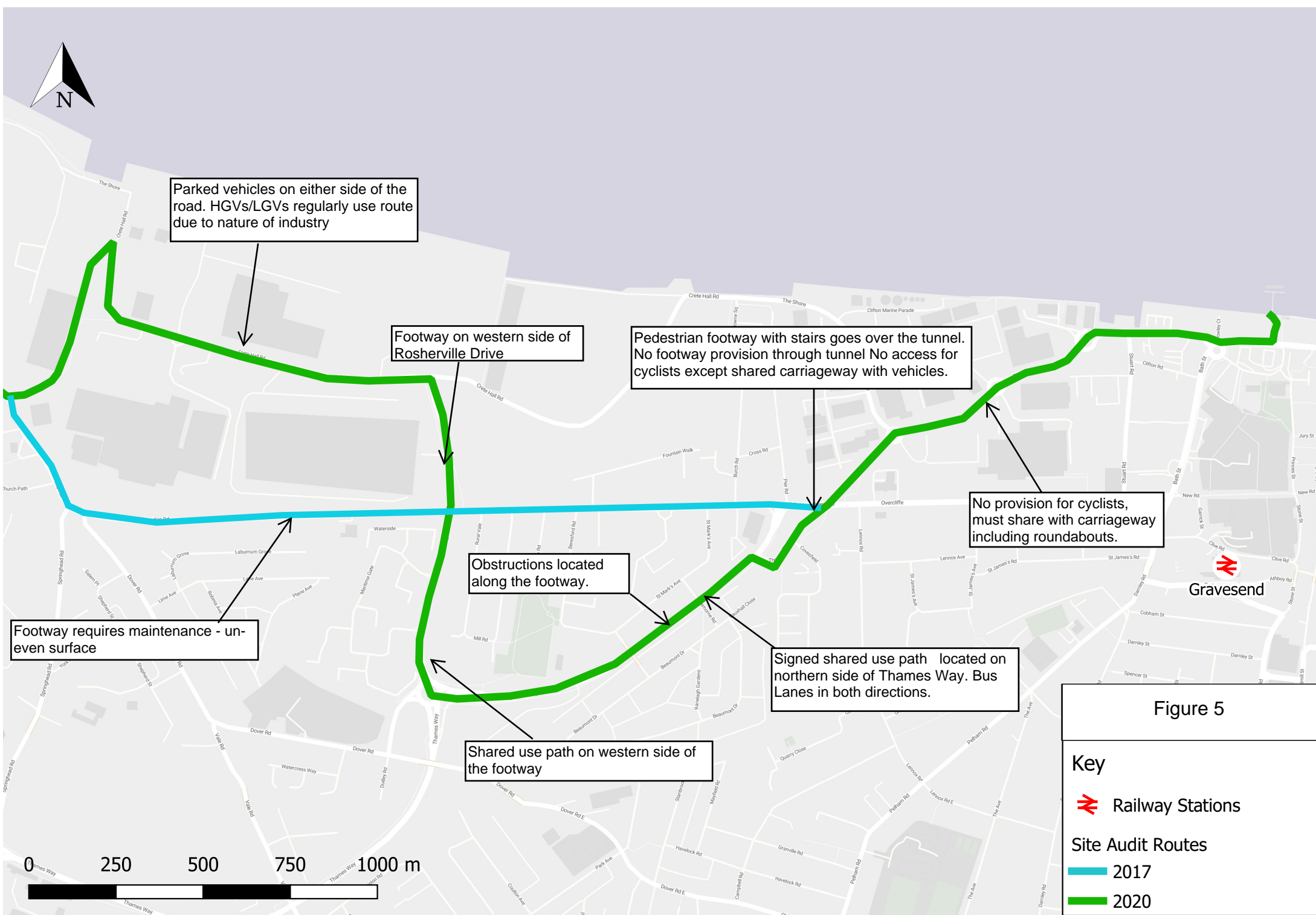
-  Railway Stations
- Site Audit Routes**
 -  2017
 -  2020

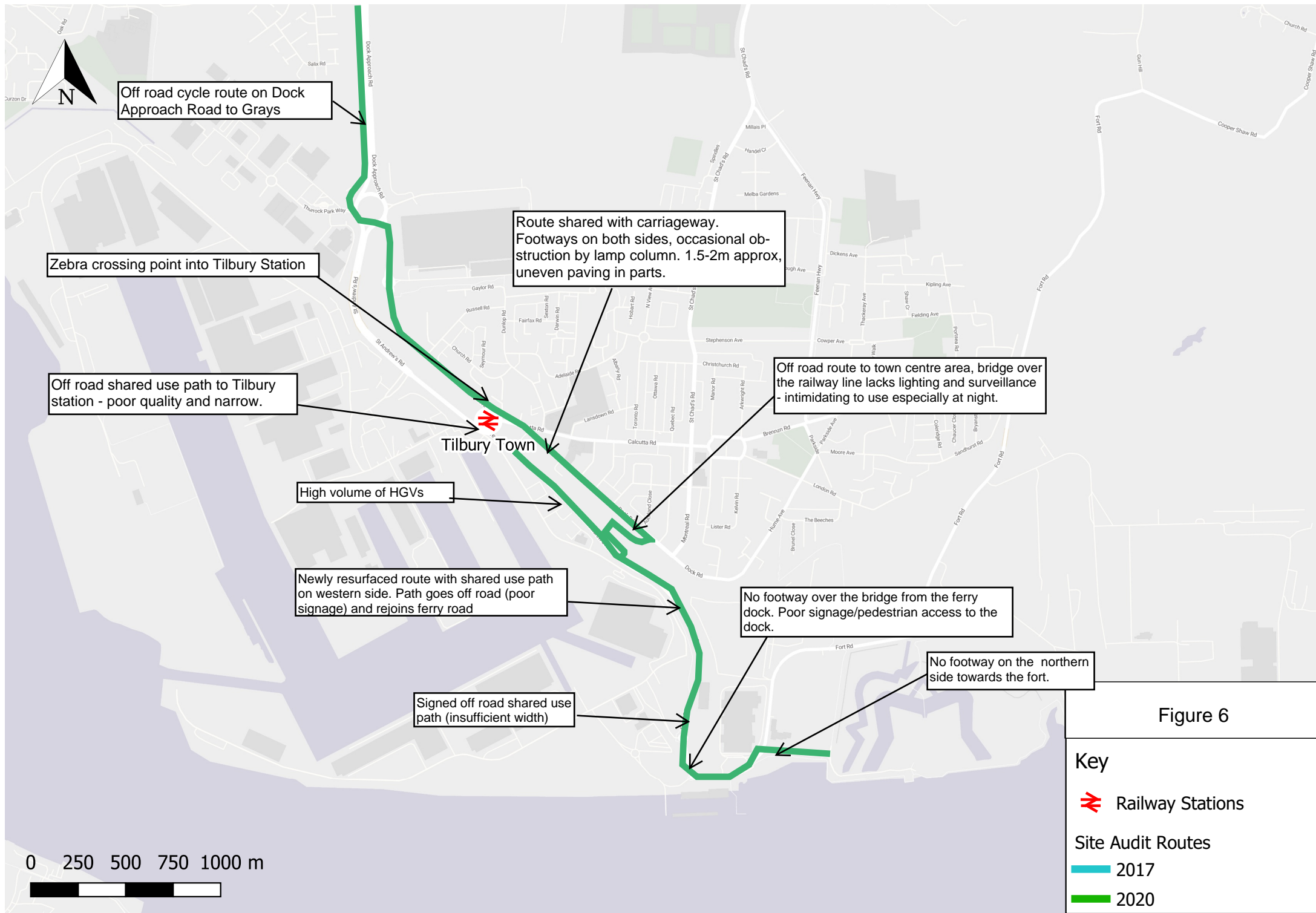
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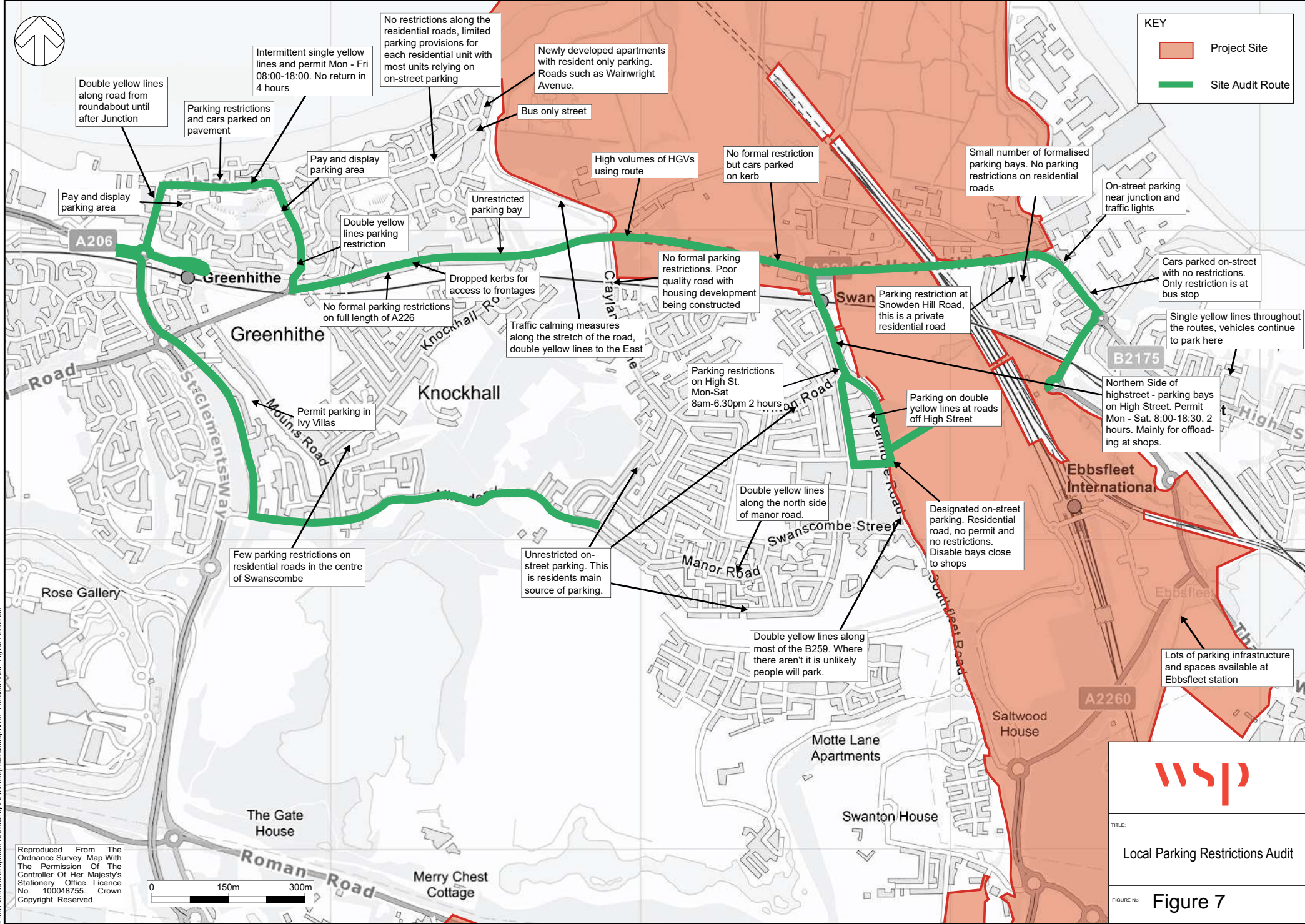




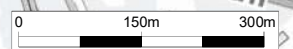


KEY

- Project Site
- Site Audit Route



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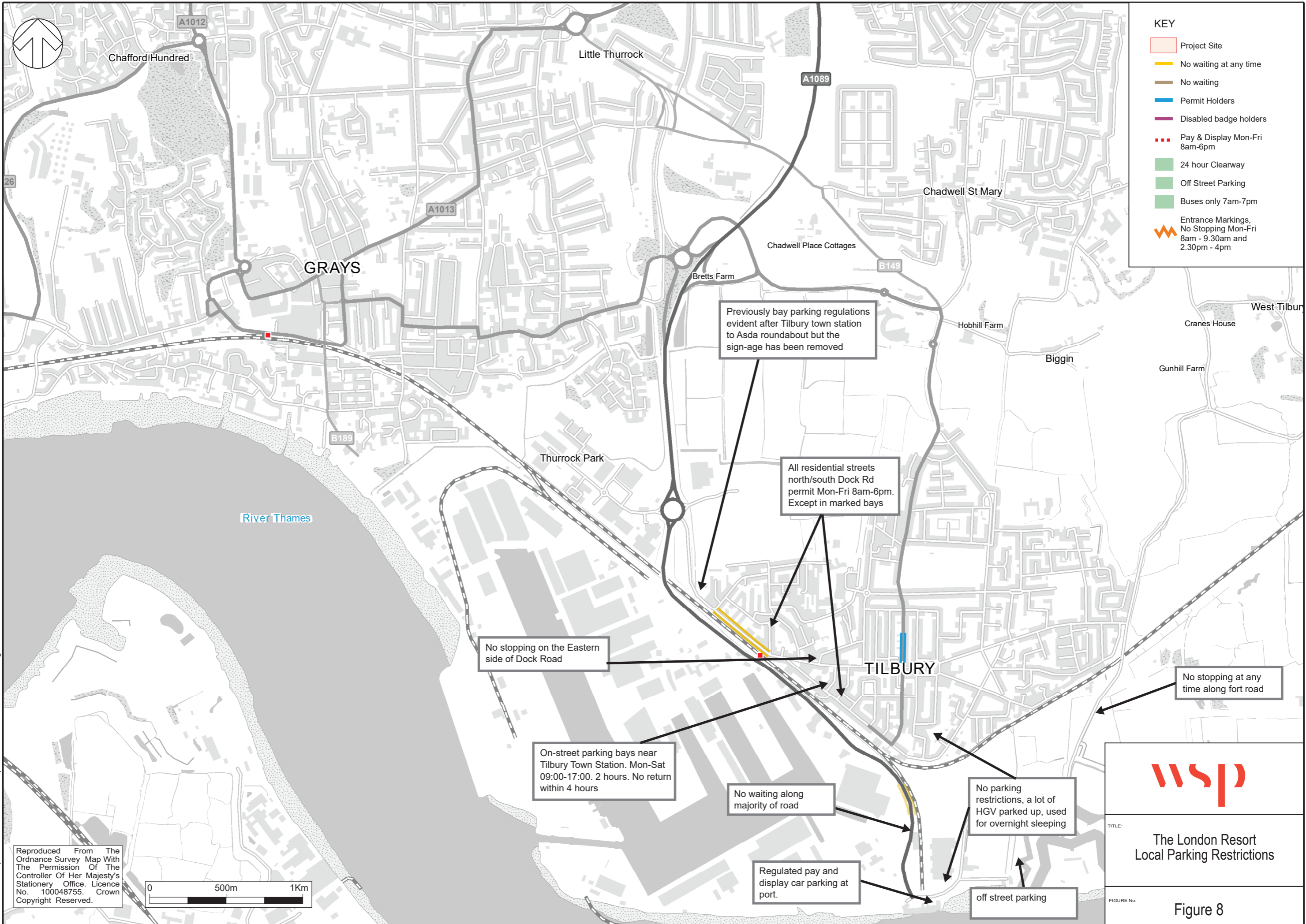


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TITLE:
Local Parking Restrictions Audit

FIGURE No: **Figure 7**

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- KEY**
- Project Site
 - No waiting at any time
 - No waiting
 - Permit Holders
 - Disabled badge holders
 - Pay & Display Mon-Fri 8am-6pm
 - 24 hour Clearway
 - Off Street Parking
 - Buses only 7am-7pm
 - Entrance Markings, No Stopping Mon-Fri 8am - 9.30am and 2.30pm - 4pm

Previously bay parking regulations evident after Tilbury town station to Asda roundabout but the sign-age has been removed

All residential streets north/south Dock Rd permit Mon-Fri 8am-6pm. Except in marked bays

No stopping on the Eastern side of Dock Road

On-street parking bays near Tilbury Town Station. Mon-Sat 09:00-17:00. 2 hours. No return within 4 hours

No waiting along majority of road

Regulated pay and display car parking at port.

No parking restrictions, a lot of HGV parked up, used for overnight sleeping

off street parking

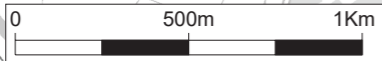
No stopping at any time along fort road



TITLE:
The London Resort
Local Parking Restrictions

FIGURE NO:
Figure 8

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