

To: Gravesham Joint Transportation Board
By: KCC Highways, Transportation & Waste
Date:
Subject: Bath Street – Fastrack Infrastructure Scheme
Classification: Information Only

Summary: This report introduces the Bath Street Contraflow Bus Lane scheme.

1. Introduction

- 1.1. This report introduces the Bath Street Improvement scheme to the Board. The scheme is part of the wider Fastrack programme across Dartford, Ebbsfleet and Gravesham. It is intended that updates to the JTB will be provided as the project progresses. General Fastrack items and other projects will continue to be reported separately, either as reports or verbally.
- 1.2. The Bath Street scheme will provide a key bus link between the Northfleet Embankment East development and Gravesend Town Centre in the form of a contraflow bus lane.
- 1.3. This new link will reduce journey times for passengers by up to four minutes and provide a short walk to access Fastrack for occupants and workers at the Northfleet Embankment East, Clifton Slipways and The Charter developments.

2. Background

- 2.1. This project is part of the overall Fastrack programme, which comprises 28 individual projects across Dartford, Gravesham and Ebbsfleet. Fastrack operates via congestion-free routes across a 40km network extending from Dartford to Gravesham. It is a combination of dedicated Fastrack busways, bus priority lanes and on-street running with priority at all signalled junctions.
- 2.2. During Phase 3 Fastrack Route A will then extend from Ebbsfleet International through Northfleet Embankment, on to Gravesend Bus Hub, via the Bath Street Bus lane, as will be constructed through this scheme.
- 2.3. The Fastrack Advisory Board (FAB) provides advice and recommendations for the development of the overall Fastrack network. FAB have had full oversight of the Bath Street Scheme to date and will continue to monitor throughout the project lifecycle.
- 2.4. Continual improvements to the Fastrack road network are required to achieve the modal shift target of 25% of journeys using public transport, and vital to this success is the high uptake in patronage from new residents within current and future developments.

3. Scheme overview

- 3.1. The Bath Street scheme (Appendix A) includes widening a section of the existing carriageway to incorporate a southbound bus lane. The proposed bus lane will connect to West Street to the north at the West Street/Bath Street/Church Street Roundabout and the new Bus Hub on Garrick Street to the south via New Road.

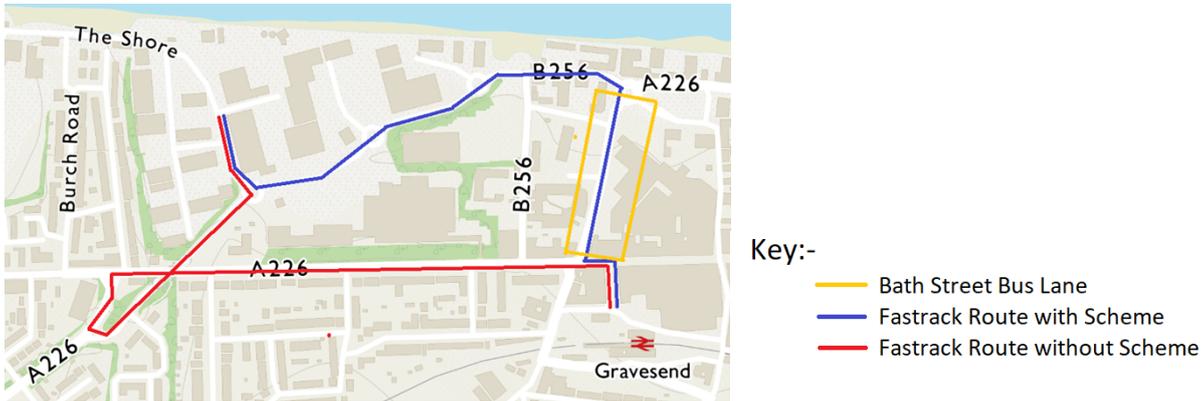


Figure 1 Bath Street Bus Lane location and Fastrack Routes

3.2. This new route will facilitate the extension of the Fastrack Route A service to Gravesend. Without the Bath Street bus lane Fastrack would need to be routed via Overcliffe as shown in Figure 1 above.

3.3. The scheme will improve Fastrack users journey times by between 2-4 minutes, and also facilitate additional bus stops to service existing residents and those from new developments such as Clifton Slipways, The Charter and Northfleet Embankment. These significant improvements to journey time and route will enhance Fastrack’s reputation as a premium service and further encourage uptake.

4. Scheme Cost and Funding

4.1. The total cost for this scheme is estimated at £5.52m. Secure grant funding for this scheme is being provided by Ebbsfleet Development Corporation, with EDC taking the Fastrack development designated S106 contributions from Northfleet Embankment East development as a contribution.

4.2. Table 1 shows the annual scheme costs and funding for this scheme.

£000s	2020-21	2021-22	2022-23	Total
Gross Cost	£300,000	£1,500,000	£2,800,000	£4,600,000
Budget Risk	£60,000	£300,000	£560,000	£920,000
Total Cost	£360,000	£1,800,000	£3,360,000	£5,520,000
EDC Grant	£360,000	£1,800,000	£3,360,000	£5,520,000
Total Funding	£360,000	£1,800,000	£3,360,000	£5,520,000

4.3. An allowance for risk has been included by EDC as part of the capital cost estimate. The construction and non-construction costs include a contingency allowance. In addition, a further risk allowance has been added as an ‘optimism bias’, to reflect the tendency at the early stages of a project to underestimate costs for scheme development.

5. Programme and Key Milestones

5.1. This scheme is at outline design stage. KCC have engaged Watermans Consultants through the KPS Framework to progress this.

5.2. The forecasted programme dates are as follows:

- Outline design: Jan 21 – May 21
- Detailed design: June 21 – Dec 21
- Procurement: Jan 22 – Mar 22
- Construction: April 22 – March 23

6. Public engagement

6.1. Public engagement will commence once initial designs have been progressed.

7. Conclusion

7.1. The Bath Street scheme will provide a key bus link to the Fastrack route in Gravesham and forms part of the wider Fastrack A network.

7.2. The Bath Street scheme will reduce congestion and improve accessibility through the delivery of a fully integrated sustainable Fastrack network, making sustainable transport a real alternative to the private car, particularly residents in new developments including Northfleet Embankment East.

8. Recommendations

8.1. For information only. The scheme will continue to provide updates to Gravesham JTB as the scheme progresses.

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Major Capital Programme Team

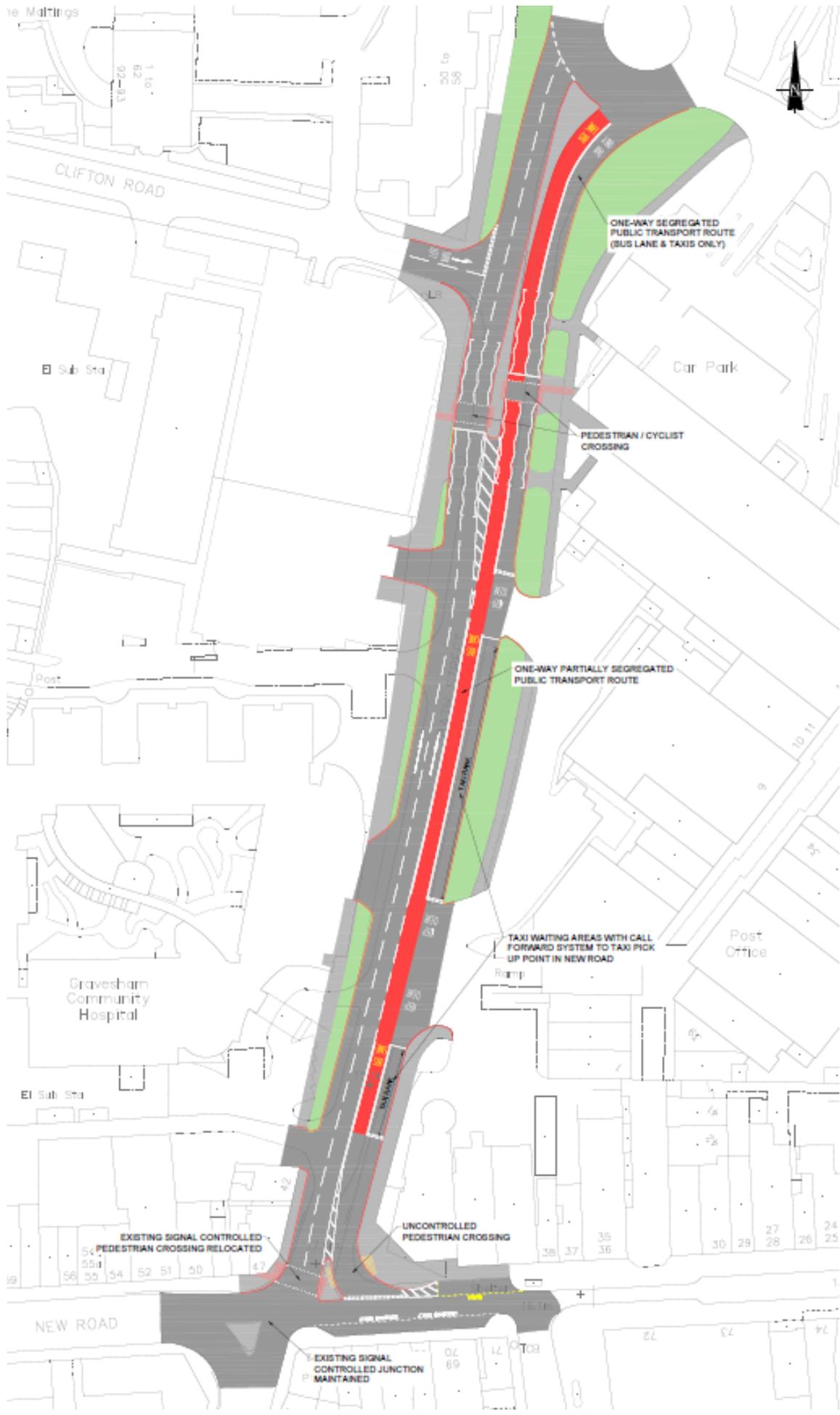
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Appendix A – Layout of Bath Street Contraflow scheme



the Maltings

1 to 62
62 to 63

30 to 56



CLIFTON ROAD

Sub Sta

Car Park

ONE-WAY SEGREGATED PUBLIC TRANSPORT ROUTE (BUS LANE & TAXIS ONLY)

PEDESTRIAN / CYCLIST CROSSING

ONE-WAY PARTIALLY SEGREGATED PUBLIC TRANSPORT ROUTE

TAXI WAITING AREAS WITH CALL FORWARD SYSTEM TO TAXI PICK UP POINT IN NEW ROAD

Post Office

Gravesham Community Hospital

Sub Sta

Ramp

EXISTING SIGNAL CONTROLLED PEDESTRIAN CROSSING RELOCATED

UNCONTROLLED PEDESTRIAN CROSSING

NEW ROAD

EXISTING SIGNAL CONTROLLED JUNCTION MAINTAINED

54 55a 56 54 52 51 50 47

35 36 38 37 30 29 28 26 24 25

72 73 74

68 70 71