

**Classification:** Public

**Key Decision:** No

## Gravesham Borough Council

**Report to:** Joint Transport Board  
**Date:** 08 March 2023  
**Reporting officer:** Assistant Director (Planning)  
**Subject:** Gravesham Local Cycling & Walking Infrastructure Plan

### Purpose and summary of report:

To provide:

- Update on Gravesham's Local Cycling & Walking Infrastructure Plan
- Highlight some of the emerging issues

### Recommendations:

1. Members are invited to comment on the plan.

Key Implications:	
Item	Implications
Legal	None
Finance and Value for Money	None
Corporate Plan	Gravesham LCWIP will support a number of the objectives in #People and #Place categories in relation to sustainable travel and health
Climate Change	Encouraging sustainable transport is a key objective of providing cycling and walking networks

## 1. Introduction

- 1.1 Last year the Borough Council commissioned, from PJA consultants, a Gravesham Local Cycling and Walking Infrastructure Plan (LCWIP). This was funded by grants from Department of Transport (via Kent County Council) and National Highways Designated Funds.
- 1.2 The completed report from the consultants can be found at [https://democracy.gravesham.gov.uk/documents/s73202/06370%20Gravesham\\_LCWIP\\_Report\\_FINAL\\_W\\_Appendices.pdf](https://democracy.gravesham.gov.uk/documents/s73202/06370%20Gravesham_LCWIP_Report_FINAL_W_Appendices.pdf) from when it was reported to Strategic Environment Committee on 22 November 2022.

- 1.3 This report is being made at the request of the Gravesham Cabinet Member for Strategic Environment as walking and cycling is a matter of joint interest for both Authorities.

## 2. Background

- 2.1 The consultants had to follow the guidance from the Department for Transport (DfT) on producing [Local Cycling and Walking Infrastructure Plan \(LCWIP\)](#), together with some tools to help with the process and guidance on design standards.
- 2.2 Local Authorities are expected to produce these plans to set out their priorities for routes for both walking and cycling, and priorities for their implementation. A particular aim is to understand where there are major obstacles to be overcome in the delivery of integrated walking and cycling networks. The objective is to produce a programme of route improvements, that can be funded by a variety of means as and when opportunity arises – for example bids to Government funds, s.106 contributions, Lottery applications etc. Bids for funding to Government (Active Travel England) in the future for walking and cycling infrastructure will expect a relevant LCWIP to exist.
- 2.3 The DfT guidance sets out a 6-stage process, see the table below.

Stage	Name	Description
1	<b>Determining Scope</b>	Establish the geographical extent of the LCWIP, and arrangements for governing and preparing the plan.
2	<b>Gathering Information</b>	Identify existing patterns of walking and cycling and potential new journeys. Review existing conditions and identify barriers to cycling and walking. Review related transport and land use policies and programmes.
3	<b>Network Planning for Cycling</b>	Identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the type of improvements required.
4	<b>Network Planning for Walking</b>	Identify key trip generators, core walking zones and routes, audit existing provision and determine the type of improvements required.
5	<b>Prioritising Improvements</b>	Prioritise improvements to develop a phased programme for future investment.
6	<b>Integration and Application</b>	Integrate outputs into local planning and transport policies, strategies, and delivery plans.

- 2.4 A key objective for the process is to move towards walking and cycling networks which provide a set of safe routes to encourage sustainable transport of all sorts of trip purposes (work, school etc.) as part of addressing net zero carbon. There are also significant health benefits from physical activity and access to the countryside. A key consideration is what is considered a 'safe' route, which will vary significantly for different types of users.
- 2.5 In Gravesham the current key drivers are changes in demand and routes brought about by the development of Ebbsfleet Garden City on the west side of Northfleet and the Lower Thames Crossing on the east side of Gravesend. In the EDC area major development has and is taking place, which is producing a significant shift in demand from new population in or adjacent to the urban area. EDC also has its Green Corridors programme of enhancements which is increasing connectivity in the Northfleet area.

- 2.6 On the east side of the urban area the Development Consent Order application by National Highways for the Lower Thames Crossing results, if granted, in a significant number of rerouted and altered public rights of way. During the construction period a number of footpaths will be closed but a new link provided parallel to Thong Lane to link Riverview area to Shorne Wood Country Park and Shorne. The major operational impact will be the diversion of NCN177 south of the A2 between Marling Cross and Brewers Road, which during construction is on an alignment further south via Jeskyns and Ashenbank Wood. A side effect of the Lower Thames Crossing is the possibility of bidding to National Highways Designated Funds to develop and implement schemes.
- 2.7 The LCWIP process is not about the detailed design of schemes, but it is important to keep in mind that there are both limited resources and physical space (especially in the inner urban areas) to implement an ideal of segregated walking and cycling routes. It is about identifying the key corridors where demand suggests schemes should go and potential routes. The working up of schemes in detail is a separate stage (see further below). Cycling considers the whole Borough, whereas walking is focussed around Gravesend Town Centre.

### 3. Findings

- 3.1 It is important to emphasise that the Gravesham LCWIP is a dynamic document which will change and evolve as circumstances alter, both through new development (and therefore demand) and from what walking and cycling schemes are delivered on the ground. In particular, the work has not, for timing reasons, been able to take into account the detail of:
- Ebbsfleet Central planning application
  - Northfleet Habourside planning application
  - Lower Thames Crossing DCO application
  - New recent planning permissions, for example the expansion of Meopham school
- 3.2 The aim is to focus on the top priorities for 'now' based on the approach that has to be taken from the national guidance, which is currently being reviewed. It is not attempting to design routes and it is not attempting to produce complete maps of walking and cycling routes in the Borough. It also needs to relate to the sustainable transport, regeneration, design and health objectives amongst others. It is also important to remember that whilst Gravesham is the Planning Authority, Kent County Council is the Transport Authority.
- 3.3 Emerging themes and issues (some of which are of a broader scope than the LCWIP can deal with):
- 3.3.1 The analysis shows strong radial demand in Gravesend, with a particular emphasis in the Northfleet direction in part driven by the new development in the EDC area
- 3.3.2 The rural area comes out weaker simply because there is less population but there are none the less suggested routes
- 3.3.3 The rural areas would benefit from more detailed work at a local level that could be carried out in this commission

- 3.3.4 The combination of topography (both from the point of view of gradient and impact of quarrying on landform in Northfleet) and major transport infrastructure introduces some significant barriers
- 3.3.5 The current Government design guidance (LTN 1/20) is framed in terms of getting segregation for cyclists as far as possible but in many pinch points this is simple impractical
- 3.3.6 There are a range of measures (for example 20 mph zones, dropped kerbs and street scene enhancements) which can improve the environment for walking and cycling which need to be considered in a wider context
- 3.3.7 As a specific example the Gravesend Town Centre one way system is a major barrier to cross or use for both walkers and cyclists
- 3.3.8 Pure leisure routes do not figure greatly (e.g. coastal path) because they are not directly related to population

#### **4. Appendices**

- 4.1 There are no appendices.

#### **5. Background Documents**

- 5.1 The following background documents were used:
- 5.2 Department for Transport guidance on LCWIP  
[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/908535/cycling-walking-infrastructure-technical-guidance-document.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/908535/cycling-walking-infrastructure-technical-guidance-document.pdf)
- 5.3 Gravesham LCWIP  
[https://democracy.gravesham.gov.uk/documents/s73202/06370%20Gravesham\\_LCWIP\\_Report\\_FINAL\\_W\\_Appendices.pdf](https://democracy.gravesham.gov.uk/documents/s73202/06370%20Gravesham_LCWIP_Report_FINAL_W_Appendices.pdf)

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<b>Secondary Implications</b>	
<b>Risk Assessment</b>	No financial or legal risks
<b>Data Protection Impact Assessment</b>	<i>A data protection impact assessment (DPIA) should be carried out at the start of any major project involving the use of personal data or if you are making a significant change to an existing process.</i>
	<p>a. Does the project/change being recommended through this paper involve the processing of <a href="#">personal data</a> or <a href="#">special category data</a> or <a href="#">criminal offence data</a>? A definition of each type of data can be found on the Information Commissioner's Office website via the above links. No</p>
	<p>b. If yes to question a, have you completed and attached a DPIA including Data Protection Officer advice?</p>
	<p>c. If no to question b, please seek advice from your nominated DPIA assessor or the Information Governance Team at <a href="mailto:gdpr@medway.gov.uk">gdpr@medway.gov.uk</a>.</p>
<b>Equality Impact Assessment</b>	<p>a. Does the decision being made or recommended through this paper have potential to cause adverse impact or discriminate against different groups in the community? If yes, please explain answer. No</p>
	<p>b. Does the decision being made or recommended through this paper make a positive contribution to promoting equality? If yes, please explain answer. Yes as the LCWIP will need to consider access to walking and cycling networks for all types of users</p>
	<i>In submitting this report, the Chief Officer doing so is confirming that they have given due regard to the equality impacts of the decision being considered, as noted in the table above</i>
<b>Crime and Disorder</b>	None
<b>Digital and website implications</b>	None
<b>Safeguarding children and vulnerable adults</b>	None