



# Agenda

Meeting: **Folkestone and Hythe Joint Transportation Board**  
Date: **11 September 2023**  
Time: **6.00 pm**  
Place: **Remote Meeting**

To: **The members of the Folkestone & Hythe Joint Transportation Board**

The Board will consider the matters listed below at the date and time shown above. The meeting is open to the press and public and will be streamed live at [bit.ly/YouTubeMeetings](https://bit.ly/YouTubeMeetings)

Members of the Board who wish to have information on any matter arising on the Agenda which is not fully covered in these papers are requested to give notice prior to the meeting to the Chairman or appropriate officer.

1. **Appointment of Chair - KCC**

The Chairmanship of the JTB rotates annually between the District Council members and those from the County Council. For 2023-24 it is for the County Council to appoint a Chairman.

2. **Appointment of Vice-Chairman - District**

The Vice Chairman of the JTB rotates annually between the District Council members and those from the County Council. For 2023-24 it is for the District Council to appoint a Vice-Chairman.

3. **Apologies for absence**

4. **Declarations of interest (Pages 3 - 4)**

Members of the Board should declare any discloseable pecuniary interest or any other significant interests in any item/s on this agenda.

5. **Minutes (Pages 5 - 8)**

**Queries about the agenda? Need a different format?**

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Email: [committee@folkestone-hythe.gov.uk](mailto:committee@folkestone-hythe.gov.uk) or download from our  
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To consider and approve the minutes of the meeting held on 21<sup>st</sup> November 2022.

6. **Introduction to new Committee Members and discussion about changes to how F&H JTB is to operate more effectively pending the forthcoming review of JTBs by KCC**

7. **Stagecoach bus services - update and discussion on proposed changes to services in Folkestone and Hythe.**

Stagecoach will be providing an oral report on the updates and planned changes to services in Folkestone and Hythe.

8. **Bus Service Improvement Plan update - KCC (Pages 9 - 14)**

Information only: This report provides a progress update on Kent's Bus Enhanced Partnership (EP), Bus Service Improvement Plan (BSIP) and related funding settlement from Government.

9. **Active Travel projects in Folkestone and Hythe - KCC (Pages 15 - 58)**

This report summarises the public consultation that has been undertaken on the proposed scheme to increase active travel along Cheriton Road, Folkestone and recommends progressing to detailed design and construction (option a).

10. **Highways Forward Works Programme: 2022/23 and 2023/24 - KCC (Pages 59 - 74)**

This report updates Members on the identified schemes approved for construction.

11. **Proposed Parking Restrictions 2023/24 by FHDC Highways Engineer (Pages 75 - 84)**

During the year 22/23 parking restrictions have been proposed to the council. This report outlines an urgent area where restrictions would help to improve traffic flow, safety margins and resolve parking problems.

12. **TRO's in Folkestone and Hythe - an update on our consultation practice and planned reviews - FHDC**

The Transportation Specialist and Lead Specialist will be providing the Committee with a short presentation on Folkestone and Hythe's TRO consultation practice and planned reviews.

## **Declarations of Interest**

### **Disclosable Pecuniary Interest (DPI)**

Where a Member has a new or registered DPI in a matter under consideration they must disclose that they have an interest and, unless the Monitoring Officer has agreed in advance that the DPI is a 'Sensitive Interest', explain the nature of that interest at the meeting. The Member must withdraw from the meeting at the commencement of the consideration of any matter in which they have declared a DPI and must not participate in any discussion of, or vote taken on, the matter unless they have been granted a dispensation permitting them to do so. If during the consideration of any item a Member becomes aware that they have a DPI in the matter they should declare the interest immediately and, subject to any dispensations, withdraw from the meeting.

### **Other Significant Interest (OSI)**

Where a Member is declaring an OSI they must also disclose the interest and explain the nature of the interest at the meeting. The Member must withdraw from the meeting at the commencement of the consideration of any matter in which they have declared a OSI and must not participate in any discussion of, or vote taken on, the matter unless they have been granted a dispensation to do so or the meeting is one at which members of the public are permitted to speak for the purpose of making representations, answering questions or giving evidence relating to the matter. In the latter case, the Member may only participate on the same basis as a member of the public and cannot participate in any discussion of, or vote taken on, the matter and must withdraw from the meeting in accordance with the Council's procedure rules.

### **Voluntary Announcement of Other Interests (VAOI)**

Where a Member does not have either a DPI or OSI but is of the opinion that for transparency reasons alone s/he should make an announcement in respect of a matter under consideration, they can make a VAOI. A Member declaring a VAOI may still remain at the meeting and vote on the matter under consideration.

#### **Note to the Code:**

Situations in which a Member may wish to make a VAOI include membership of outside bodies that have made representations on agenda items; where a Member knows a person involved, but does not have a close association with that person; or where an item would affect the well-being of a Member, relative, close associate, employer, etc. but not his/her financial position. It should be emphasised that an effect on the financial position of a Member, relative, close associate, employer, etc OR an application made by a Member, relative, close associate, employer, etc would both probably constitute either an OSI or in some cases a DPI.

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# Minutes

## Folkestone and Hythe Joint Transportation Board

Held at:	Remote Meeting, Via Zoom.
Date	Monday, 21 November 2022
Present	Councillors Mrs Ann Berry, Miss Susan Carey, Ray Field (Chairman), Peter Gane, David Godfrey, Tony Hills (Vice-Chair), Frank Hobbs, Dylan Jeffrey, Rory Love and John Wing.
Apologies for Absence	Councillor Terence Mullard.
Officers Present:	James Bowen (Highway Manager - Folkestone and Hythe, KCC), James Clapson (Case Officer - Corporate Services, FHDC) and Paul Thompson (Highway Engineer, FHDC)

1. **Declarations of interest**

There were no declarations of interest.

2. **Minutes**

Proposed by Councillor Carey  
Seconded by Councillor Love, and

**Resolved:**

The minutes of the meeting held on 11 July 2022 were approved.

3. **Highway Works Programme 2022/23**

Report JTB/22/03 updated members on the identified schemes approved for construction. The Chairman went through the report page by page and asked Members for their comments. During consideration of the item the following points were noted:

- In addition to the department telephone number listed in the report, Mr Bowen would provide Members with a list of email addresses for the

Kent County Council (KCC) highways contact officers. These email addresses could be included in the report going forward, however the report was publicly available, and the email addresses may not be the best first point of contact for members of the public.

- Consideration could be given to inviting bus and rail representatives to Board meetings.

### **Appendix A – Road, Footway and Cycleway Renewal and Preservation Scheme**

- It would be good to see the Highway Works Programme for 2023/24.
- Residents in Newington believed they had been scheduled for road surface improvements before the Covid pandemic struck, however works were never carried out. The potholes along Newington Road, between the Village Hall and Peene, were severe. Mr Bowen offered to investigate.
- The main road into Postling, Hythe was in a poor state and needed to be included on the works programme.

### **Appendix B – Drainage Repairs & Improvements**

- At Harden Road, Lydd, in addition to the drainage repairs, there were proposals for up to 1500 lorry movements on the road, in connection with the Dungeness Aid Station. This should be considered by the Board as the vibrations from vehicles using the road had caused problems for nearby buildings. The road was not fit for purpose.

### **Appendix D – Transportation and Safety Schemes**

- The installation of a Zebra Crossing in Risborough Lane, Folkestone was very welcomed. Thanks were offered to those involved in the project.
- Swingfield Parish Council had prepared and agreed a Highway Improvement Plan that sought to reduce the speed limit on the A260 from 40mph to 30mph.
- Thanks were offered to those involved in enabling cyclists to use the sea defence rather than having to cycle on the A259.
- Lydd Road junction at Hammond's corner was very dangerous and in desperate need of the roundabout. It was hoped that funding for its construction may become available if the proposals for the power station went ahead.
- While work on the carriageway was underway at Shorncliffe Road and Castle Hill Avenue, it could be an opportunity to address the drainage problems in the area. Councillor Jeffrey would email Mr Bowen with the details to forward on to the relevant KCC officer.
- The junction between Cherry Gardens and Links Way, Folkestone was dangerous as cars ignored the chevrons on the road, and the central reservation needed to be made wider. Mr Bowen offered to have a look at the junction.

### **Appendix E – Developer Funded Works**

- During the recent works in Cheriton High Street, the manual traffic lights had not worked in conjunction with the traffic lights on the bridge. This had been resolved but it had caused significant disruption at the time.
- Folkestone and Hythe District Council should not have allowed the McDonalds restaurant in Cheriton to open without providing funding for a pedestrian controlled crossing at the Cheriton interchange. Funding for the crossing would now have to be sought from the developer of a nearby housing development.

### **Appendix F - Bridge Works**

- Woolpack bridge had been closed for around three years, this was too long.

### **2022-23 Winter Service Policy**

- Thanks were offered to the highways team who responded whenever there was an emergency.
- KCC was in the process of refilling Parish and Town Council owned salt bins, KCC was looking at the possibility of charging Parish and Town Councils for this work in future.

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To: Folkestone & Hythe Joint Transportation Board

By: Kent County Council – Highways & Transportation

Date: 11<sup>th</sup> September 2023

Subject: Kent Enhanced Partnership (EP) and Bus Service Improvement Plan (BSIP) Update

Classification: Information Only

**Summary:** This report provides a progress update on Kent’s Bus Enhanced Partnership (EP), Bus Service Improvement Plan (BSIP) and related funding settlement from Government.

## 1.0 Background

- 1.1 In March 2021 Government published a new National Bus Strategy (NBS) which set out a blueprint for the improvement of all aspects of bus service provision inclusive of both service levels themselves but also extending to infrastructure, ticketing, innovation, information, vehicle, accessibility and environmental considerations.
- 1.2 At the time of publication, Government stated that £3bn would be made available to support the strategy, although this figure was subsequently adjusted to £1.2bn, reflecting its use for existing commitments and expenditure linked to the Covid-19 pandemic.
- 1.3 In order to be able to access this funding and to protect existing funding streams, the NBS placed a number of requirements on Kent County Council (KCC) and operators. By the end of October 2021, KCC had to publish a Bus Service Improvement Plan (BSIP) and by April 2022, KCC and bus operators were required to form Enhanced Partnership Agreements (EPs) governing all bus services in the area and setting out commitments on KCC and operators.
- 1.4 In response to the strategy and to align with its ambitions KCC, in conjunction with operators, submitted its BSIP at the end of October 2021, with a total funding ask of £213m over a three-year period. The submission followed a public engagement exercise and engagement with District Councils through a nominated representative. KCC also worked with operators to introduce an EP for the County which came into effect from 1<sup>st</sup> April 2022. All documents can be found at [www.kent.gov.uk/busfuture](http://www.kent.gov.uk/busfuture)

- 1.5 On 4<sup>th</sup> April 2022, shortly after introducing its EP in line with Government guidance, KCC learnt that it had received an indicative allocation of £35.1m in response to its BSIP. Whilst the allocation was significantly less than the £213m requested and would not deliver the level of ambition contained within Kent's BSIP, wider context is important which showed that, of 79 LTAs which submitted a BSIP, only 31 received any allocation.
- 1.6 There were a number of conditions attached to the indicative funding allocation, including:
- A requirement that funding was directed to particular initiative areas – namely fares and new / enhanced services for revenue spend and bus priority measures for capital spend.
  - A requirement that funding could not be used to sustain existing unviable commercial or contracted services. This point is important given wider industry pressures where a number of services had become unviable following reduced patronage, increased parts cost, driver shortages etc following the Covid- 19 pandemic.
- 1.7 Taking into account the above restrictions, KCC submitted a proposal to DfT for how the funding would be utilised in line with its BSIP. Following this engagement, no formal funding offer was received by KCC until February 2023. The delay was attributed to a wide financial review taking place across central Government.
- 1.8 In February 2023, KCC was formally offered two years worth of its allocation, on the condition that delivery for all initiatives took place within the 23/24 financial year, on an accelerated programme. KCC subsequently worked quickly with the DfT to agree a revised initiative programme which will see a range of capital and revenue initiatives delivered at a combined value of £18.9m. A formal decision was taken by the KCC Cabinet Member for Highways and Transport for the acceptance of the funding.

## **2.0 Formal Funding Allocation**

- 2.1 The formal receipt of Tranche 1 funding of £18.9m is a positive development for buses in Kent and will allow the delivery of a number of key initiatives to support the industry in 2023/24. It is important to note however that the use of the funding is very prescriptive and must be spent on an initiative list agreed through the accelerated award process with DfT.
- 2.2 As part of the award, the conditions attached to the indicative funding allocation (see 1.6) still apply, however KCC has negotiated some flexibility around the use of network and fares funding to help sustain services which meet certain criteria, should they be at risk following the end of Government covid support funding, anticipated to end later this calendar year.
- 2.3 After the award of the Tranche 1 funding DfT have since relaxed some of the terms and conditions applying to all LTAs with regards to how funding can be used to sustain existing services. KCC notes that whilst this offers some flexibility, the

sheer scale of change in the bus industry means that it is unviable to react to all commercial withdrawals or reductions in services. KCC is prioritising sustaining school transport services where possible and will be reviewing the financial viability of supporting any further services that may be at risk of withdrawal.

- 2.4 A summary of initiatives is included as Appendix A.
- 2.5 On the 21<sup>st</sup> June 2023, to coincide with the launch of one of the KCC BSIP initiatives, the “Big Free Bus Weekend” on the 24<sup>th</sup> & 25<sup>th</sup> June, the DfT publicly announced the allocation of £16.1m Tranche 2 funding for KCC for the year 2024/25. KCC is working with the DfT at pace to understand the possible uses of this funding and the acceptance will then be subject to a key decision process at KCC.
- 2.6 The DfT has written to LTA’s initially advising that further funding named the BSIP Plus (formerly known as the Local Transport Fund) will be made available in 2023/24 and 2024/25 to help fund the retention of existing services. KCC is working to understand the possibilities for this funding which will then be subject to formal acceptance.

### **3.0 Opportunities for Engagement**

- 3.1 As part of the establishment of its Enhanced Partnership Schemes, KCC has established a meeting hierarchy to ensure statutory compliance and to offer opportunities for engagement.
- 3.2. An Enhanced Partnership Board (EPB) is in operation which works to a formal process established by the DfT, has representation from both statutory partners (KCC and operators) and makes decisions on changes to content within Kent’s EPs.
- 3.3 Under the EPB are Enhanced Partnership Scheme Monitoring Groups (EPSMGs) which are in operation for each EP area – East Kent, West Kent and Kent Thameside. All Districts (through a representative nominated by the District concerned) in the relevant EP area are invited to these meetings. EPSMG meetings provide an opportunity for updates on the BSIP and for raising suggestions for new / changes to commitments in Kent’s EPs. The next EPSMG is anticipated to take place in Autumn 2023.
- 3.4 KCC and operators have also committed to supporting more localised dialogue with District Councils through District Focus Groups which we have suggested that Districts might want to form. The agenda, frequency, and formality of these are for Districts to determine but they are thought of as a forum to discuss local matters affecting bus, such as planning developments, parking issues and other operational matters. Folkestone & Hythe District Council (FHDC) have yet to formalise their District Focus Groups however KCC Public Transport have communicated their willingness to assist FHDC in establishing a focus group in the district.

## 4.0 Conclusion

4.1 This report is provided to Members for information.

### Contact Details:

Kent County Council:

Dan Bruce:  
EP and Infrastructure Manager

Steve Pay  
Public Transport Planning and Operations  
Manager

Tel: 03000 418181

Email – [kccnbs@kent.gov.uk](mailto:kccnbs@kent.gov.uk)

**APPENDIX B – Initiatives with Agreed BSIP Funding**

<b>Initiative Description</b>	<b>Initiative Type</b>	<b>Capital Budget</b>	<b>Revenue Budget</b>
Pencester Road, Dover – Contraflow bus lane to a) ensure services can fully serve town centre and b) unlock new transport links	Bus priority	£3m	
Rennie Drive, Dartford – Bus Lane and prioritisation to support Fastrack Service	Bus priority	£2m	
Superbus Scheme, Thanet – Series of highways interventions to improve reliability	Bus Priority	£2m	£300k
Bus Priority, feasibility studies for further schemes – Countywide	Bus Priority	£500k	
Bus related highway Interventions to support bus reliability – Countywide	Highway Interventions	£625k	
ANPR Camera enforcement at Bus Gates – Countywide at sites identified as problematic by operators	Highway Interventions	£450k	
Introduction of a trial multi-operator ticketing scheme (for a small geographical area) using existing technology. Location to be determined	Fares and Ticketing		£100k
Funding for smaller operators to upgrade ticketing equipment to enable multi-operator ticketing,	Fares and Ticketing	£1.12m	£196k
Price freeze on Kent Traver Saver for 2023/24 academic year	Fares and Ticketing		£2.5m
Fares Initiatives to encourage bus use and promotional activity – Inc “Kent Free Bus Weekend” (24 <sup>th</sup> / 25 <sup>th</sup> June 2023), “All Day	Fares and Ticketing		£500k

August” (extended hours of use for ENCTS Older and Disabled Persons bus passes across August and “Bus About Kent” (free travel across Summer Holidays for families in receipt of free school meals).			
Delivery of Mobility as a Service (MaaS) platform – Providing an App to support planning and the purchasing of tickets for multi modal journeys. – Trial in Ebbsfleet.	MaaS	£1.45m	
Support for a Community Transport grant scheme – Anticipated for launch in autumn 2023.	Network	£450k	
Network Planning Tool – Internal tool to assist with bus network planning.	Network		£50k
Network Interventions – to sustain services and deliver enhancements as funding permits.	Network		£2.5m
Installation of QR codes at all marked bus stops, linking to public transport information at kent.gov.uk	Information		£325k
Delivery of real time information screens at key bus stops -	Infrastructure	£662k	
Delivery of a countywide Passenger Information Portal with a journey planner, timetable database and online map	Infrastructure	£140k	£60k

# Agenda Item 9

## JTB/23/04

**To:** Folkestone and Hythe Joint Transportation Board

**By:** KCC Highways and Transportation

**Date:** 11 September 2023

**Subject:** Cheriton – Folkestone Active Travel Scheme

**Classification:** For recommendation

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Summary: This report summarises the public consultation that has been undertaken on the proposed scheme to increase active travel along Cheriton Road, Folkestone and recommends progressing to detailed design and construction (option a).

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### 1.0 Introduction and background

- 1.1 The proposed scheme is funded by Central Government as part of Active Travel England Tranche 2 bid to provide walking, wheeling and cycling improvements. This scheme is part of a wider strategic plan to provide cycle routes and links across Folkestone and Hythe.
- 1.2 To date there have been 3 consultations on the proposals in Cheriton.
- 1.3 The initial preliminary design consultation between 13 December 2020 to 19 January 2021 focused on:
  - New segregated cycle track (permanent).
  - Restriction / reduction of parking availability (e.g. removing or reallocating parking bays).
  - Junction improvements to give pedestrians and cyclists priority at certain locations.
  - Signage throughout the area for cyclists and pedestrians.
  - Provision of cycle parking.
  - Wider footways to provide additional space for pedestrians.
  - New landscaping and greening features along the route.
  - Improved crossing facilities to provide safer crossing points.
- 1.4 As part of the consultation, a poster, postcard, and leaflet were developed to inform the public of the project objectives and wider benefits. 191 online responses and an additional 2 written responses were received. These responses showed that there was a very high level of support for cycling and walking improvements, indicated by 84% of respondents supporting safe cycle routes, and 73% maintaining that provision of crossings for pedestrians and cyclists was very important.
- 1.5 Following a largely positive response to the first round of consultation, where 71% of respondents said they would walk more often in Folkestone, and 68% would cycle more often if the scheme was implemented, preliminary designs were developed for the scheme. These designs were consulted on in a second round of consultation, which ran from 14 September until 25 October 2021.

- 1.6 Responses to the preliminary scheme designs shown in the second round of consultation were less positive than the first round of consultation. Overall, there was a low level of support for the scheme, in which 73% of all respondents either opposed or strongly opposed the overall design outlined in the consultation.
- 1.7 In total, 919 responses to the consultation were received, 893 online and 26 paper copies.
- 1.8 A point of contention which occurred frequently in the consultation responses was the topic of parking removal along Cheriton High Street, with many respondents being opposed to this feature believing it would negatively impact residents and businesses.
- 1.9 The extents to which respondents agreed with each of the key design elements consulted on is summarised below in Table 1.

<b>Walking and cycling improvements</b>	<b>Placemaking improvements</b>
<ul style="list-style-type: none"> <li>▪ 70% disagreed with a new cycle route from Folkestone to Cheriton</li> <li>▪ 64% disagreed with the closure of Stanley Road to motor vehicles</li> <li>▪ 62% disagreed with changes in bus stop layout</li> <li>▪ 61% disagreed with short sections of shared pedestrian and cycle path</li> <li>▪ 60% disagreed with junction layout revisions to give more priority to people walking and cycling</li> <li>▪ 55% agreed with new and improved crossing points for pedestrians and cyclists</li> <li>▪ 53% disagreed with wider footways where possible to improve pedestrian safety</li> <li>▪ 48% agreed with new raised tables at crossing locations</li> </ul>	<ul style="list-style-type: none"> <li>▪ 69% agreed with new and improved street furniture such as seating and rubbish bins</li> <li>▪ 68% agreed with new and improved road surfacing and footway materials</li> <li>▪ 66% agreed with the removal, replacement and addition of trees and vegetation</li> <li>▪ 54% agreed with new areas of planting and greenery to maximise biodiversity</li> <li>▪ 42% agreed with new signs for pedestrians and cyclists</li> <li>▪ 41% disagreed with new cycle parking facilities</li> </ul>
	<b>Changes to parking</b>
	<ul style="list-style-type: none"> <li>▪ 83% disagreed with the removal of 5 mature trees along Cheriton High Street</li> <li>▪ 79% disagreed with the removal of a maximum of 38 on-street parking bays on Cheriton High Street/Cheriton Road</li> </ul>

**Table 1 – Summary of key elements consulted upon**

- 1.10 Following the second round of consultations, the local KCC Members arranged for a residents and businesses meeting to be held on 18 October 2021 which saw over 200 attendees. This was aimed at understanding the concerns being raised. Kent Officers presented the scheme, listened to concerns and answered questions. KCC also received a petition which attracted around 3700 signatures.
- 1.11 The scheme has since been revisited and the designs amended taking into consideration the key objections from the previous consultation.
- 1.12 The new proposals were developed in conjunction with local stakeholders with two workshops undertaken on 1 February 2023 and 18 May 2023 to look at the detail with the aim to maintain parking along Cheriton High Street, maintain existing trees and to remove the proposed segregated cycle lanes outside of the main business area. The new proposals also seek to aid walking within the high street, include an option to provide a 20mph speed limit, and extend the cycle provision up to Radnor Park.



- 1.13 A six-week consultation on the new proposals took place between 21 June and 1 August 2023. As part of this consultation, posters, postcards, and leaflets were created to inform the public. A total of 2,728 postcards were hand-delivered to the local area directly impacted by the proposals. In addition, part way through the consultation period social media adverts to target Folkestone and Hythe area were also used to publicise the improvements. Documentation was also placed within the local library.
- 1.14 The consultation included 2 drop-in sessions on 11 and 12 July which saw approximately 150 attendees.
- 1.15 In addition 2 KCC Officers visited local businesses for face-to-face discussions following the drop-in sessions as there were reports that some businesses were not aware of the consultation. This took place on 25 July 2023 with approximately 90% of the businesses along the High Street visited.

## 2.0 Consultation Summary

- 2.1 In total there were 247 responses to the questionnaire which was provided as part of the consultation. There was a total of 1,362 participants to the consultation website and the consultation material was downloaded over 1,110 times.
- 2.2 Full details of the consultation can be found within the Consultation Report which has been appended to this report. As part of the consultation questionnaire there were 4 key questions, a summary of these results is shown below:

<b>To what extent do you agree or disagree with the pedestrian and walking improvements on Cheriton High Street?</b>				
Strongly agree	Tend to agree	Neither agree or disagree	Tend to disagree	Strongly disagree
<b>94</b>	<b>46</b>	<b>14</b>	<b>26</b>	<b>66</b>

In summary 56.9% agree, 37.4% disagree and 5.7% neither agree nor disagree.

<b>To what extent do you agree or disagree with the proposed 20mph zone between Ashley Avenue and Coombe Road?</b>				
Strongly agree	Tend to agree	Neither agree or disagree	Tend to disagree	Strongly disagree
<b>104</b>	<b>48</b>	<b>24</b>	<b>20</b>	<b>50</b>

In summary 61.8% agree, 28.5% disagree and 9.7% neither agree nor disagree.

<b>To what extent do you agree or disagree with the cycling improvements along Cheriton Road?</b>				
Strongly agree	Tend to agree	Neither agree or disagree	Tend to disagree	Strongly disagree
<b>89</b>	<b>37</b>	<b>22</b>	<b>28</b>	<b>71</b>

In summary 51% agree, 40% disagree and 9% neither agree nor disagree.

<b>To what extent do you agree or disagree with the traffic signal alterations at the Cherry Garden Avenue and Cheriton Road junction?</b>					
Strongly agree	Tend to agree	Neither agree or disagree	Tend to disagree	Strongly disagree	Don't Know

<b>70</b>	<b>46</b>	<b>40</b>	<b>16</b>	<b>58</b>	<b>12</b>
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In summary 47.9% agree, 30.6% disagree, 16.5% neither agree nor disagree and 5.0% don't know.

<b>To what extent do you agree or disagree with the overall proposed active travel scheme?</b>					
Strongly agree	Tend to agree	Neither agree or disagree	Tend to disagree	Strongly disagree	Don't Know
<b>90</b>	<b>42</b>	<b>20</b>	<b>23</b>	<b>69</b>	<b>2</b>

In summary 53.6% agree, 37.4% disagree, 8.1% neither agree nor disagree and 0.9% don't know.

### 3.0 Finance

3.1 KCC was successful in bidding for 5 projects via the Active Travel Fund Tranche 2. The funds from the Department for Transport provided £4,878,440 of Capital Grant and £1,219,610 of Revenue Grant for all the 5 named projects. This specific project was allocated £1,000,000 of Capital Grant with the Revenue Grant used as an overall fund for the development of all 5 schemes which includes staff time, consultancy fees, consultations and data collection.

3.2 To date £81,000 of the £1,000,000 allocated Capital Grant has been spent.

3.3 The scheme will not require any additional KCC funds to complete. The detailed design stage will include an overall scheme cost estimate and in the case that the existing budget is insufficient the project will be tailored to fit the budget envelope subject to further approvals.

### 4.0 Programme

4.1 Should the Joint Transportation Board support the officer recommendation to proceed to detailed design, a further report will be prepared for KCC's next available Environment and Transport Cabinet Committee.

4.2 The Department for Transport (their executive Agency - Active Travel England, was set up to oversee the Active Travel agenda) will need to agree to an extension to the funding programme. They have already agreed to extend to 15 January 2024.

4.3 It is anticipated that the design stage will take three months and procurement of the contract for construction a further 3 months.

4.4 Once a contractor is on board, KCC Officers will work closely with the contractor to understand the construction programme and available road space. See Table 2.

<b>Activity</b>	<b>Anticipated programme</b>
Joint transportation Board recommendation	11 September 2023
Environment and Transport Cabinet Committee	Earliest 15 September 2023
Department for Transport (Active Travel England) approvals for extension of time for Grant spend.	September/October 2023
Detailed Design period	Mid Sept – end of Dec 2023

Construction contract procurement period	January 2024 – March 2024
Construction Period	April 2024 – July 2024

**Table 2 – Estimated programme**

## 5.0 Options available with reasons for suitability

5.1 Members of the board can recommend to:

- a) Proceed with the detailed design of the scheme taking into consideration the feedback from the latest consultation and continue to work with key stakeholders, advertise any Traffic Regulation orders (TROs) and proceed to construction provided there are no significant alterations to the advertised scheme.
- b) Proceed to detailed design and construction of scheme but remove the Cherry Garden Avenue traffic signal design alterations. This junction will need further investigation as it is a regular crash site however this could be investigated via the Local Transport Plan funding rather than Active Travel Fund.
- c) Abandon the scheme (this may have a revenue liability for KCC).

## 6.0 Officer recommendations

6.1 It is recommended that option (a) should be progressed.

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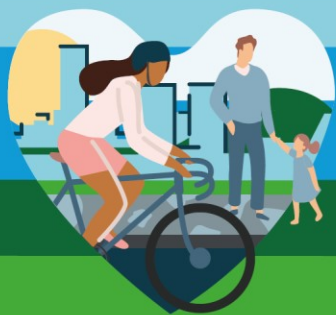
**Contact and report author:** Jamie Watson – Senior Programme Manager - Active Travel:  
email: [activetravel@kent.gov.uk](mailto:activetravel@kent.gov.uk); Phone: Contact Centre: 03000 41 81 81

## APPENDICES

### APPENDIX A

1. Consultation Report
2. Scheme Plan 1 – Somerset Road to Qusted Road
3. Scheme Plan 2 – St Hilda Road to Lawrence Close
4. Scheme Plan 3 – Coombe Road to Beachborough Road
5. Scheme Plan 3a – Cherry garden Traffic Signals
6. Scheme Plan 4 – Beachborough Road to Superstore
7. Scheme Plan 5 – Superstore to Cornwallis Avenue
8. Scheme Plan 6 – Cornwallis Avenue to Radnor Park
9. Scheme Plan 7 – Radnor Park

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# Folkestone:

## Cheriton to Folkestone Central Station

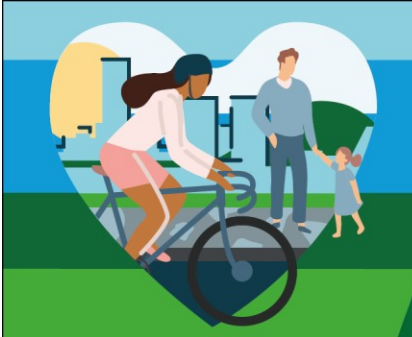
### Proposed Walking, Wheeling & Cycling Improvements



## Consultation Report

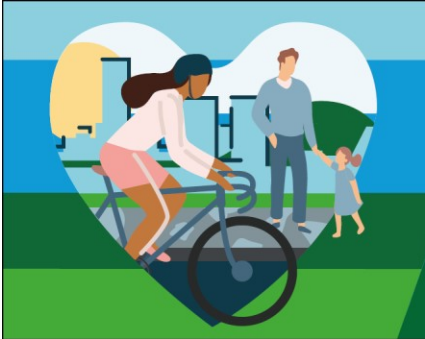
Consultation period: 21 June to 1 August 2023

**Alternative Formats:** This document can be made available in other formats or languages, please email [alternativeformats@kent.gov.uk](mailto:alternativeformats@kent.gov.uk) or telephone 03000 421553 (text relay service 18001 03000 421553). This number goes to an answer machine, which is monitored during office hours.



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## 1. Introduction

From 21 June to 1 August 2023, Kent County Council (KCC) consulted on a proposal for highway improvements for pedestrians and cyclists of Cheriton High Street and Cheriton Road in Folkestone.

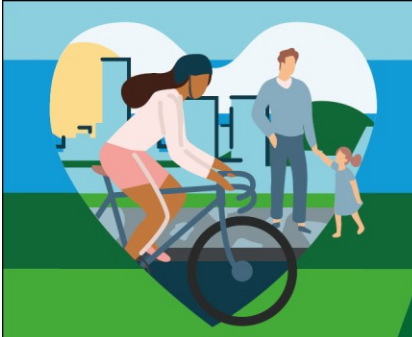
The proposal is to introduce:

- a 20mph zone between Somerset Road and Coombe Road
- improvements along Cheriton High Street. These would be:
  - creation of pedestrian priority junctions with table top speed ramps for safer crossing,
  - improved bus stop borders with kerb buildouts
  - segregated cycle lanes, advance cycle stop lines and on-road cycle lanes
  - reduction of street signs and lines
  - no impact on parking.
- provision of a new segregated cycleway between Cherry Garden Avenue and Cornwallis Avenue
- scheme extended to go from Cornwallis Avenue to the Folkestone Central railway station roundabout.
- improvements to the Cherry Garden Avenue and Cheriton Road traffic signal junction including the widening of the footway and realigning the layout of the junction. The aim is to reduce the number of collisions at this junction and to improve the crossings for pedestrians and cyclists.

The following report details the purpose of the consultations and summarises the consultation process and feedback received.

### 1.1 Purpose of the consultation

We are proposing to introduce a connected safer cycle and walking scheme to connect pedestrians and cyclists from Cheriton's shopping area to Folkestone's



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Central Railway Station. The proposal includes the removal of road markings within the 20mph zone which will run from Somerset Road along the route, to Coombe Road.

The scheme aims to encourage and enable active travel, which means walking or cycling as a means of transport as well as for leisure, shopping, making active travel an attractive and realistic choice for short journeys. KCC places a high priority on encouraging active travel and wants to ensure that walking and cycling are safe, easy, attractive and inclusive.

The project initiative overall, is to encourage healthier and safer local journeys through walking, cycling and wheeling. This location has been identified as a suitable route to enhance cycling, walking and wheeling facilities for short local journeys with the aspiration to connect to the wider cycling network across Folkestone and beyond as part of the Local Cycling Walking Infrastructure Plan.

A consultation document, scheme plans and the EqIA and consultation plans were made available on the consultation webpage: [www.kent.gov.uk/cheritonat](http://www.kent.gov.uk/cheritonat)

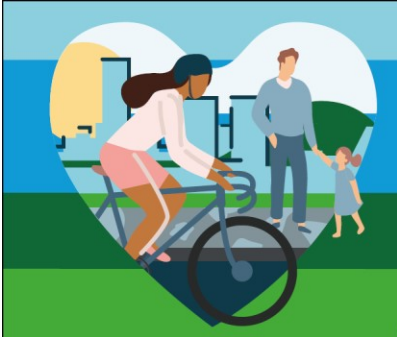
People were asked to provide feedback via a consultation questionnaire, which was available online and in a paper version on request.

## 2. Consultation process

This chapter outlines the process followed to deliver the consultation and details the activities and documentation developed to support the delivery of the consultation. The consultation was divided into the five stages. Detailed information on each section is given in this Chapter.

Undertake Equality Impact Assessment (see Chapter 3)	Develop consultation process and promotional activities	Pre-consultation activity/ engagement	During consultation activity	Post consultation activity
Identify possible impacts on protected	Identify stakeholders  Define	Meetings and correspondence with KCC Members and	Consultation documents hand delivered to	Analysis and reporting of consultation responses





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characteristic groups	consultation activities  Define communication activities and frequencies	District Council  Meeting with key stakeholders including local business owners and bus operators	residents and businesses in the immediate vicinity of the proposal  Launched consultation webpage and online questionnaire  Promotional activities (see section 2.2)	Review of proposals  Review of EqIA  Feedback to consultees and stakeholders
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## 2.1 Pre-consultation activities

KCC officers held various meetings with the local KCC Members, Folkestone & Hythe District Council Councillors and officers during the months prior to the public consultation to help identify local concerns, aspirations and site limitations. The information from these meetings informed the design of the proposed scheme. These meetings also identified issues beyond the remit of this project.

## 2.2 Promoting the consultation

The following promotional activities were undertaken to support the delivery of the public consultation:

- Public notices displayed in Cheriton library for three weeks
- Webpage appeared on the main Let's talk Kent homepage and the [Highways Hub](#)
- Email invites sent to people who have requested them through Let's talk Kent to be kept informed of consultations on transport and roads in the district of Folkestone & Hythe
- Email sent to statutory stakeholders
- Two drop-in sessions were held at Folkestone Indoor Bowls Club on the 11<sup>th</sup> and 12<sup>th</sup> of July 2023
- Postcards delivered to residents living near the proposed scheme
- Social media posts promoting the consultation



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## 2.3 Consultation material

The following material was produced for the consultation and was made available on the Folkestone: Cheriton to Folkestone Central Station consultation webpage:

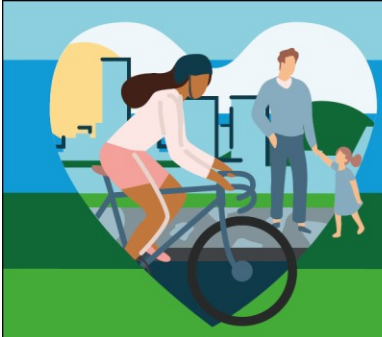
- Consultation Document
- Equality Impact Assessment
- Scheme plans
- Consultation questionnaire
- Large print versions of the consultation document, EqIA and the questionnaire

Hard copies of the consultation document were delivered to residents most impacted by the scheme.

In total there were over 3620 visitors who viewed the [www.kent.gov.uk/cheritonat](http://www.kent.gov.uk/cheritonat) webpage at least once. The consultation documents were downloaded 2130 times with 240 visitors completing and submitting the questionnaire.

## 2.4 Feedback mechanism

People were asked to provide feedback via a consultation questionnaire, which was available online and in a Word version. The Word version was available in hard copy on request via telephone or email. Emails and letters were also accepted and analysed alongside responses to the questionnaire.



### 3 Equality and Accessibility

The Equality Impact Assessment (EqIA) provides a process to help us to understand how the proposals may affect people based on their protected characteristics (age, disability, sex, gender identity, race, religion / belief or none, sexual orientation, pregnancy and maternity, marriage and civil partnership and carer's responsibilities).

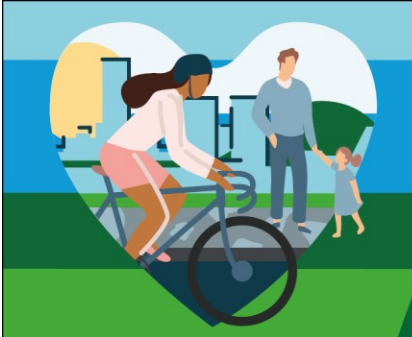
An EqIA was completed prior to commencement of the consultation and was available as one of the consultation documents on the webpage and on request. We will use the feedback gathered from the consultation to review and update the EqIA before the detailed design is finalised.

The following steps were taken to help ensure the consultation was accessible. Large print versions of the consultation document, EqIA and questionnaire were also available on the webpage and we had two face to face drop in events:

- Hard copies of the consultation questionnaire and other material was available on request throughout the consultation period.
- All consultation material included a phone number and email address for people to request hard copies and alternative formats of the consultation material or to ask a question.
- All documents uploaded to the webpage were accessible for people using assisted technology.

In the second part of the consultation questionnaire, we asked respondents if there was anything we should consider relating to equality and diversity (Q9). A total of 72 people answered this question.

Some responses were received by email and post form, they have been included within the consultation results.



## 4 Consultation results

This chapter summarises the number of consultation responses received and who responded to the consultations. There was a total of 240 responses to the questionnaire.

### 4.1 Questionnaire Feedback

The following questions were asked, and the following data was gathered on each question.

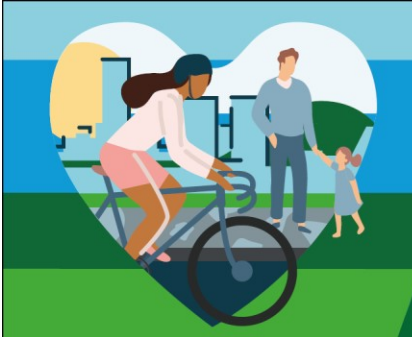
#### 4.1.2 Please tell us, in the box below, the reason for your support or objection to the project overall.

There were 240 responses to this question. These responses were grouped into themes as shown in the table below.

Some respondents did not give written reasons.

#### Comments in support of the project overall

Frequency	Theme / Comment
46	Good scheme. To support the larger Active Travel proposals
34	Safer travel for vulnerable road users / more path space needed
20	Safer layout makes is safer for all / improve paving and reduce hazards
7	Its fine / makes sense
6	Environmental benefits including reduced noise and air pollution
5	Boost local economy i.e. promoting more people to walk has a positive impact to increased trade for businesses, cafes and bars
2	At school peak periods / school journeys will be safer
2	Support scheme, however without enforcement, it may not work
1	No parking being taken away
1	It will reduce speeding along the route



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## Comments objecting to the project overall

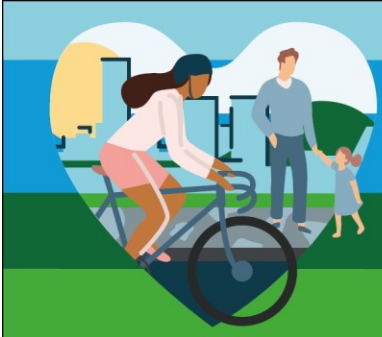
Frequency	Theme / Comment
65	Waste of money, no changes needed / repair footpath
7	Discourage people from shopping and spending
5	Issue when M20 is closed
5	Not enough done to create modal shift
4	Cherry Garden junction will have queues/ will be worse
3	None of the costly changes will help against collision to cyclists
3	Not happy with consultation advertisement and notification
2	Cycle facility on carriageway is needed to remove cyclists from pavement – more cycle lanes
2	Parking restrictions needed instead
1	20mph is not necessary as speeds are low already
1	Create rat runs
1	More needs to be done for all

## 4.2 Wider Active Travel Scheme

After completing the questionnaire for the consultation, respondents were asked if they would answer some optional questions to help us better understand their views on the active travel scheme. 183 people selected to answer these questions.

### 4.2.1 Are you responding as a...?

Please select the option from the list below that most closely represents how you will be responding to this consultation. Please select one option.

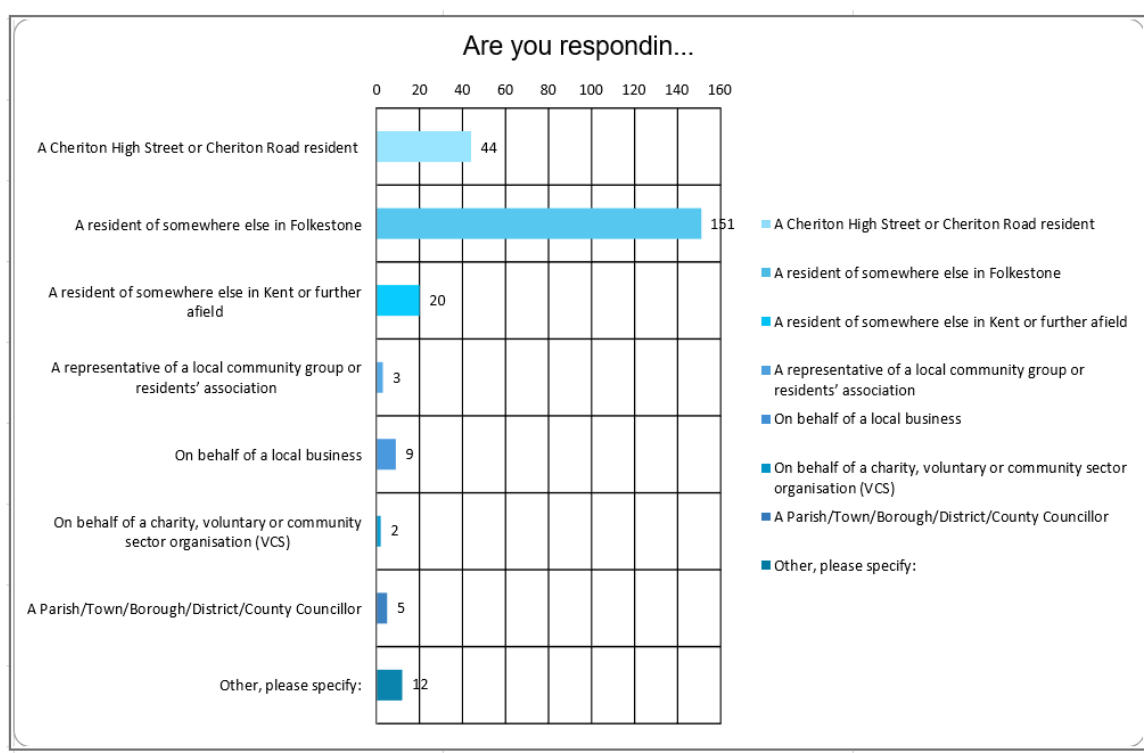


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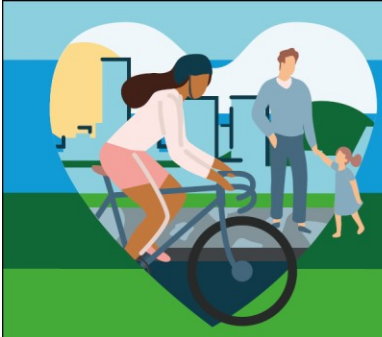


- 44 respondents were residents of Cheriton High Street or Cheriton Road
- 151 were resident somewhere else in Folkestone
- 20 were Kent residents outside or further afield
- 3 respondents represented a local community group or resident association
- 9 respondents represented a local business
- 2 respondents were from the voluntary sector
- 5 respondents were councillors
- 32 respondents selected 'Other'



## 4.2.2 How did you find out about this consultation?

- 25 respondents from KCC's Active Travel Team
- 74 respondents from social media
- 77 respondents from KCC email invitation
- 10 respondents from local council
- 26 respondents from a friend or family
- 9 respondents from a local business
- 25 respondents from postacad delivered

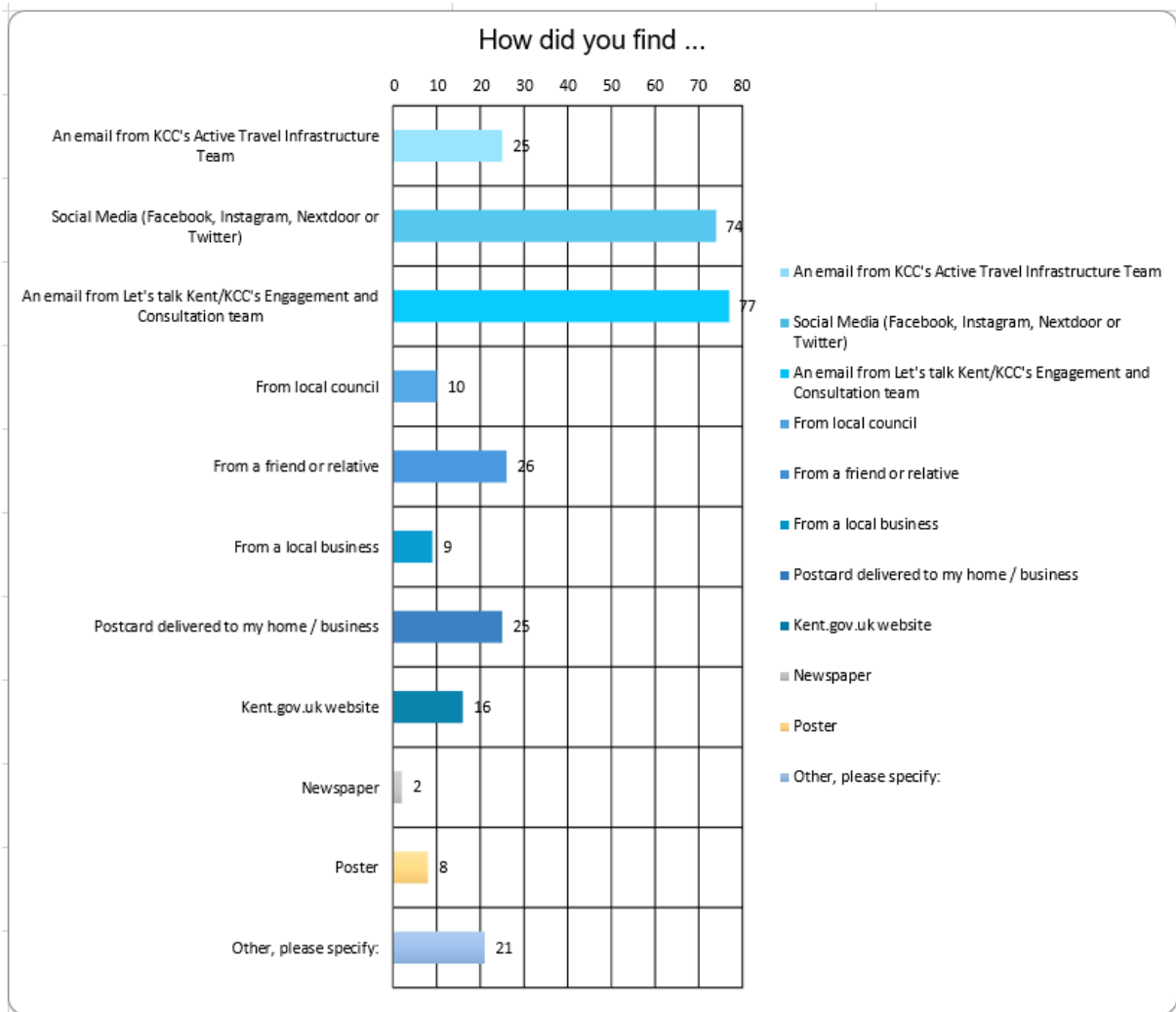


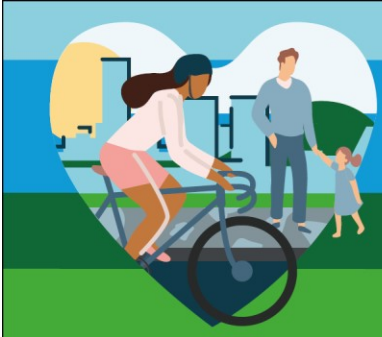
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- 16 respondents from kent.gov.uk website
- 2 respondents from seeing it in local paper
- 8 respondents from seeing a poster
- 21 respondents put 'other'





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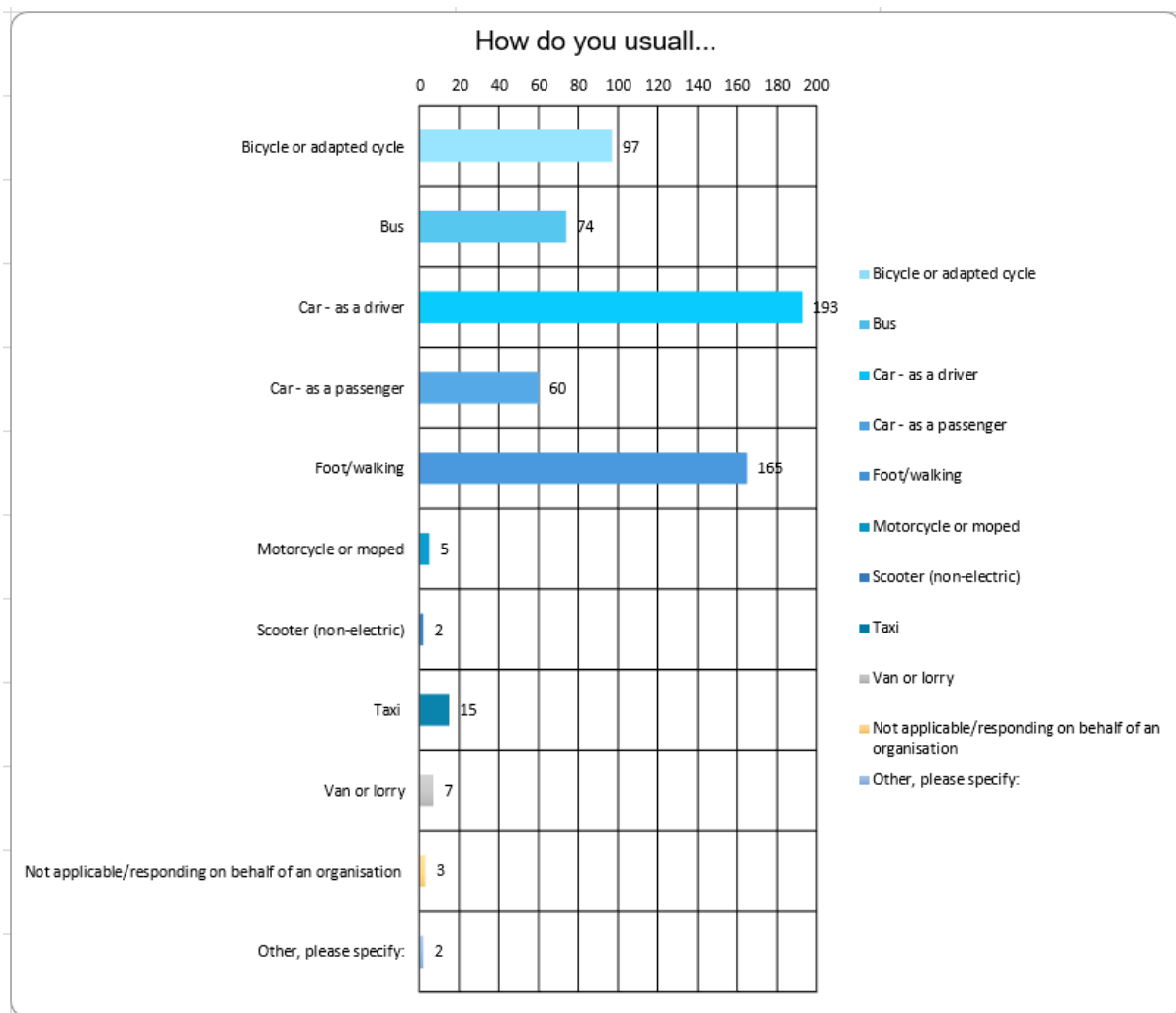
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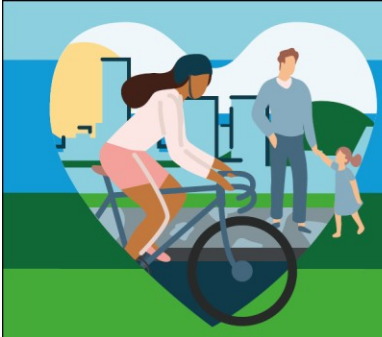
## 4.2.3 How do you usually travel in and around Folkestone?

Please note respondents were able to select multiple responses to this question

- Most of the respondents are car drivers with a total of 193 with a further 60 saying that they travel as a passenger in a car
- 212 respondents either walk (165) or cycle (97)
- 74 respondents selected bus, 15 selected they travel by taxi and 7 selected van or lorry
- 7 selected motorcycle or moped
- 5 respondents selected the not applicable or answering for a third party options

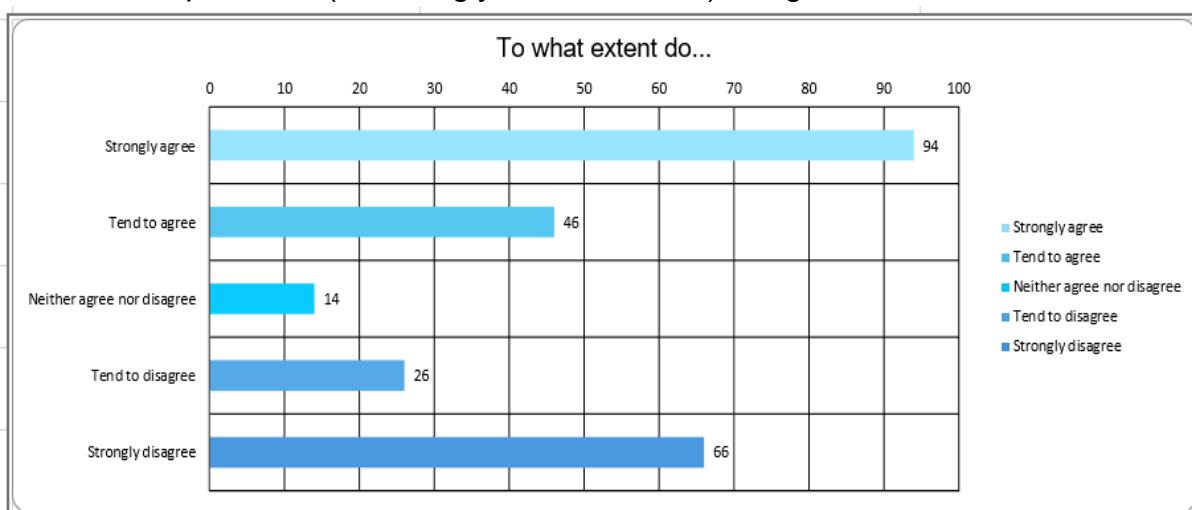






## 4.2.4 To what extent do you agree or disagree with the pedestrian and walking improvements on Cheriton High Street?

- 142 respondents (96 strongly and 46 tend to) agree with the active travel scheme
- 14 respondents (neither agreed nor disagreed with scheme)
- 92 respondents (66 strongly and 26 tend to) disagree with the scheme.

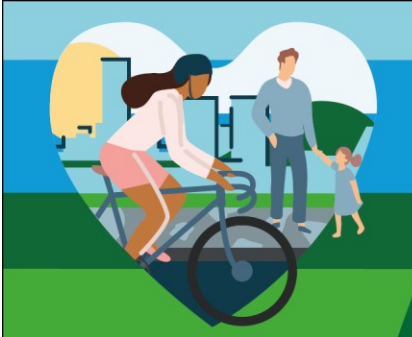


## 4.2.4 Please tell us the reason for your answer.

There were 250 responses to this question. These responses were grouped into themes. In summary:

A breakdown of the comments in agreement and disagreement are shown in the tables below:

Frequency	Comment
	<b>Strongly Agree</b>
96	I think it will help improve conditions and the area. I support any scheme in those streets to calm traffic and to encourage and make safe cycling and walking. Currently it feels unsafe to do either.
	<b>Agree</b>



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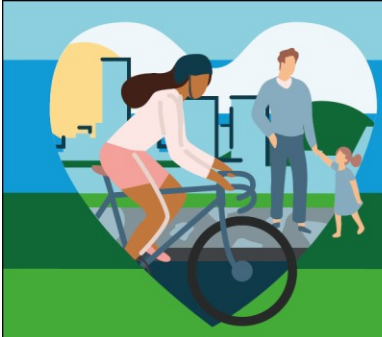
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46	This will reduce pollution and/ or congestion
	<b>Neither agree nor disagree</b>
14	<p>It has good and bad points It only works for some No comments</p> <p>There are many residents of Folkestone who through age or disability cannot walk or cycle.</p>
	<b>Disagree</b>
26	<p>I'm not certain that the scheme will achieve its stated aim; I think that public transport will be adversely affected by the proposed 20mph speed limits, and there will be gridlock in the centre of the town, especially along the High Street or signal junctions.</p> <p>You are moving the traffic elsewhere and will cause more traffic movements on existing roads. I fail to see how that makes the other roads safer.</p>
	<b>Strongly Disagree</b>
66	<p>Not necessary and a waste of money.</p> <p>I do not believe there will be any benefits for residents and will cause congestion in the already congested High Street, I believe the cost is unjustifiable.</p>

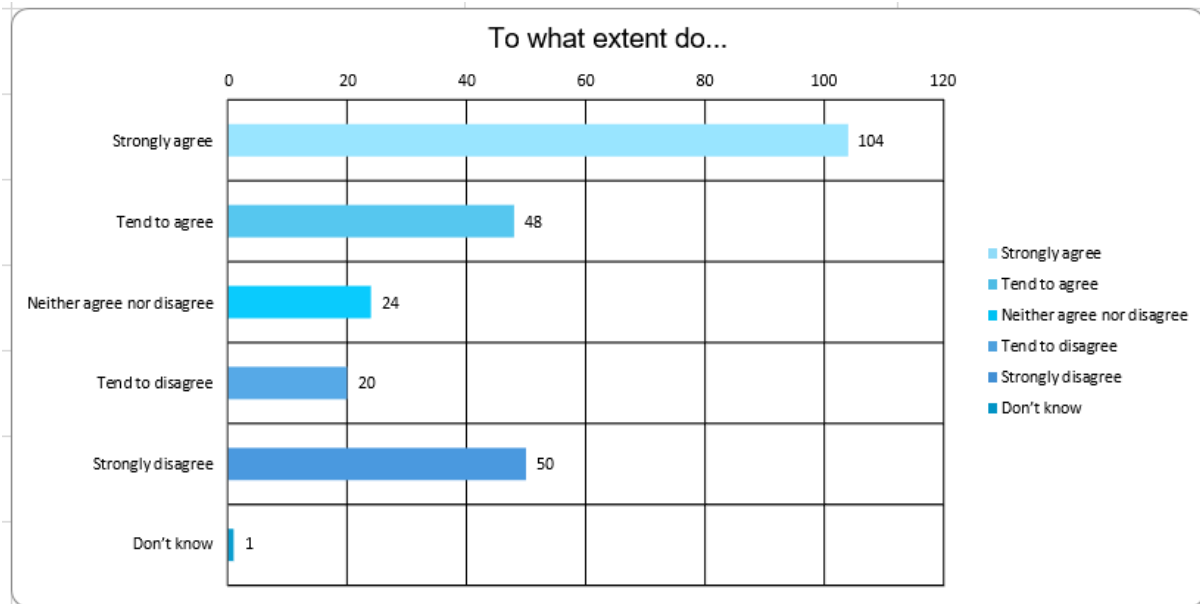
#### 4.2.5 To what extent do you agree or disagree with the proposed 20mph zone between Ashley Avenue and Coombe Road?

- 152 respondents agreed with the proposed 20mph
- 70 did not agree with the speed reduction
- 24 answered 'neither agree nor disagree'



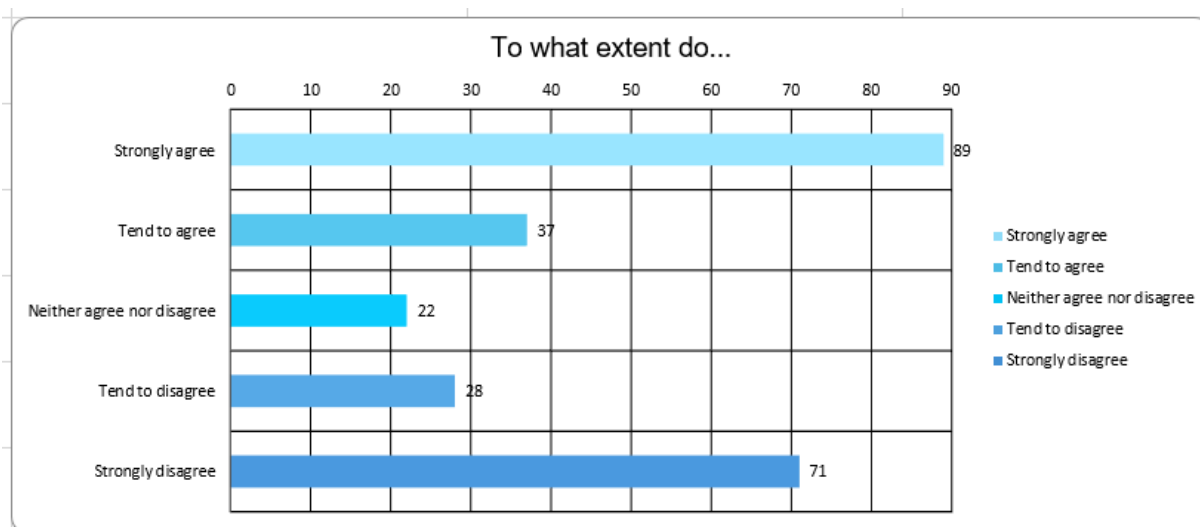
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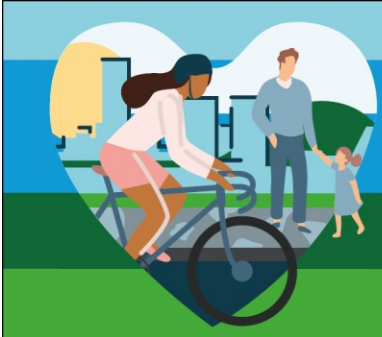
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## 4.2.6 To what extent do you agree or disagree with the cycling improvements along Cheriton Road?

- 126 respondents agreed the scheme will encourage them to cycle more often
- 99 did not agree that the scheme will encourage them to cycle
- 22 were not sure if the scheme will encourage them to cycle or not

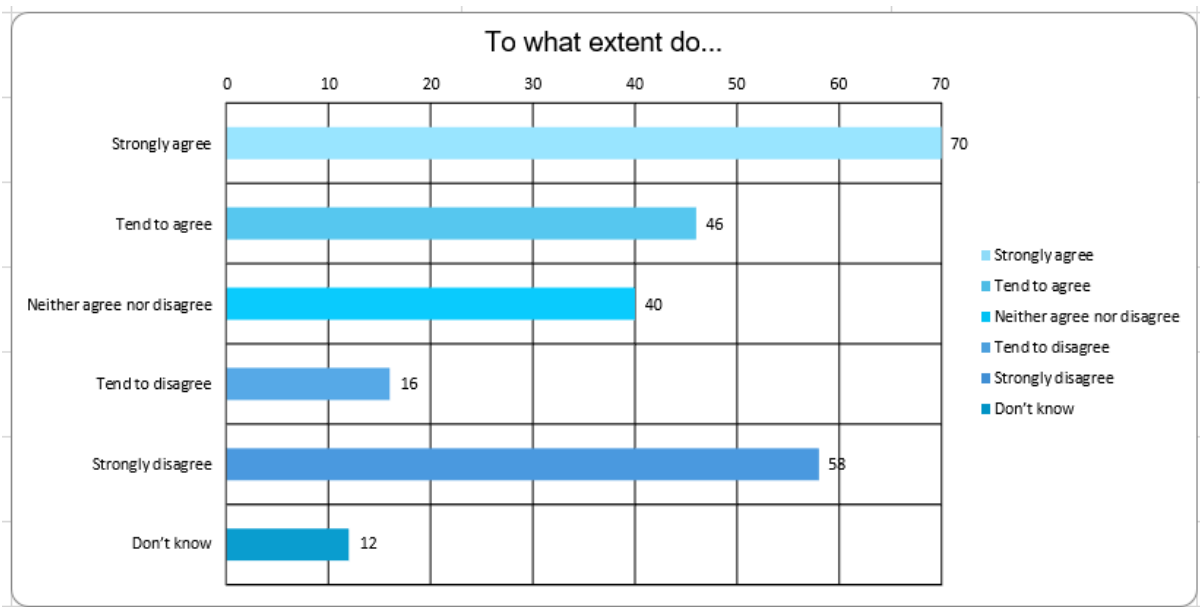




### 4.2.7 To what extent do you agree or disagree with the traffic signal alterations at the Cherry Garden Avenue and Cheriton Road junction?

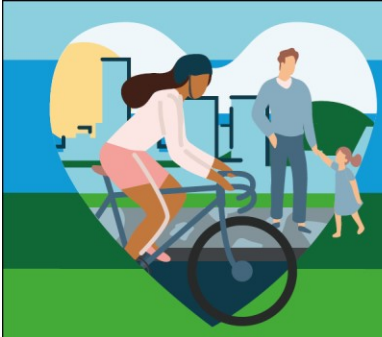
Please note respondents were able to select multiple responses to this question.

- 116 agreed (70 strongly, 46 tend to agree) with the proposed changes
- 74 disagreed (58 strongly, 16 tend to disagree) with the proposals
- 40 were neutral on their views and 12 answered don't know



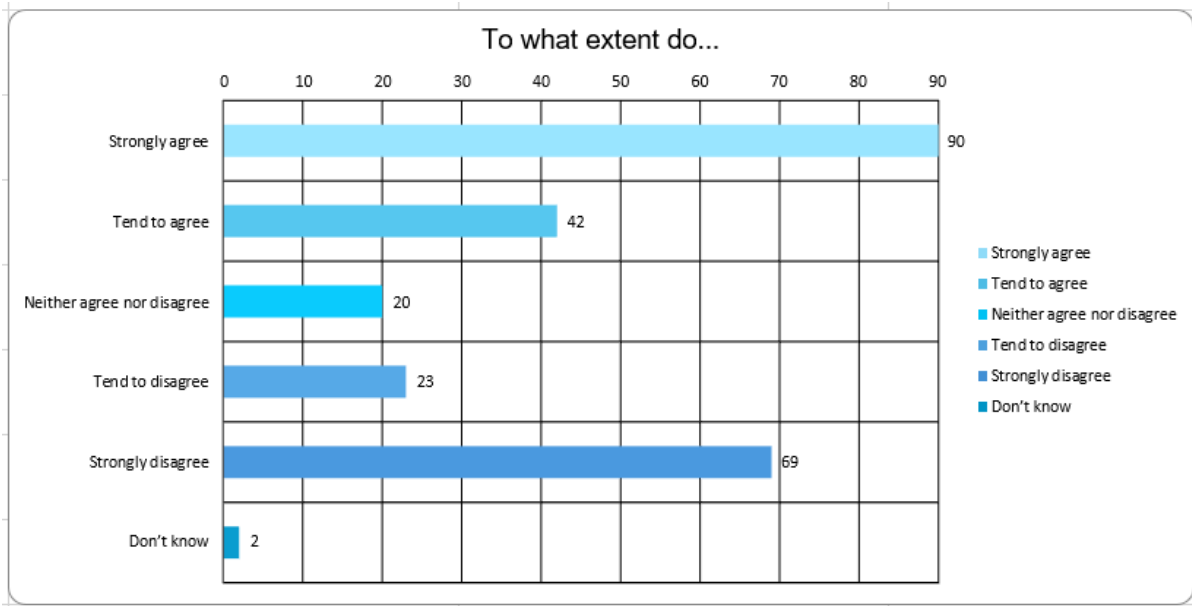
### 4.2.8 To what extent do you agree or disagree with the overall proposed active travel scheme?

- 246 respondents answered this question, in total
- 132 respondents agreed (90 strongly, 42 tended to agree) with the scheme overall
- 92 respondents disagreed (69 strongly, 23 tended to disagree) with the scheme overall
- 20 neither agreed nor disagreed with the scheme. 2 respondents answered 'don't know'

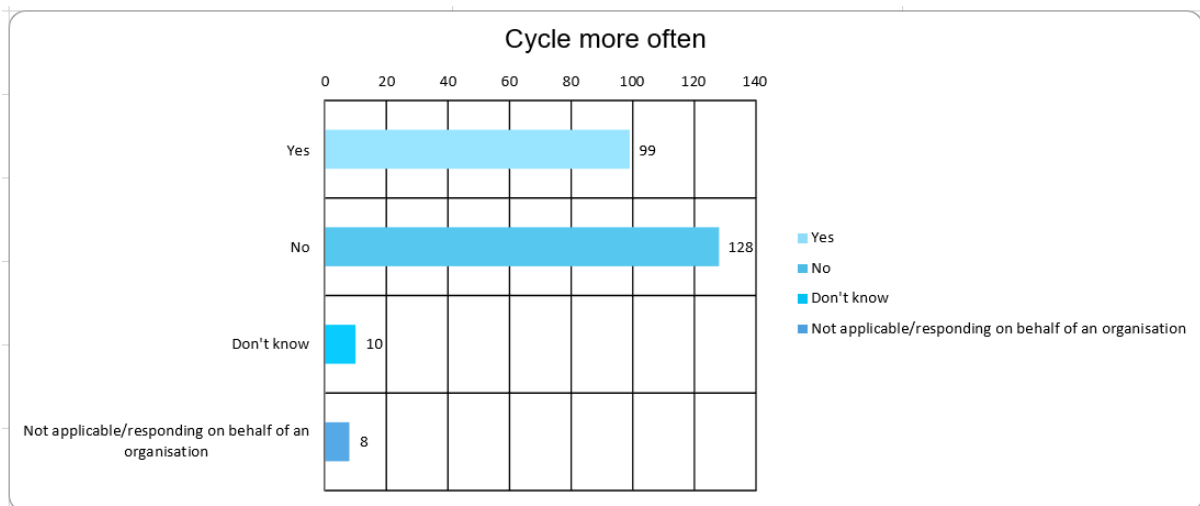


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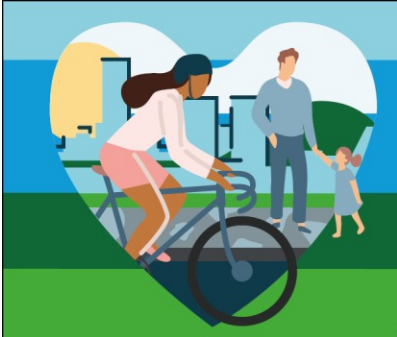
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## 4.2.9 Would the active travel improvements proposed for Cheriton High Street and Cheriton Road encourage you to...?

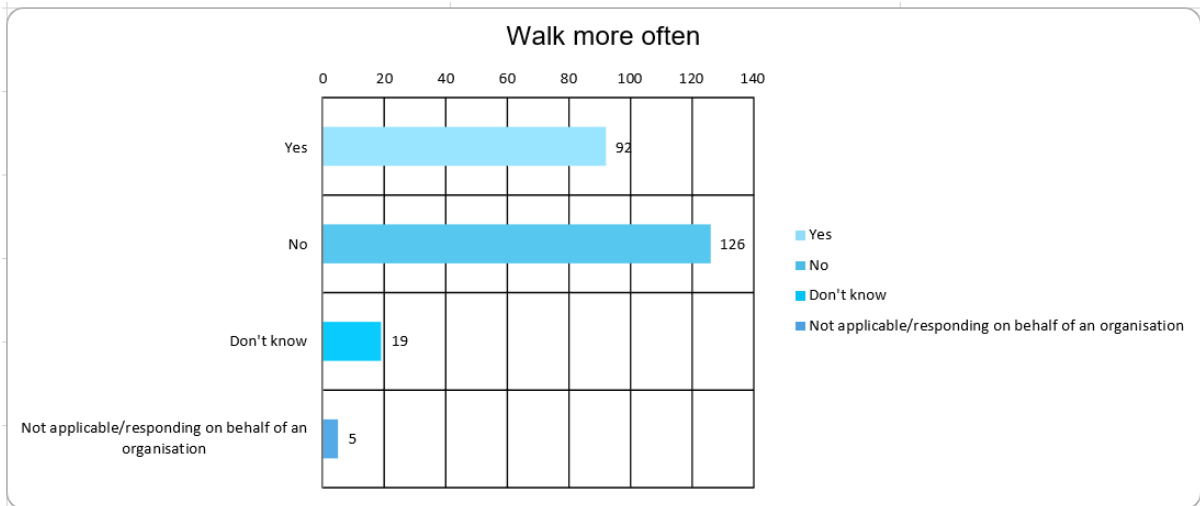


- 99 respondents said the scheme would encourage them to cycle more often –
- 128 respondents said it wouldn't encourage them to cycle more often
- 10 respondents don't know if it would, and 8 were unable to answer as they were responding for a third party.

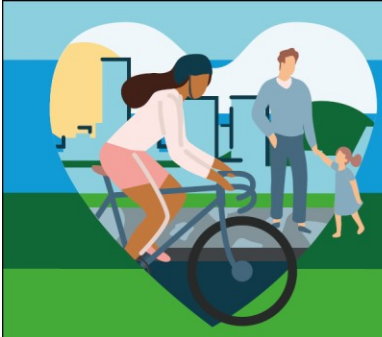


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- 92 respondents stated the scheme would encourage them to walk more often
- 126 respondents said the scheme wouldn't encourage them to walk more often
- 19 respondents were not sure and 5 respondents were unable to answer as they were replying on behalf of a third party



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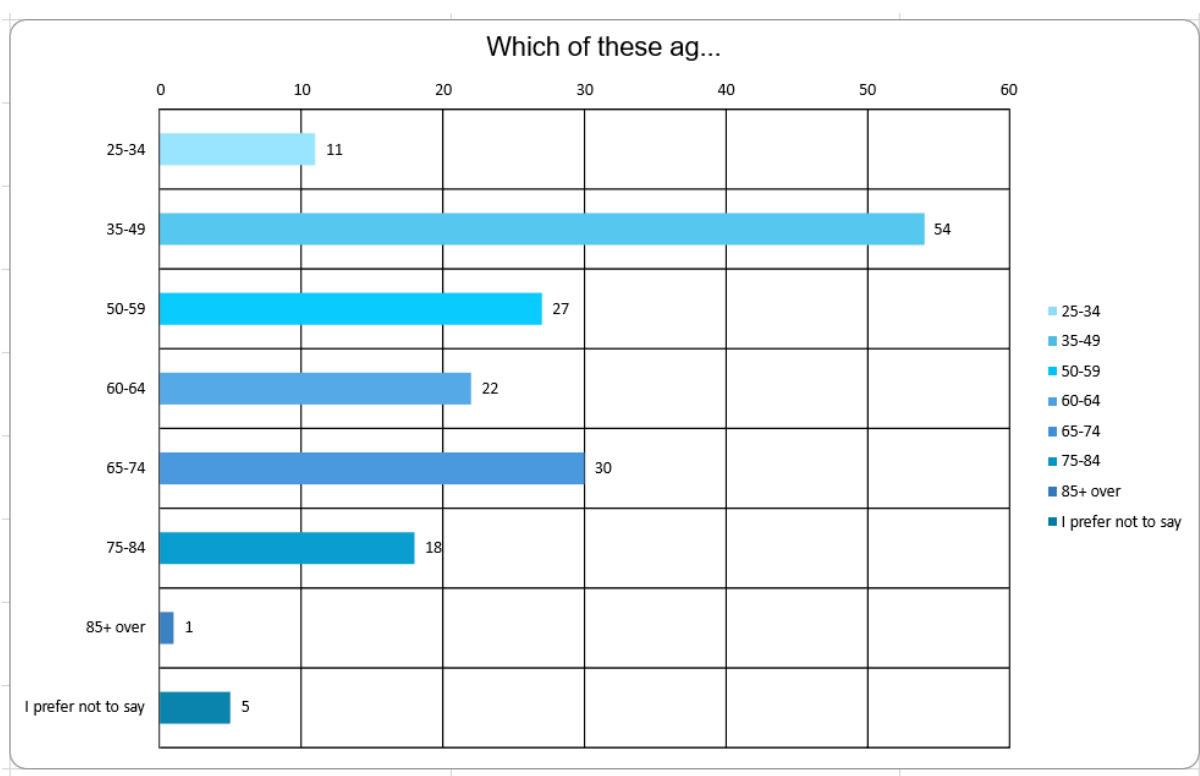


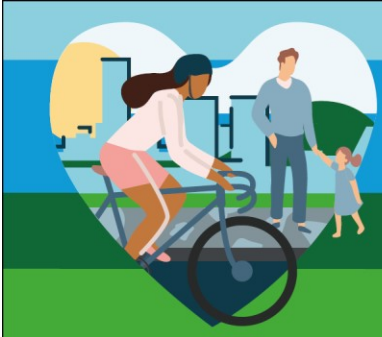
## 4.3 Respondent demographics

The following section documents the demographics of the respondents. This data was collated using the 'About You' questions in the second part of the questionnaire for the consultation. These questions were optional. A total of 168 respondents answered these questions.

### 4.3.1 Age

- 11 respondents were aged between 25-34
- 54 were aged between 35-49
- 27 were aged between 50-59
- 22 were aged between 60-64
- 30 were aged between 65-74
- 18 were aged between 75-84
- 1 respondent was aged over 85





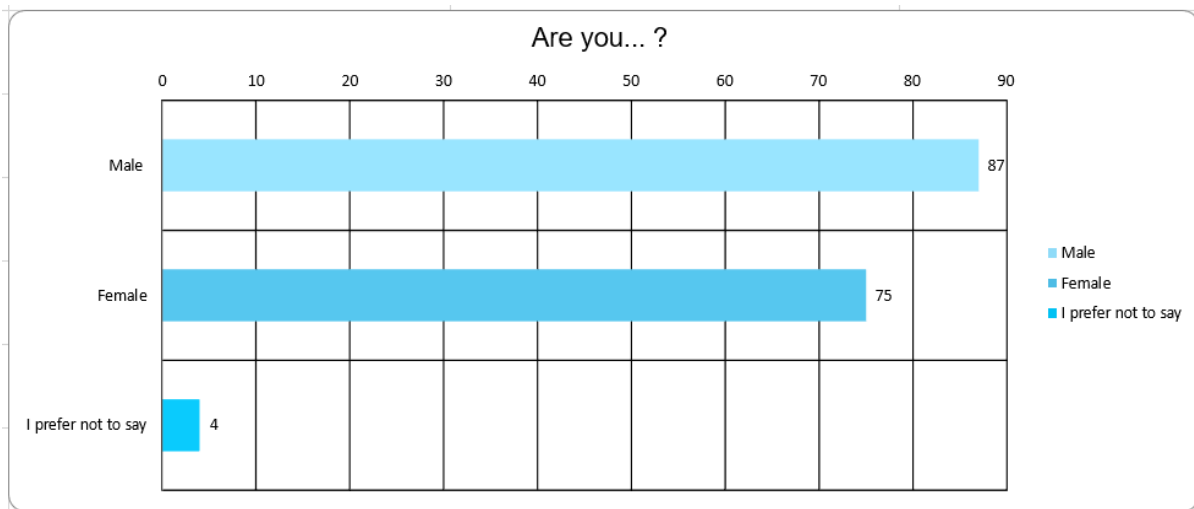
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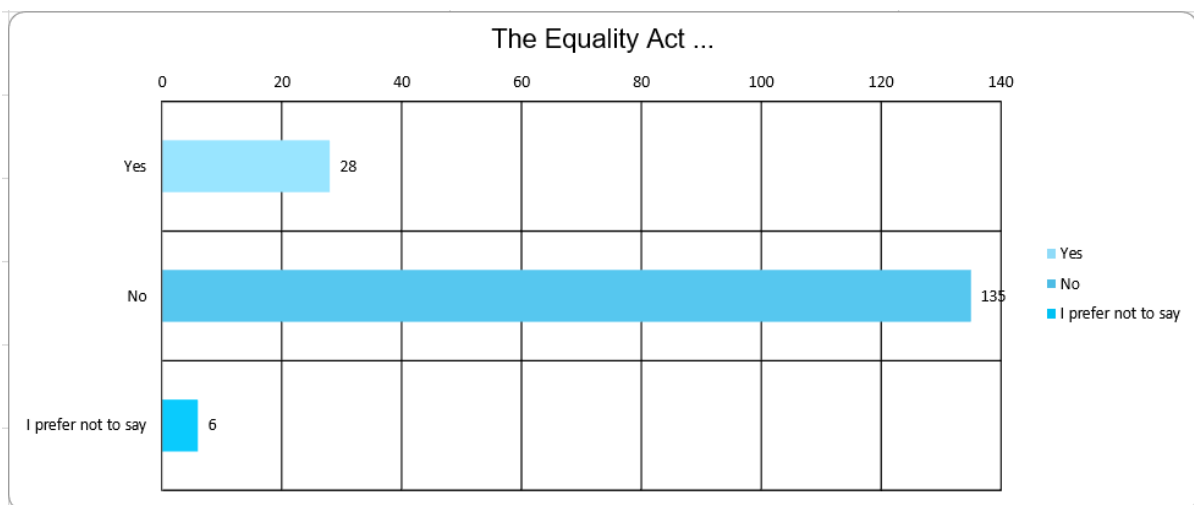
## 4.3.2 Sex

- 87 respondents were male
- 75 respondents were female
- 4 preferred not to say

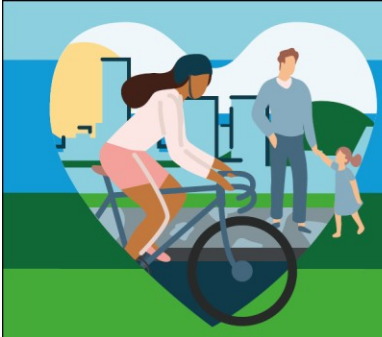


## 4.3.3 Disability

- 135 respondents did not consider themselves having a disability
- 6 respondents preferred not to say
- 28 respondents said yes they considered themselves to have a disability







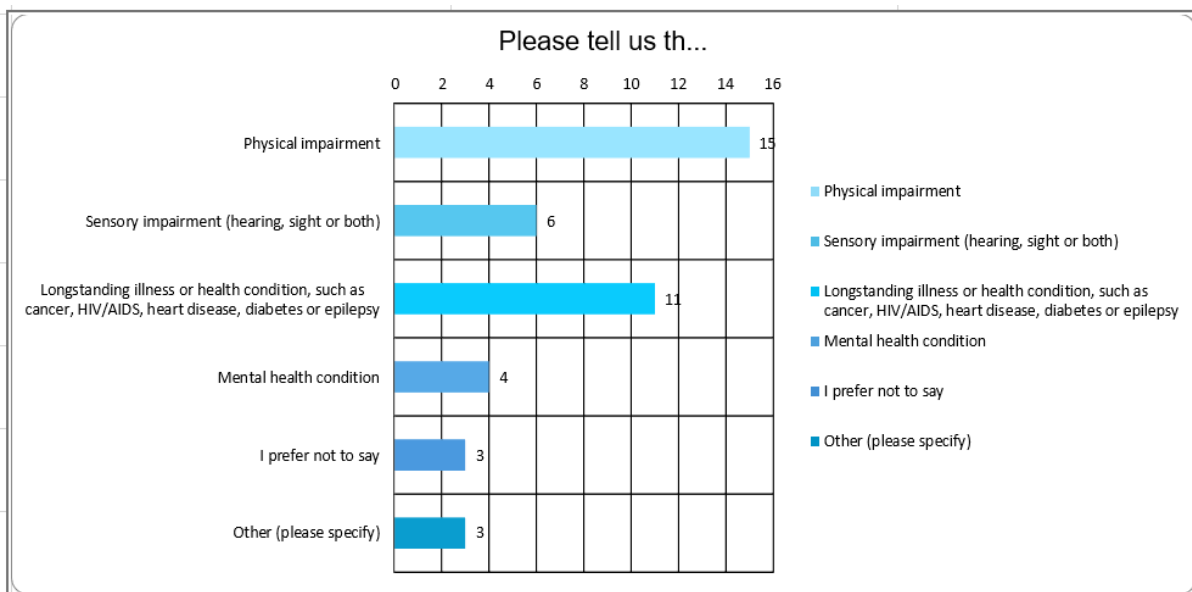
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### 4.3.4 If you answered 'Yes' to having a disability, please tell us the type of impairment that applies to you.

- 15 respondents said yes to having a form of physical impairment
- 21 respondents said yes to learning, sensory impairment or long-standing health issues





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## 5 Next steps

Following the feedback from this consultation, the design team will be carefully considering points raised to establish whether further design changes are appropriate. As there is a majority support locally for this project, KCC recommendation is to progress the active travel scheme and 20mph speed limit scheme to detailed design and construction.

The active travel scheme and 20mph speed limit will help to reduce traffic speeds, encourage more trips to be completed by walking and cycling. The measures will also provide improved crossing facilities for pedestrians and cyclists. The following actions will be added to address the concern for loss of parking on Cheriton Road.

1. Potential non-mandatory cycle lane along this short stretch, or
2. No cycle markings along this short stretch, except cycle symbols on the carriageway as a reminder to drivers

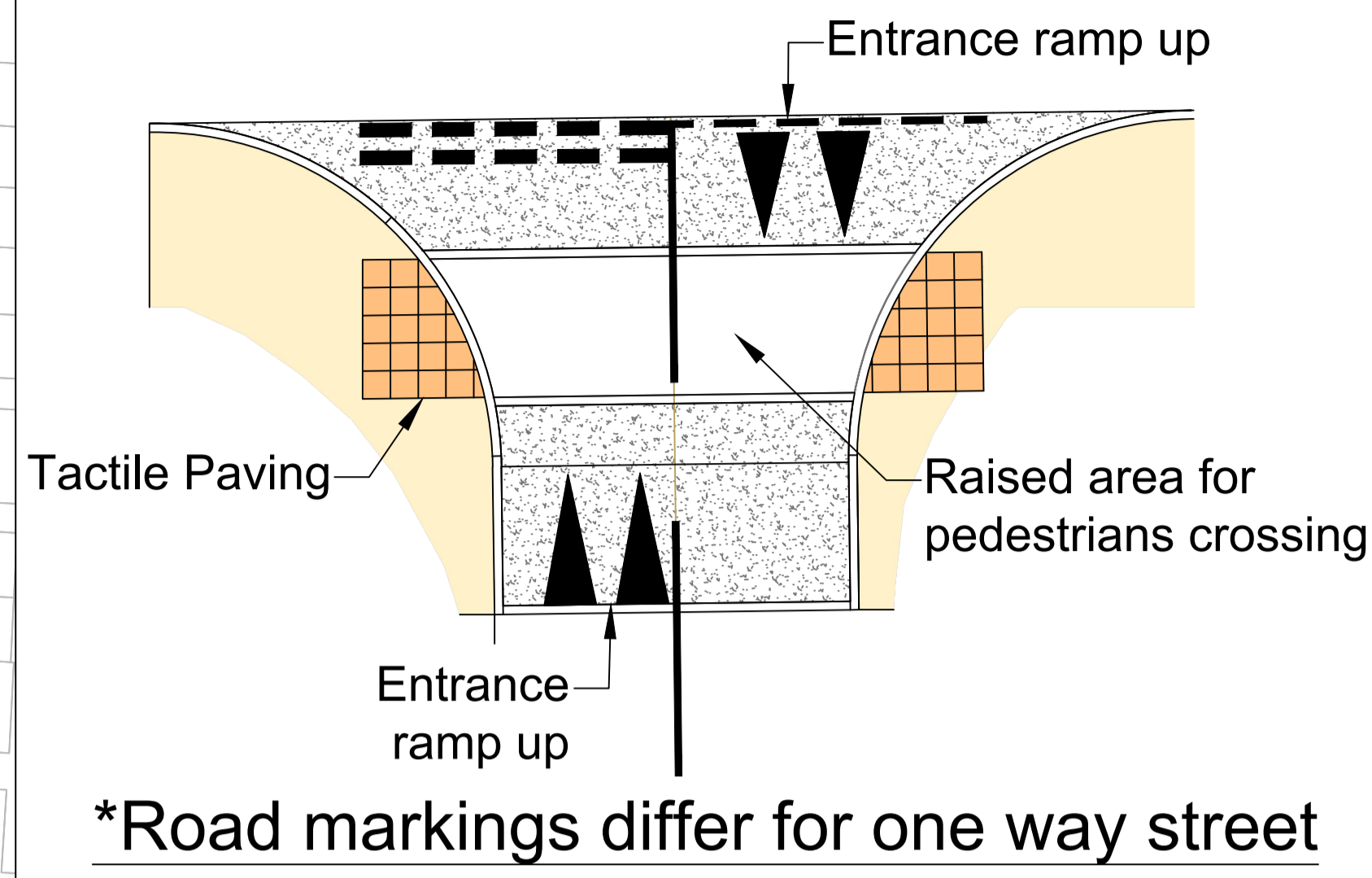
This consultation report will be presented at the Folkestone & Hythe Joint Transportation Board (JTB) held on the 11 September. The recommendation from the meeting is to proceed with the scheme as consulted with the addition of the actions listed above.

This report is available on our website [www.kent.gov.uk/cheritonat](http://www.kent.gov.uk/cheritonat) and we will send a notification to those who have provided contact details throughout the process, including stakeholder organisations.



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**DETAIL A - RAISED TABLE JUNCTION**



LOCATION PLAN

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Mapping © Crown Copyright and database right 2022  
Ordnance Survey 100019238

Raised bus stop border with kerb buildouts

Raised bus stop border with kerb buildouts

See Detail A

See Detail A\*

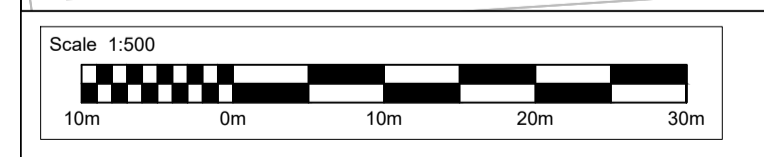
See Detail A

Kerb buildouts at entrance with St Hilda Road and St Francis Road

FOR CONTINUATION SEE SHEET 1

FOR CONTINUATION SEE SHEET 3

- KEY**
- PLANTERS
  - CYCLE PARKING
  - STREET ART
  - SEATING AREA
  - RETAINED PARKING BAYS
  - ⊘ 20MPH ROUNDAL
  - ⊘ CYCLE SYMBOL



**ACTIVE TRAVEL IMPROVEMENTS - CHERITON TO FOLKESTONE CENTRAL RAILWAY STATION  
CONSULTATION SCHEME LAYOUT – SHEET 2 (ST HILDA RD – LAWRENCE CL)**



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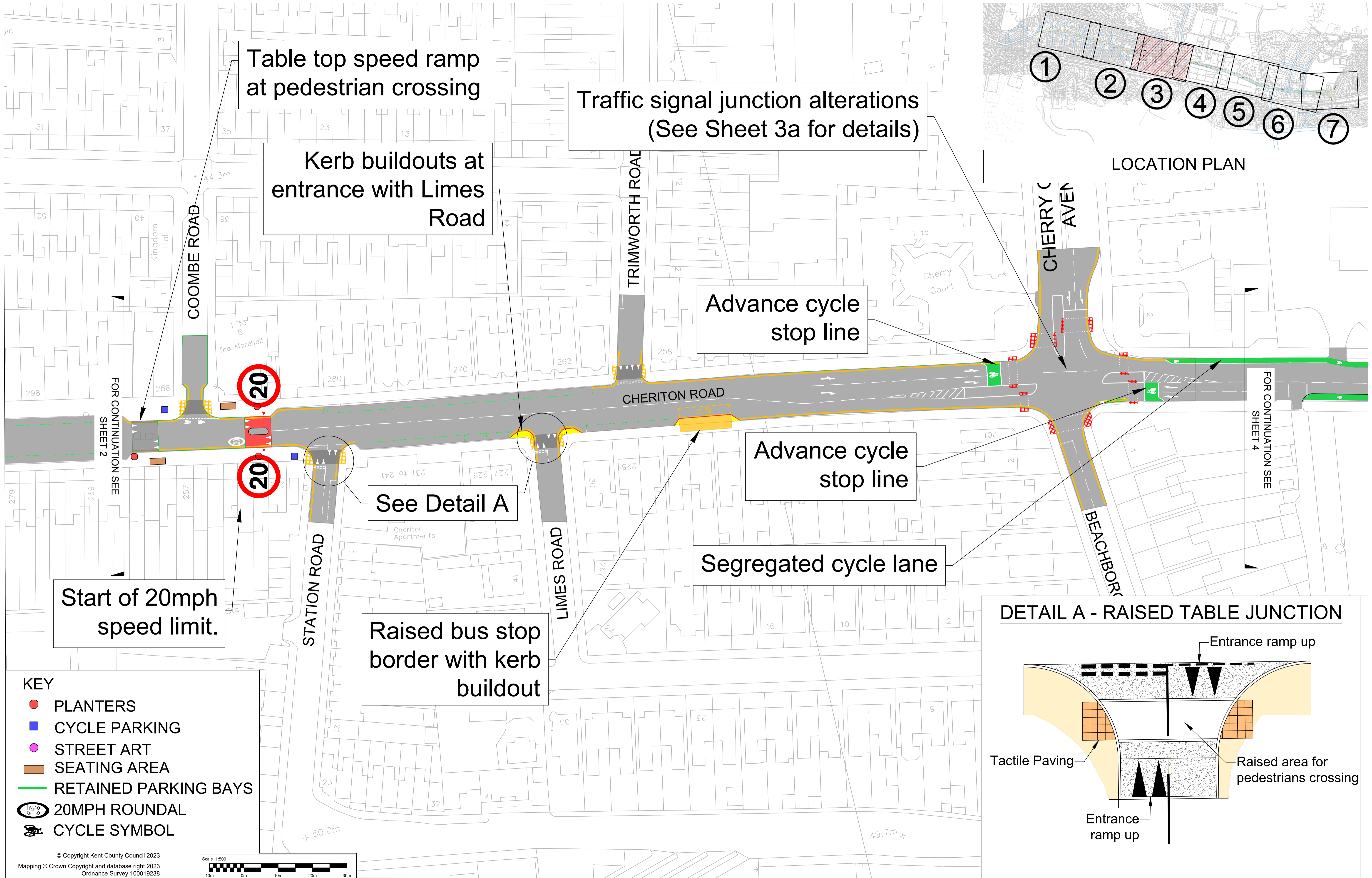


Table top speed ramp at pedestrian crossing

Traffic signal junction alterations (See Sheet 3a for details)

Kerb buildouts at entrance with Limes Road

Advance cycle stop line

Advance cycle stop line

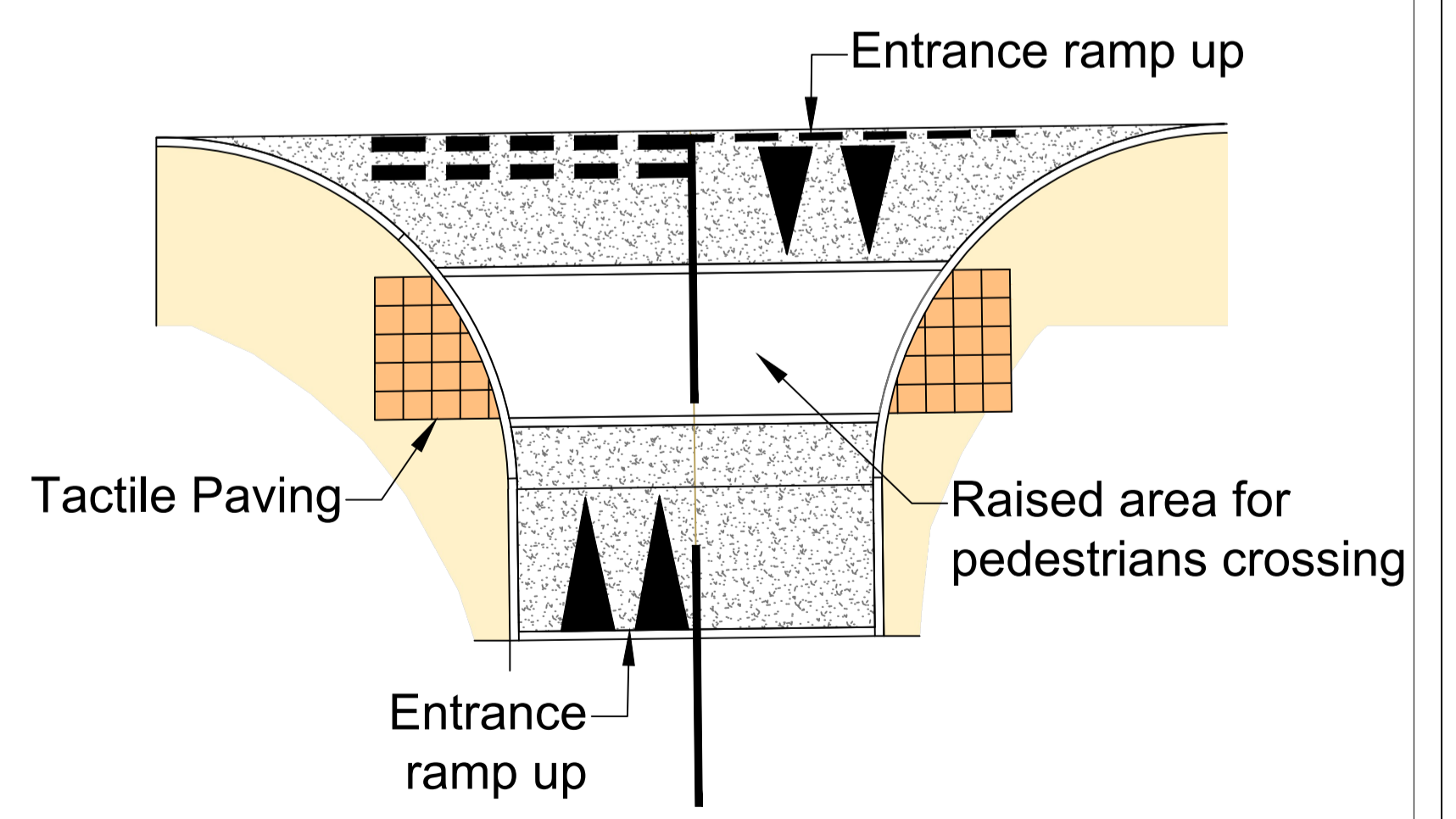
Segregated cycle lane

See Detail A

Raised bus stop border with kerb buildout

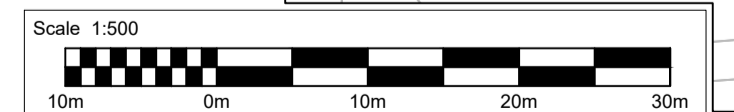
Start of 20mph speed limit.

DETAIL A - RAISED TABLE JUNCTION



- KEY**
- PLANTERS
  - CYCLE PARKING
  - STREET ART
  - SEATING AREA
  - RETAINED PARKING BAYS
  - 20 20MPH ROUNDAL
  - 🚲 CYCLE SYMBOL

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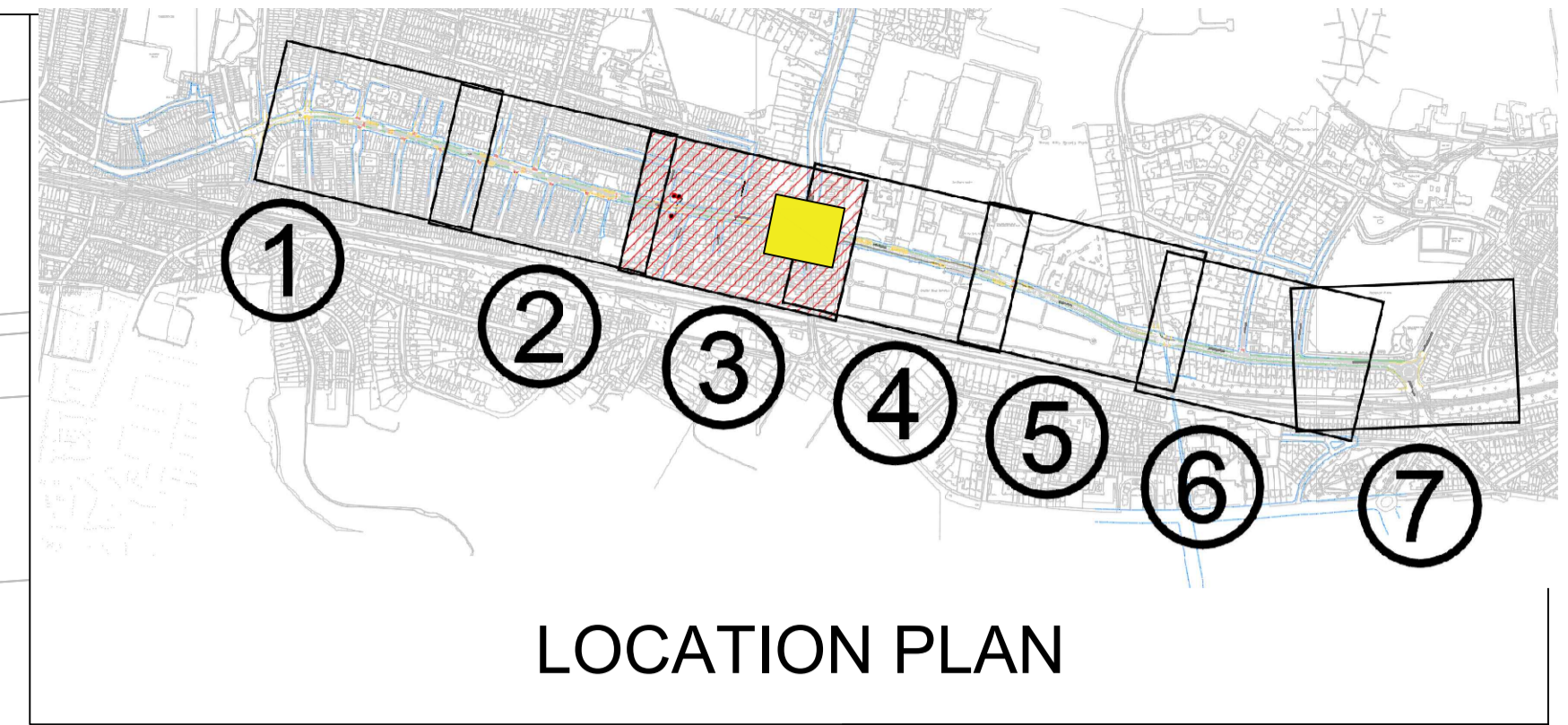


**ACTIVE TRAVEL IMPROVEMENTS - CHERITON TO FOLKESTONE CENTRAL RAILWAY STATION  
 CONSULTATION SCHEME LAYOUT – SHEET 3 (COOMBE RD – BEACHBOROUGH RD)**



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Northbound reduced to one lane for first 20m

Reduction to 2 lane approach

Footway widening and reduction to 2 approach lanes

Improved and widened staggered crossing for pedestrians and cyclists

Improved pedestrian crossing facilities

Cyclists advanced stop line

Improved pedestrian crossing facilities. Pedestrian island to be adjusted

Junction to be straightened from Cherry Garden Avenue to Beachborough Road route

Improved and widened crossing for pedestrians and cyclists

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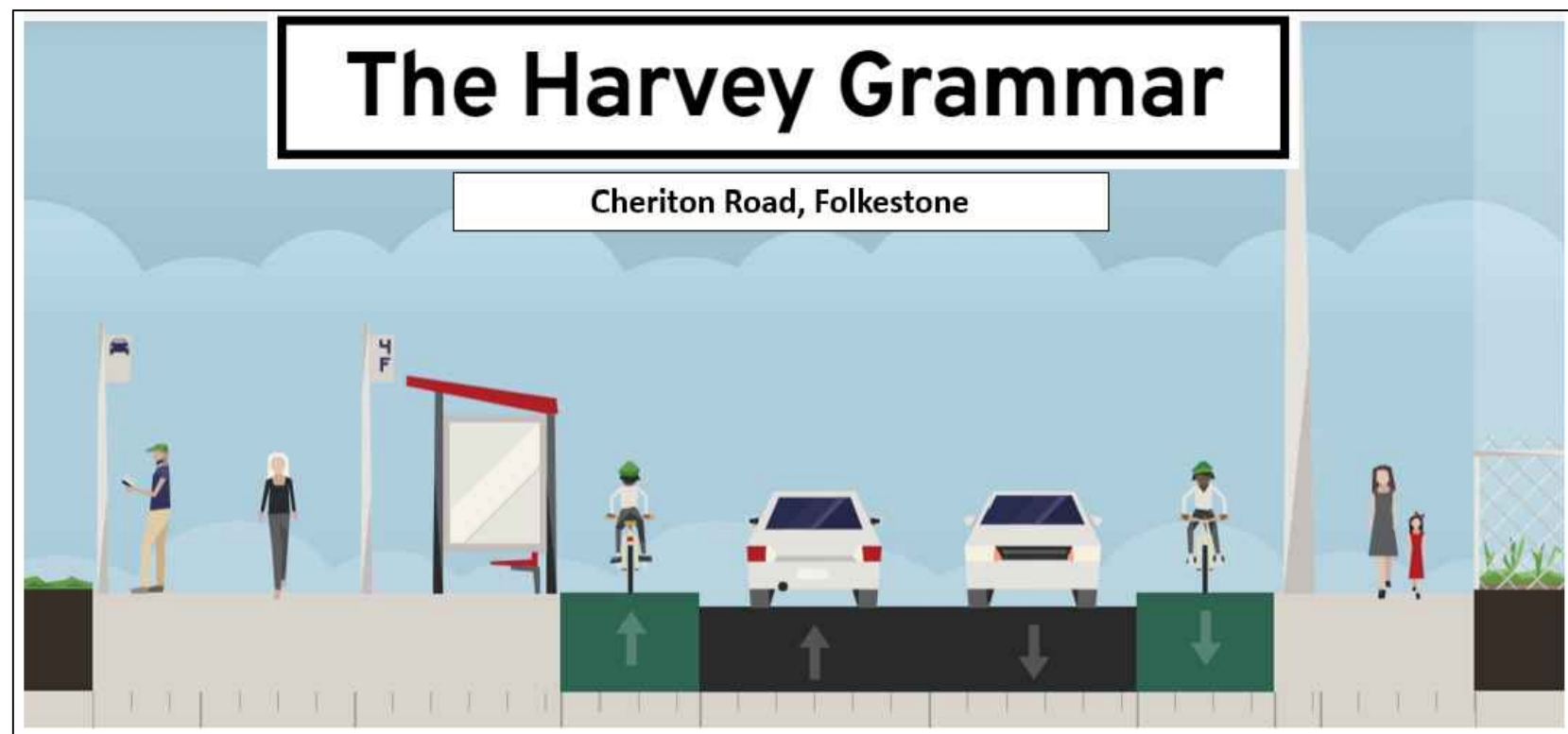
ACTIVE TRAVEL IMPROVEMENTS - CHERITON TO FOLKESTONE CENTRAL RAILWAY STATION  
CONSULTATION SCHEME LAYOUT – SHEET 3a (CHERRY GARDEN TRAFFIC SIGNALS)



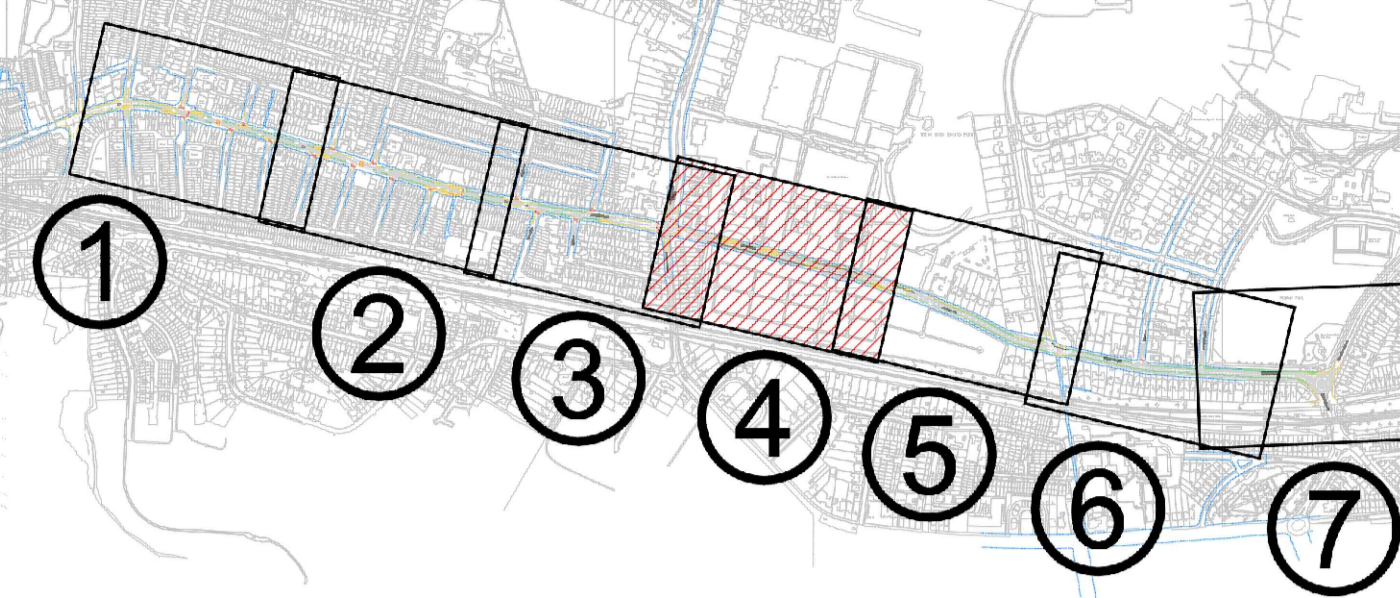
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# The Harvey Grammar

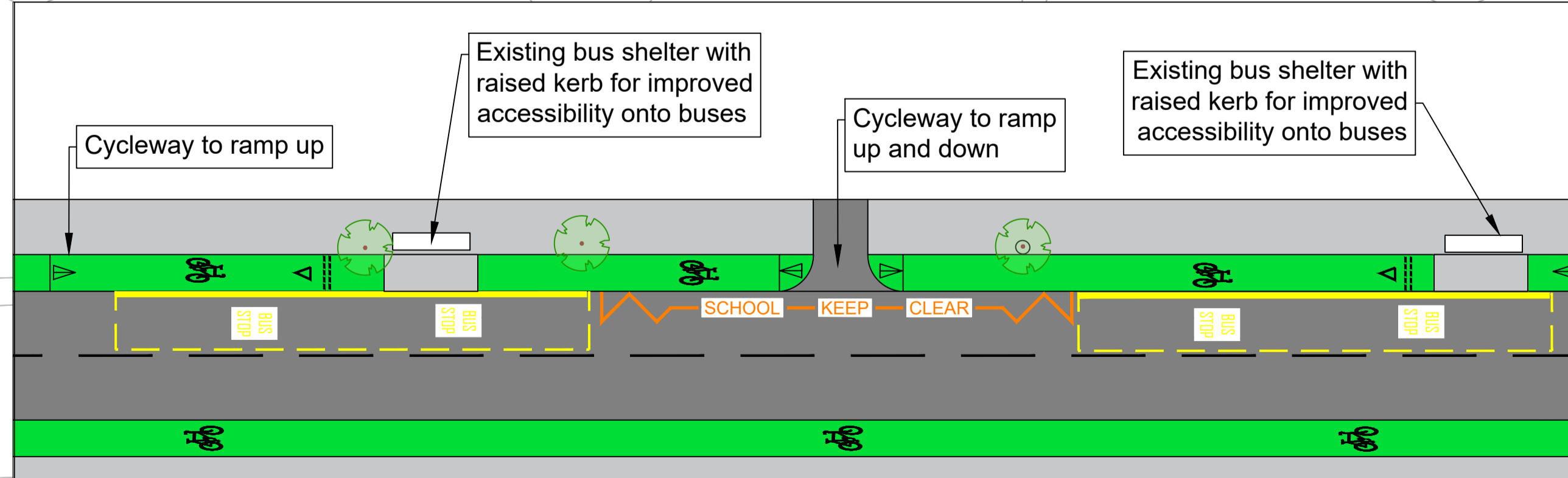
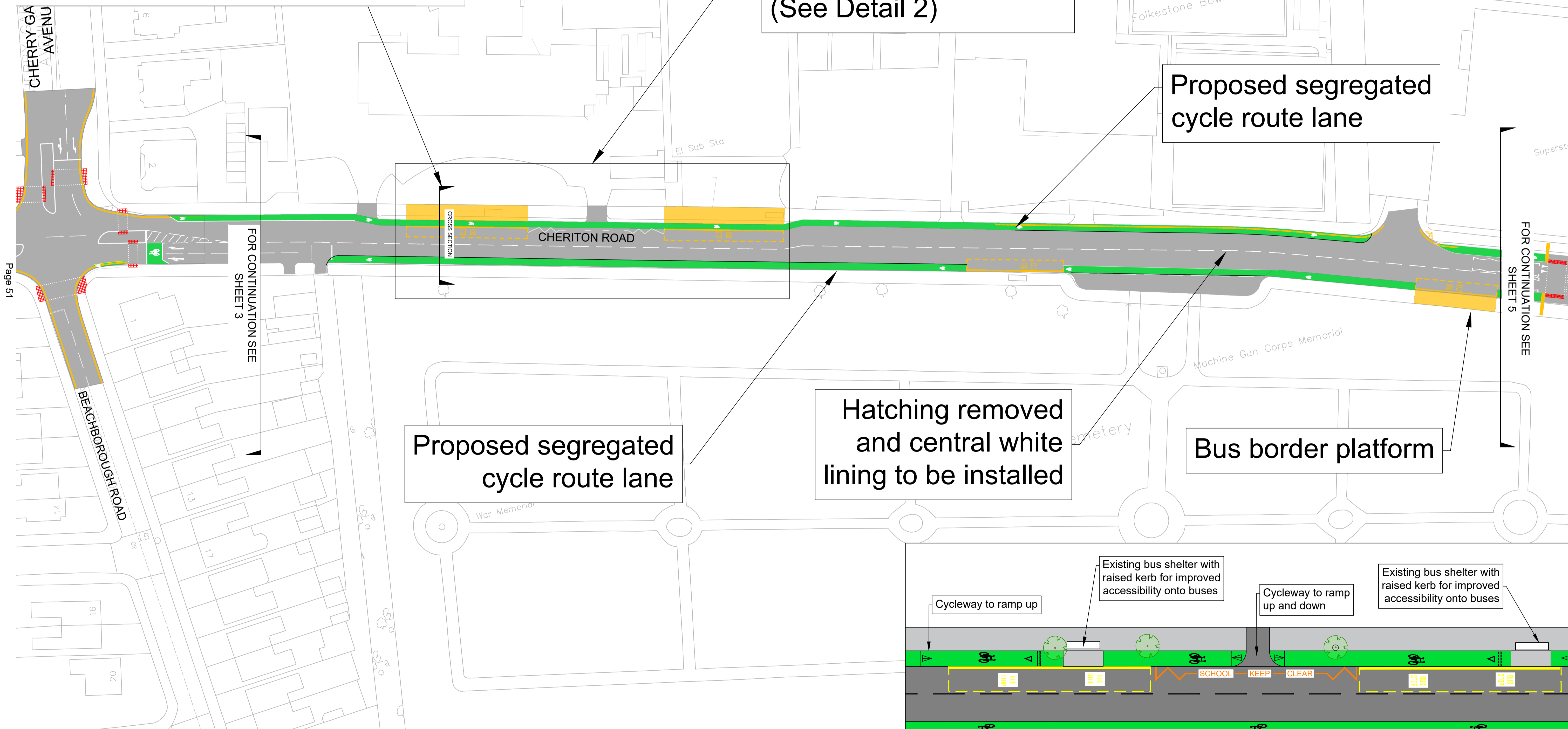
Cheriton Road, Folkestone



EXAMPLE CROSS-SECTION OF HARVEY GRAMMAR



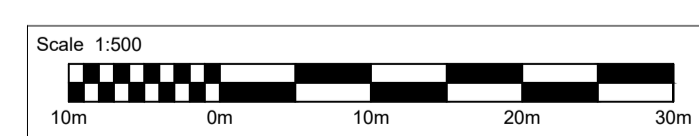
LOCATION PLAN



DETAIL 2 - BUS BOARDER AND CYCLE LANE ARRANGEMENTS AS PER LTN1/20 (NOT TO SCALE)

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## ACTIVE TRAVEL IMPROVEMENTS - CHERITON TO FOLKESTONE CENTRAL RAILWAY STATION CONSULTATION SCHEME LAYOUT – SHEET 4 (BEACHBOROUGH RD – SUPERSTORE)



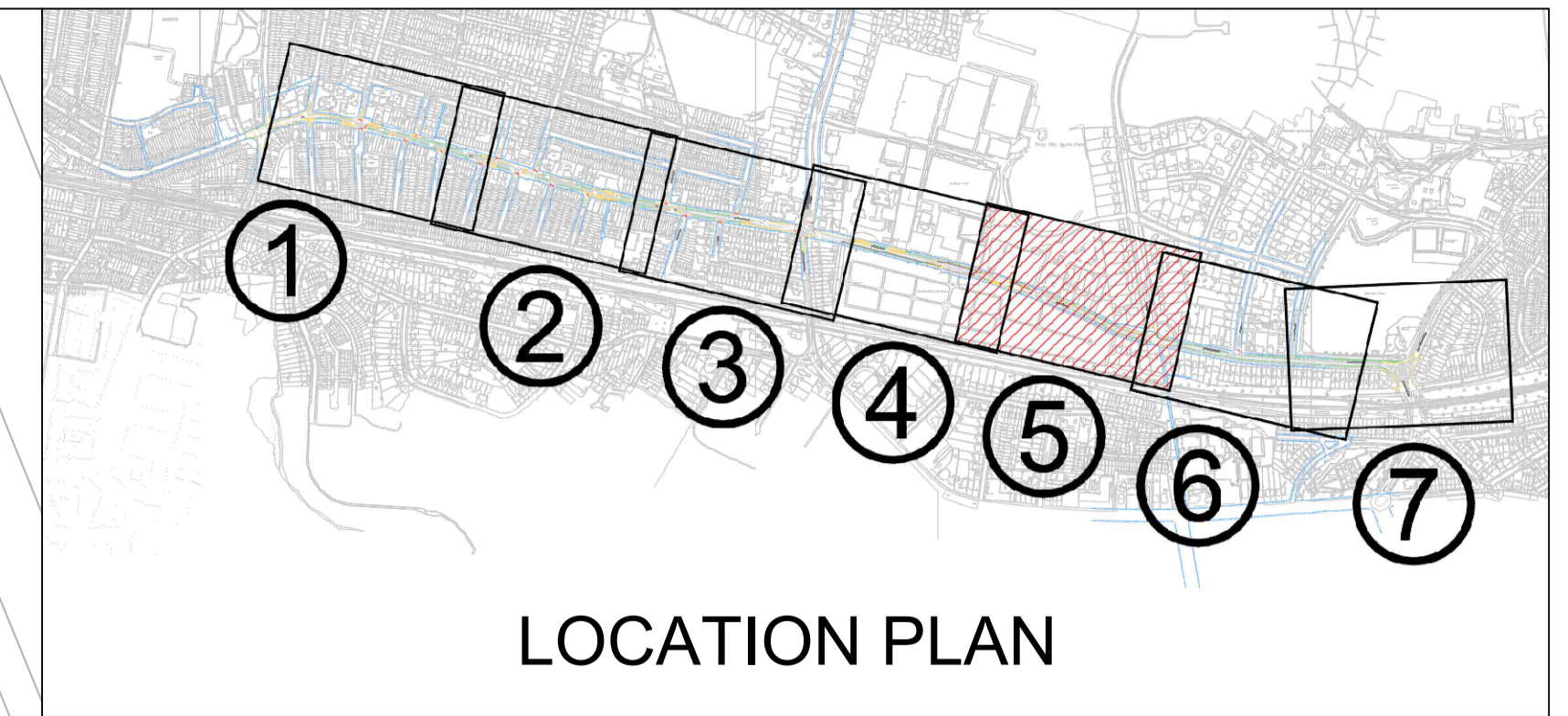
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**Morrison's**

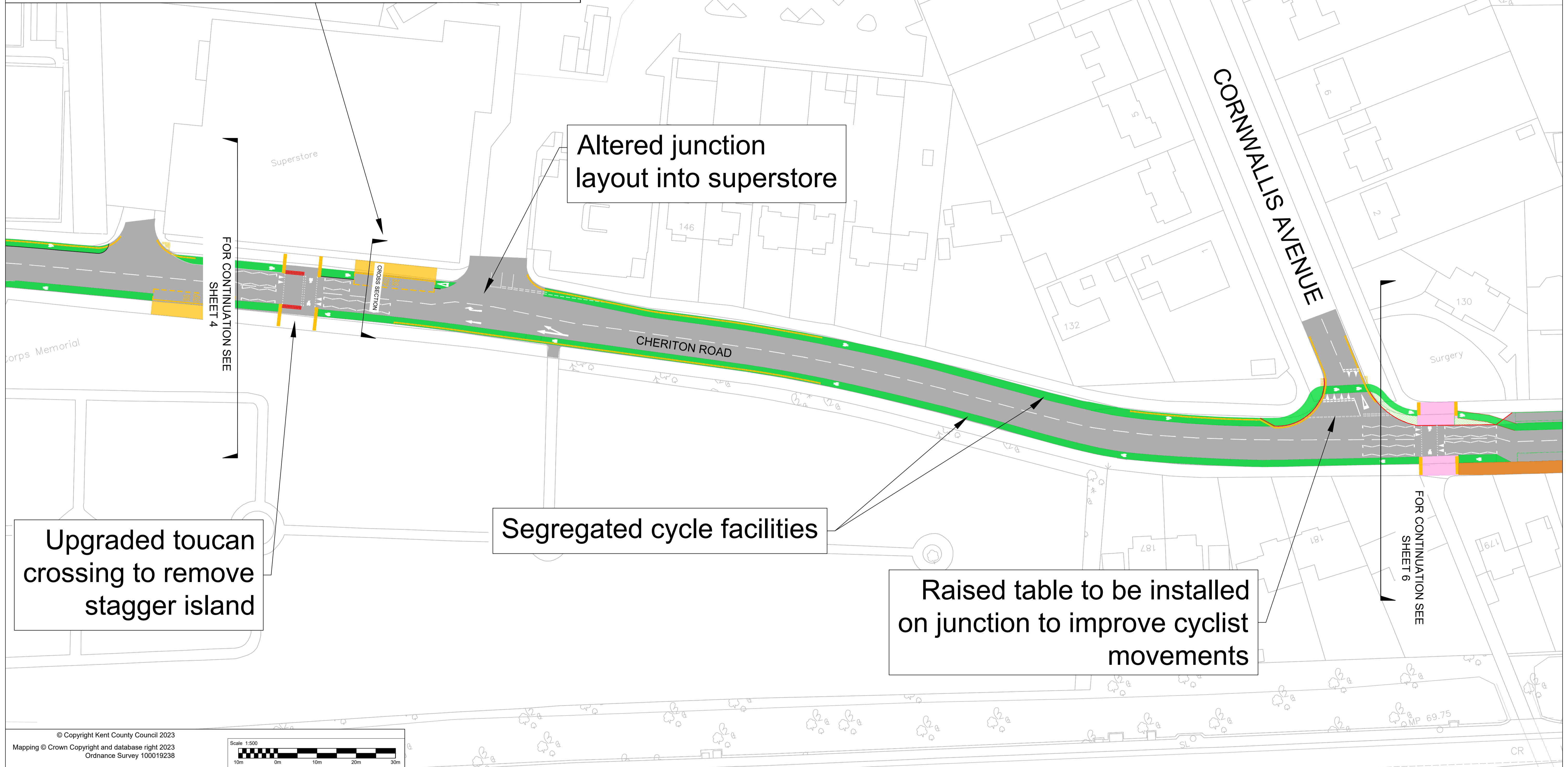
24 m width 57,000 people/hr Add location



EXAMPLE CROSS-SECTION OF MORRISON'S



LOCATION PLAN



Altered junction layout into superstore

Segregated cycle facilities

Upgraded toucan crossing to remove stagger island

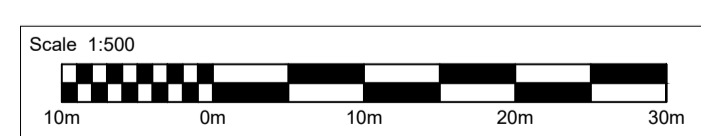
Raised table to be installed on junction to improve cyclist movements

FOR CONTINUATION SEE SHEET 4

FOR CONTINUATION SEE SHEET 6

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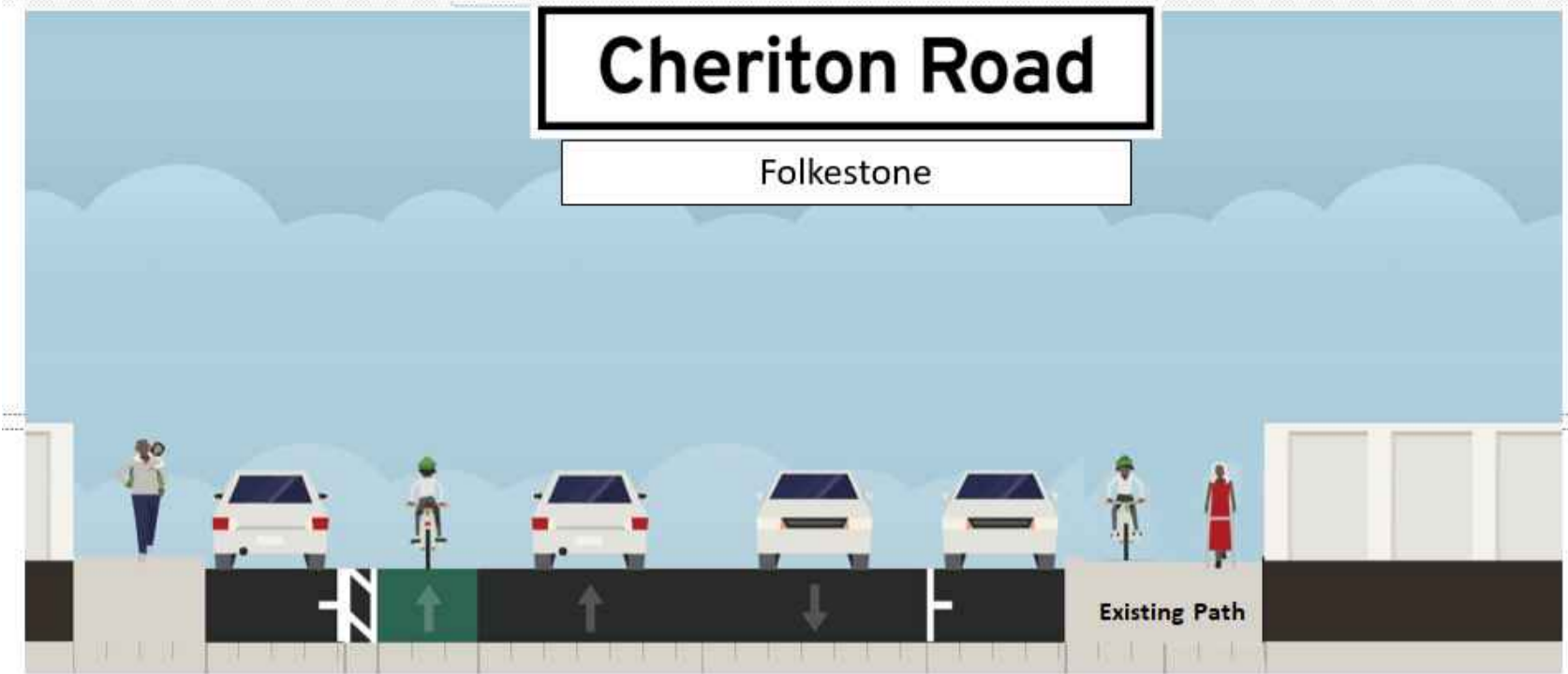
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**ACTIVE TRAVEL IMPROVEMENTS - CHERITON TO FOLKESTONE CENTRAL RAILWAY STATION  
CONSULTATION SCHEME LAYOUT – SHEET 5 (SUPERSTORE – CORNWALLIS AVE)**



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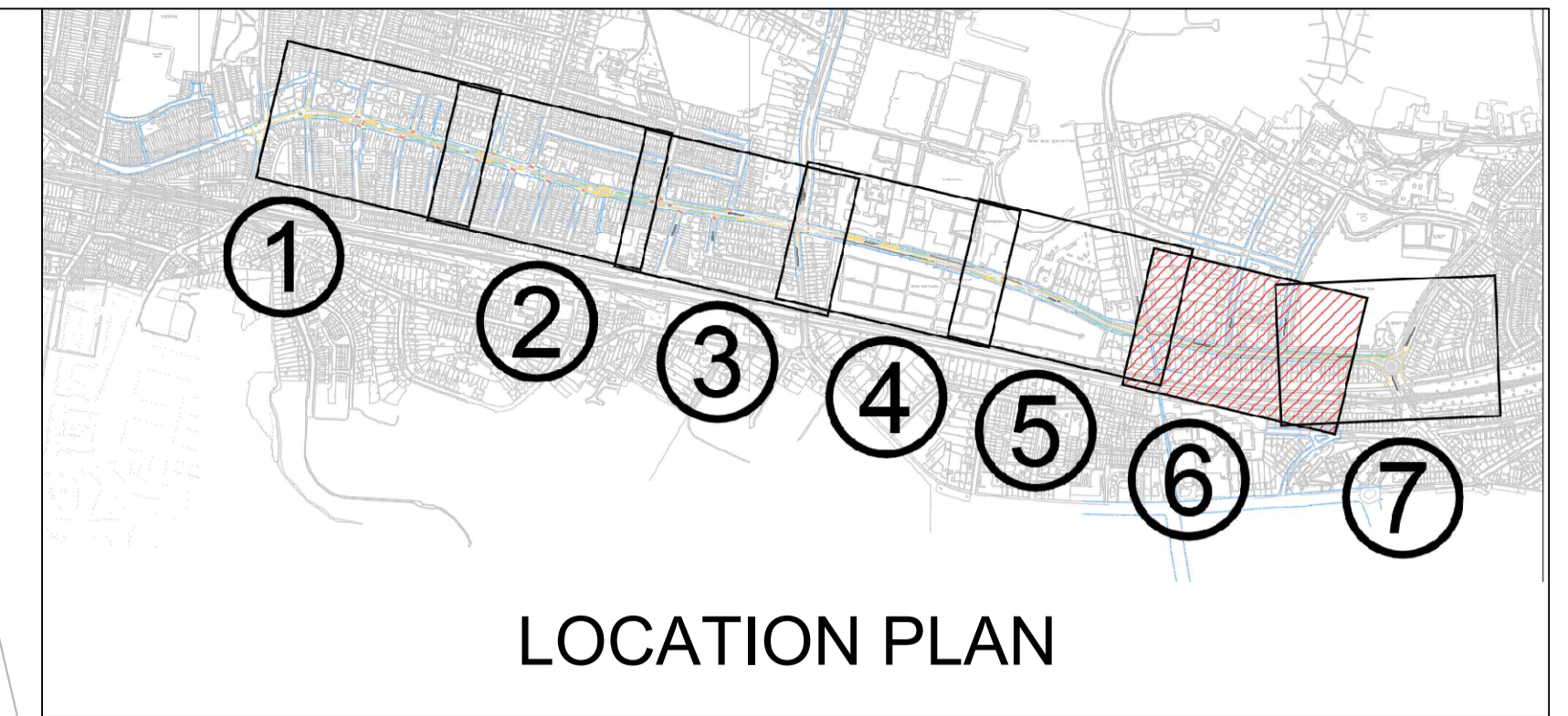


**Cheriton Road**

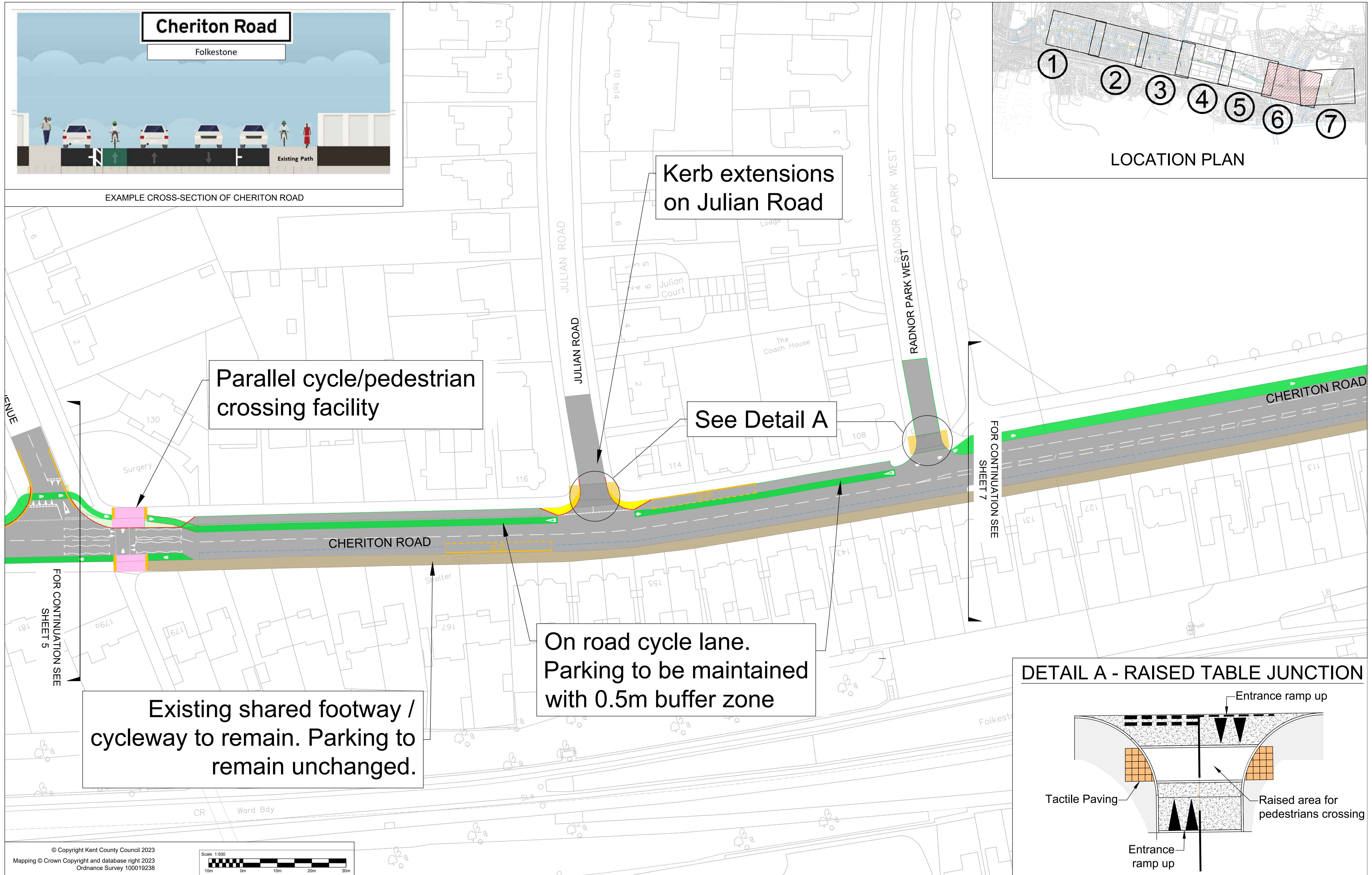
Folkestone

Existing Path

EXAMPLE CROSS-SECTION OF CHERITON ROAD



LOCATION PLAN



Parallel cycle/pedestrian crossing facility

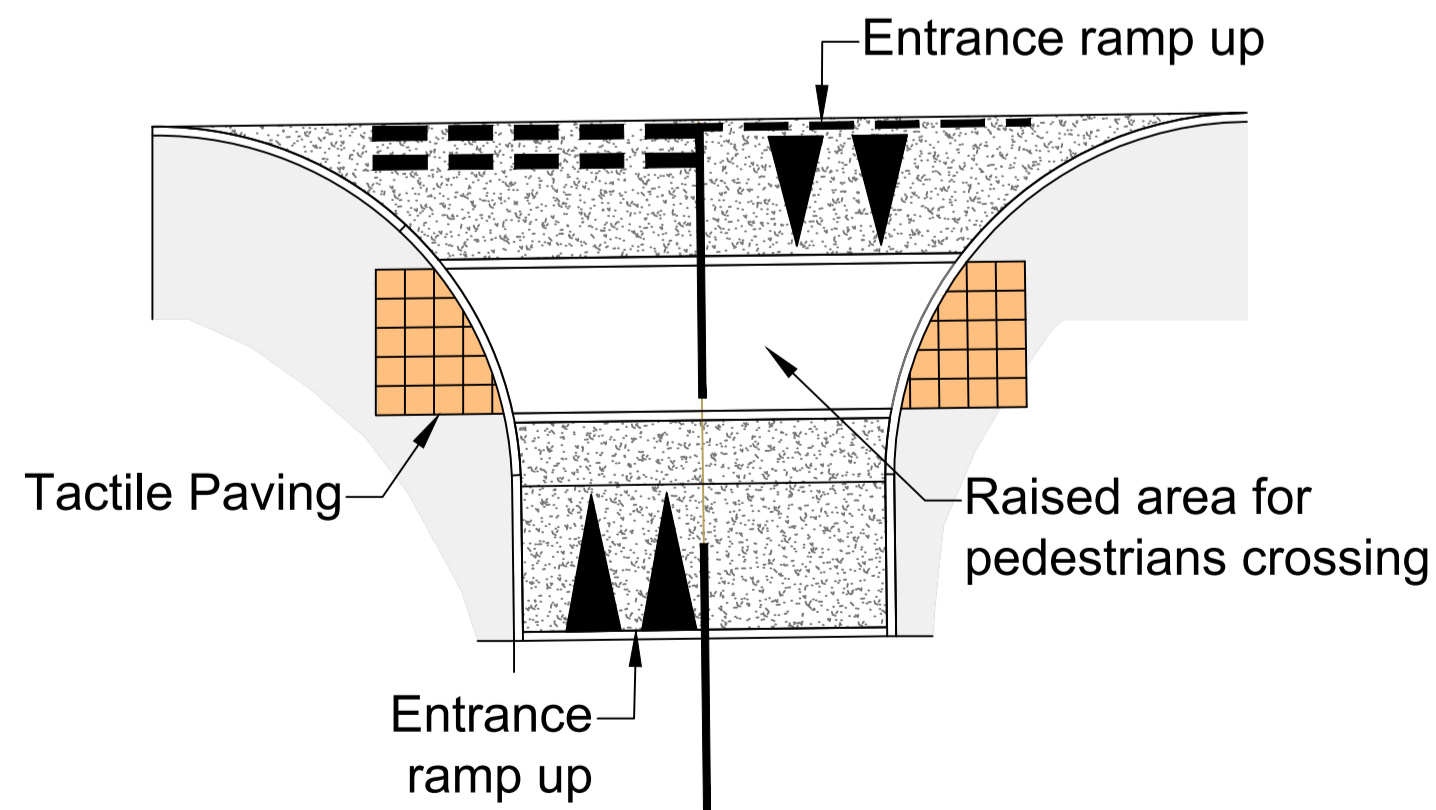
Kerb extensions on Julian Road

See Detail A

On road cycle lane. Parking to be maintained with 0.5m buffer zone

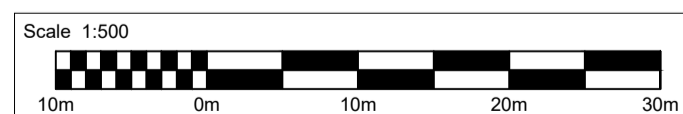
Existing shared footway / cycleway to remain. Parking to remain unchanged.

**DETAIL A - RAISED TABLE JUNCTION**



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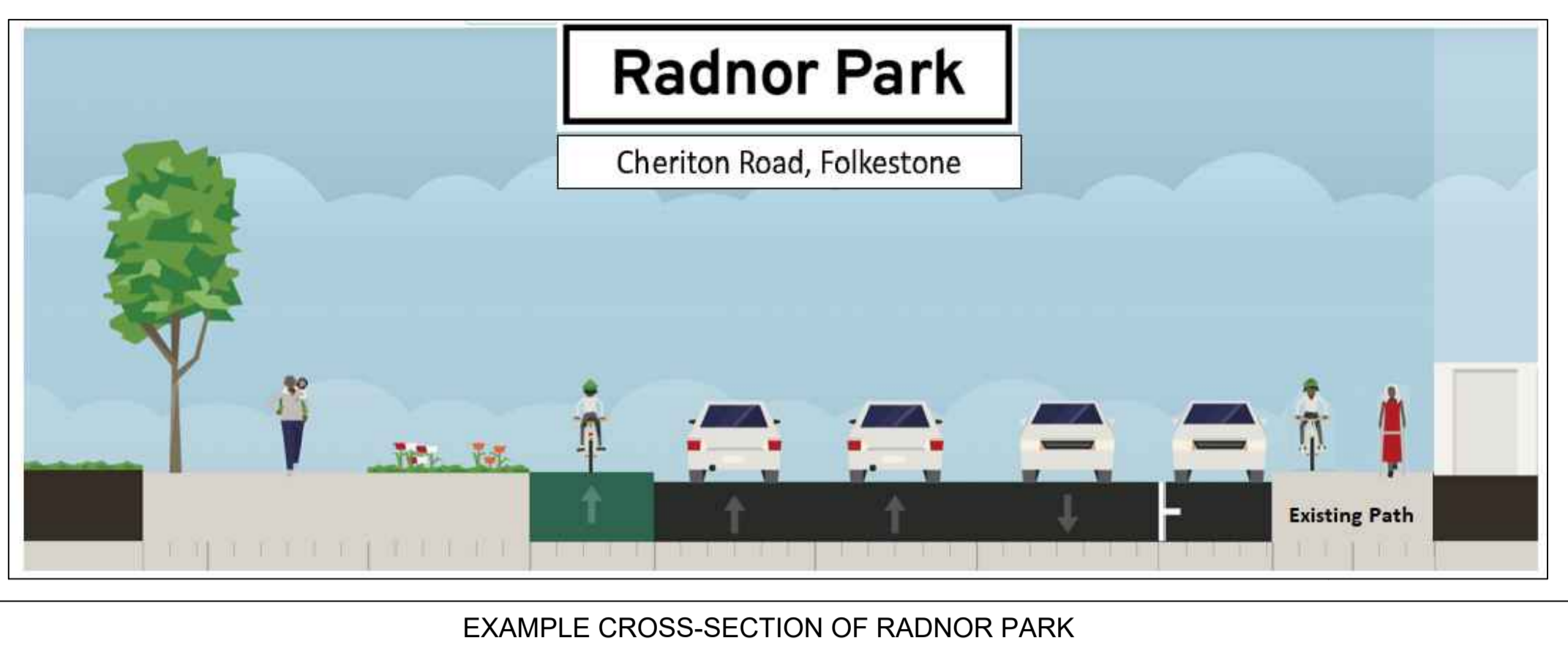


**ACTIVE TRAVEL IMPROVEMENTS - CHERITON TO FOLKESTONE CENTRAL RAILWAY STATION  
CONSULTATION SCHEME LAYOUT – SHEET 6 (CORNWALLIS AVE – RADNOR PARK)**



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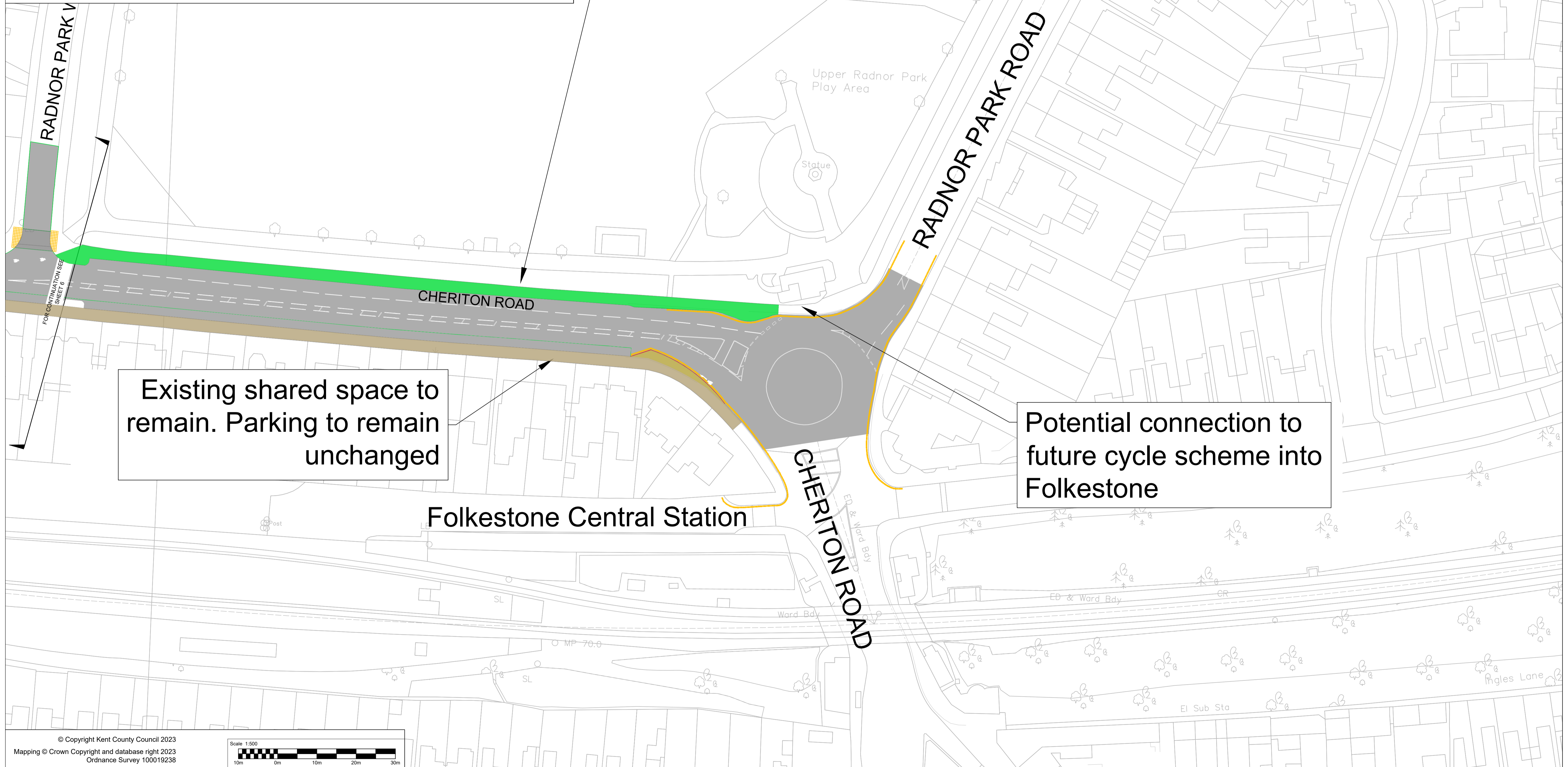
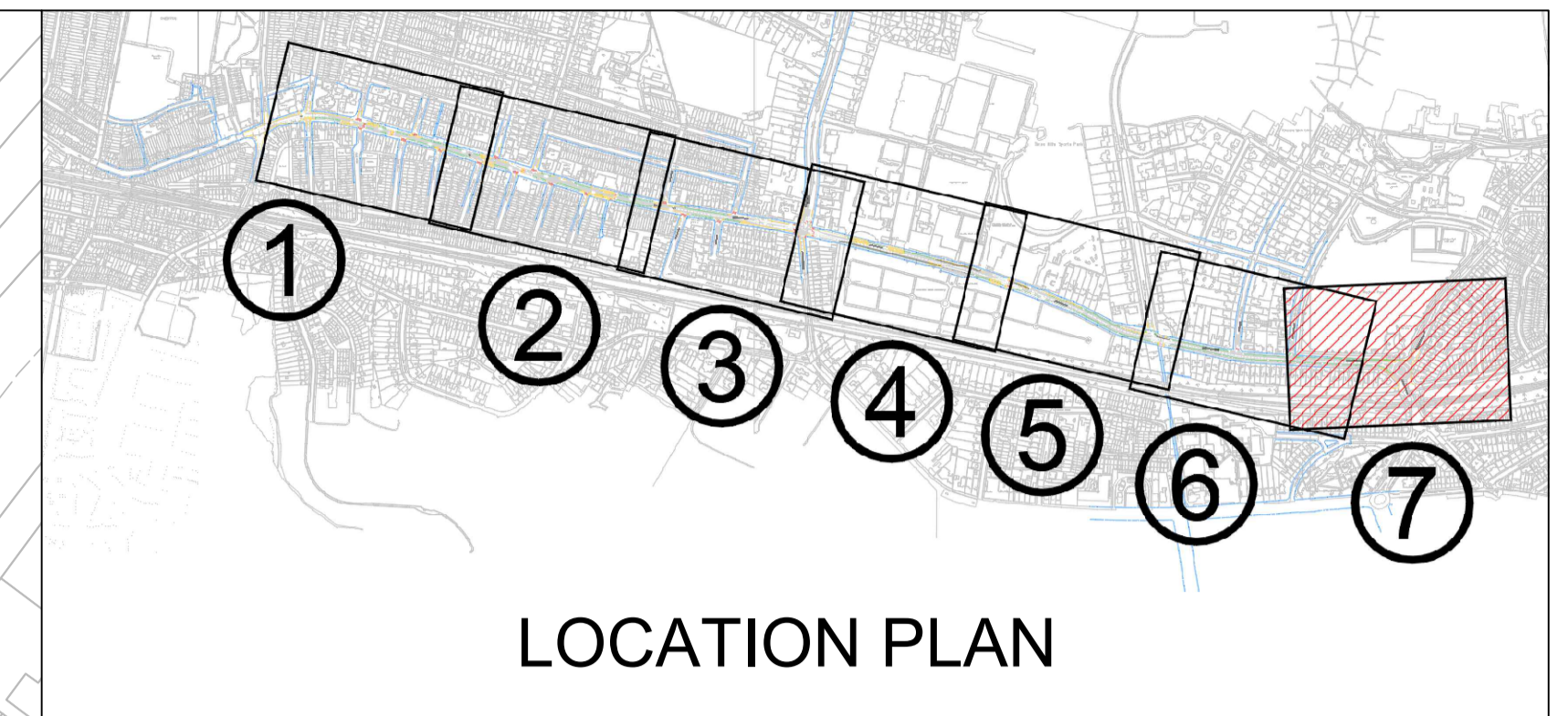




EXAMPLE CROSS-SECTION OF RADNOR PARK

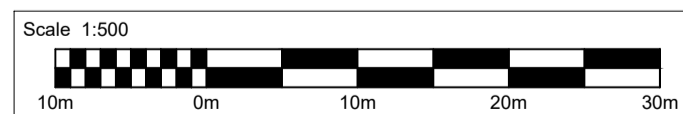
Radnor Park

Existing footway to be converted to cycleway only. Pedestrians to continue using inner footway within Radnor Park



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ACTIVE TRAVEL IMPROVEMENTS - CHERITON TO FOLKESTONE CENTRAL RAILWAY STATION  
CONSULTATION SCHEME LAYOUT – SHEET 7 (RADNOR PARK)



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# Agenda Item 10

## JTB/23/02

**To:** Folkestone and Hythe Joint Transportation Board

**By:** KCC Highways and Transportation

**Date:** 11<sup>th</sup> September 2023

**Subject:** Highways Forward Works Programme: 2022/23 and 2023/24

**Classification:** Information Only

---

Summary: This report updates Members on the identified schemes approved for construction

---

### 1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2022/23 and 2023/24.

In summer 2021 Kent County Council published a Highways Asset Management Plan (HAMP), which included, as Appendix C, a five-year Forward Works Programme for the years 2021/22 to 2025/26. This reflected the need to move away from annual programmes and to consider asset management activity a multi-year one.

The first part of the programme concerned the two years 2021/22 - 2022/23. Around half of the schemes included in that programme have now been delivered, and as a result we have now produced a new programme covering the years 2022/23 - 2023/24. As before, most of the sites included in this programme have already been verified by our engineers.

The second part of our programme related to years three to five of our five-year programme (2023/24 - 2025/26). This too is in need of revision to cover the years 2024/25 – 2026/27, and the work required to do this is currently in progress. As before, our new years three to five programme will be largely based on data from our asset management systems, so may be subject to more changes as the schemes are verified..

This programme is subject to regular review and may change for a number of reasons including budget allocation, contract rate changes, inflationary pressures such as material price increases, conflicting works, and to reflect our changing priorities. The programme and extent of individual sites within the programme may also be revised following engineering assessment during the design phase, and additional sites may be added or others advanced if their condition deteriorates rapidly so that we need to react in order to keep the highway in a safe and serviceable condition.

Further information about how we manage our highway infrastructure, including our county-wide five-year forward works programme, may be found on our website:

<https://www.kent.gov.uk/about-the-council/strategies-and-policies/transport-and-highways-policies/managing-highway-infrastructure>

In addition to planned maintenance of our highway assets, this report includes transportation and safety schemes, developer funded works, Combined Members Grant schemes, and planned maintenance of public rights of way.

**Road, Footway & Cycleway Renewal and Preservation Schemes – see Appendix A**

**Drainage Repairs & Improvements** – see Appendix B

**Street Lighting** – see Appendix C

**Transportation and Safety Schemes** – see Appendix D

- **Casualty Reduction Measures**
- **Externally Funded Schemes**

**Developer Funded Works** – see Appendix E

**Bridge Works** – see Appendix F

**Traffic Systems** – see Appendix G

**Combined Members Grant – Member Highway Fund** – see Appendix H

**Street Works** – see Appendix I

## **Conclusion**

1. This report is for Members' information.

## **Contact Officers:**

The following contact officers can be contacted on **03000 418181**

Pauline Harmer	Senior Highway Manager East Kent
James Bowen	Folkestone and Hythe Highway Manager
Alan Casson	Strategic Asset Manager
Earl Bournier	Drainage Asset Manager
Helen Rowe	Structures Asset Manager
Sue Kinsella	Street Light Asset Manager
Toby Butler	Traffic Operations and Technology Manager
Jamie Hare	Development Agreements Manager
Nikola Floodgate	Road Safety and Active Travel Group Manager

## Appendix A – Road, Footway and Cycleway Renewal and Preservation Scheme

The delivery of these schemes is weather dependent; should it prove not possible to carry out these works on the planned dates, new dates will be arranged and the residents will be informed by a letter drop to their homes.

<b>Road Asset Renewal Schemes – Contact Officer: Byron Lovell</b>			
<b>Road Name</b>	<b>Parish/Town</b>	<b>Extent of Works</b>	<b>Current Status</b>
A259 Sandgate Esplanade	Dymchurch	Castle Bay to Princes Parade	Completed
A259 Scanlons Bridge	Hythe	Resurfacing high friction surface area	Programmed 28 <sup>th</sup> September 2023
A259 Hythe Road	Dymchurch	High Street to Burmarsh Road	Programmed 5 <sup>th</sup> October 2023
A259 Churchill Avenue	Folkestone	<u>Retexturing</u> 100m from Canterbury Road Roundabout	Completed
Station Road	Snargate	<u>Retexturing</u> 100m north of junction with Arrowhead Lane	Completed
<b>Road Asset Preservation Schemes - Contact Officer: Jonathan Dean</b>			
<b>Micro Surfacing</b>			
<b>Road Name</b>	<b>Parish/Town</b>	<b>Extent of Works</b>	<b>Current Status</b>
FORGE HILL	ACRISE	Acris Park Road to A260 Canterbury Road	Completed
AERODROME ROAD	HAWKINGE	Harvel Lane to Elvington Lane	Completed
<b>Surface Dressing</b>			
<b>Road Name</b>	<b>Parish/Town</b>	<b>Extent of Works</b>	<b>Current Status</b>
MELON LANE	Ivychurch	Whole Road	Completed
PICKNEY BUSH LANE	Newchurch	Whole Road	Completed
IVYCHURCH ROAD	Ivychurch	Middle Section between MA and SD	Completed
<b>Retread (recycling and re-laying the existing surface material before applying a surface treatment)</b>			
<b>Road Name</b>	<b>Parish/Town</b>	<b>Extent of Works</b>	<b>Current Status</b>
Newchurch Road	Newchurch	Newchurch 30mph to Newchurch Bridge	Completed
<b>Footway/Cycleway Asset Renewal &amp; Preservation Schemes - Contact Officer: Neil Tree</b>			

Road Name	Parish/Town	Extent of Works	Current Status
The Green	Lydd	<u>Footway Preservation</u> Full Extent	Designed and programmed for September 2023.

## Appendix B - Drainage

<b>Drainage Repairs &amp; Improvements - Contact Officer Earl Bourner</b>			
Road Name	Parish / Town	Description of Works	Current Status
Horn Street	Hythe	Install filter drain outside the old trout farm to stop the flooding to the footway	Filter drain was installed a few years ago but now requires maintenance/ investigation. Due to commence 8/8/23
Harden Road	Lydd	Investigation of defects identified during cleansing.	Works completed 10-2-22
Royal Oak Lane	Brookland	Installation of new gully	Job Passed to Contractor
Coolinge Lane	Folkestone	Repair of brick built gully	To be awarded to contractor
Canterbury Road Service Road	Hawkinge	Deep bore of existing soakaway/ installation of additional soakaway	With Engineer for further investigation.
Standard Hill Top	Elham	Repair of existing system and cleansing of soakaway	Job Passed to Contractor
Dymchurch Road	New Romney	Repair of defects identified during cleansing	With Engineer for further investigation

## Appendix C – Street Lighting

Structural testing of KCC owned streetlights has identified the following as requiring replacement. A status of complete identifies that the column replacement has been carried out. Programme dates are identified for those still requiring replacement.

<b>Street Lighting Column Replacement – Contact Officer Sue Kinsella</b>			
<b>Road Name</b>	<b>Location</b>	<b>Description of Works</b>	<b>Status</b>
Hillside Street	Hythe	2 no Columns awaiting painting	Works Programmed for completion by end of September 2023
Cheriton Road	Folkestone	Replacement of 1 no streetlight	Works Programmed for completion by end of December 2023
South Street	Folkestone	Replacement of 4 no streetlight	Works Programmed for completion by end of December 2023
Sandgate Esplanade	Sandgate	Replacement of 1 no streetlight	Works Programmed for completion by end of December 2023
The Old High Street	Folkestone	Replacement of 1 no streetlight	Works Programmed for completion by end of December 2023
Harbour Approach	Folkestone	Replacement of 5 no streetlight	Completed

## Appendix D – Transportation and Safety Schemes

### Casualty Reduction Measures

The Schemes Planning & Delivery team is implementing schemes within Folkestone and Hythe District, in order to meet Kent County Council's strategic targets (for example, addressing traffic congestion or improving road safety). Casualty reduction measures have been identified to address a known history of personal injury crashes.

<b>Local Transport Plan Funded Schemes</b>		
<b>Road Name</b>	<b>Description of Works</b>	<b>Current Status</b>
<b>Casualty reduction measures (reactive) – Folkestone and Hythe</b>		
Lydd Road j/w B2075 Old Romney (Hammonds)	Road safety improvement scheme. Installation of a roundabout.	Surveys and junction modelling complete. Detailed design for the installation of a roundabout complete. No funding for construction at

Corner)		present.
22-FH-CRM-294 B2034 Cheriton Road junction with Cherry Garden Avenue	Junction reconfiguration (Traffic Signal controlled)	Feasibility Study being carried out and traffic signals to be modelled. This junction is included within the Active Travel Cheriton High Street to Radnor Park scheme proposals. See separate specific information item on this scheme
23-FH-CRM-580 A259 Sandgate Road junction with Earls Avenue	Extension of waiting restrictions (all times) on north side of A259 Sandgate Road	Works complete.
22-FH-CRM-291 A260 Canterbury Road junction with Alkham Valley Road	Junction refiguration	Currently in design
<b>LTP Schemes Folkestone and Hythe</b>		

## **Externally Funded Schemes**

The Schemes Planning & Delivery team is implementing schemes within **Folkestone and Hythe District** funded by external corporations whilst still meeting Kent County Council's strategic targets with the road network.

<b>Externally Funded Schemes</b>			
<b>Road Name</b>	<b>Description of Works</b>	<b>Source of Funding</b>	<b>Current Status</b>
Cheriton High Street to Folkestone Rail Station - west	Active Travel tranche 2 improvements	ACT	Consultation on latest scheme took place in June – July. A full report on the consultation is included in the Active Travel scheme update.
Ashford Road	Speed limit reduction to 40mph along the whole stretch of Ashford Road	Parish Council (Ivy Church)	Currently in Design



## Appendix E – Developer Funded Works

<b>Developer Funded Works (Section 278 Agreement Works)</b>				
<b>Scheme Name</b>	<b>Mastergov File Ref No</b>	<b>Parish/Town</b>	<b>Description of Works</b>	<b>Current Status</b>

**Appendix F – Bridge Works**

<b>Bridge Works – Contact Officer Helen Rowe</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
Derville Road	Lydd	Derville bridge (2581) - bridge strengthening	In design stage. Construction planned to start 12/12/2023.
Wenhams Lane	Old Romney	Yoakes (709) - bridge refurbishment	Tender received and reviewed. Construction phase deferred to Autumn 2023
Hook Wall	Brookland	Woolpack bridge (667) - bridge reconstruction	On site. Construction works due to be complete early October 2023.
Green Lane	Hythe	Green Lane Culvert (3413) - culvert lining	In design stage. Planned 2023
Mountain Lane	Ivychurch	Grove Yard Bridge (739) – Culvert reconstruction	In design stage. Planned 2023

## Appendix G – Traffic Systems

There is a programme of scheduled maintenance to refurbish life expired traffic signal equipment across the county based upon age and fault history. The delivery of these schemes is dependent upon school terms and holiday periods; local residents, businesses and schools will be informed verbally and by a letter drop of the exact dates when known.

<b>Traffic Systems - Contact Officer: Toby Butler</b>		
<b>Location</b>	<b>Description of Works</b>	<b>Current Status</b>
A259 Dymchurch Road near Portland Road, Hythe (14-0024)	Refurbish existing traffic signal-controlled crossing and convert to near-sided pedestrian facilities	Not yet programmed
A2034 Cherry Garden Avenue / Cherry Garden Lane, Folkestone (14-0967)	Upgrade of existing junction and adding MOVA control	Not yet programmed

## Appendix H - Combined Members Grant programme update

### **Member Highway Fund programme update for the Folkestone and Hythe**

The following schemes are those, which have been approved for funding by both the relevant Member and by Haroona Chughtai, Director of Highways and Transportation. The list only includes schemes, which are

- in design
- at consultation stage
- about to be programmed
- recently completed on site.

The list is up to date as of

The details given below are for highway projects only. This report does not detail

- contributions Members have made to other groups such as parish councils
- highway studies
- traffic/ non-motorised user surveys funded by Members.

More information on the schemes listed below can be found by contacting the Highway Manager for the Folkestone and Hythe District, James Bowen.

[ ]

<b>Details of Scheme</b>	<b>Status</b>

[ ]

Details of Scheme	Status

## **Appendix I – Street Works**

Please note that this list is accurate at the time of running the report and is subject to cancellations and additions. Report highlighting all works in Folkstone & Hythe District that require road closures with a duration of 5+ days.

**For information on all In-progress and proposed works please visit:**

<https://one.network/>

Road/Street	Area	Promoter	Proposed start date	Proposed end date	Description of work	Permit conditions
DERVILLE ROAD	GREATSTONE	KENT COUNTY COUNCIL	11/12/2023	03/03/2024	Derville Road - bridge refurbishment works as per design	NCT07a - Road Closure 24/7 Advance Warning Signs & Letter Drop 2 weeks in advance NCT10a - Site to be maintained daily over the Christmas shut down
HYTHE ROAD	DYMCHURCH	KENT COUNTY COUNCIL	05/10/2023	19/10/2023	Carriageway Resurfacing	NCT02b - Activities to take place 2000 - 0500 NCT11b - Advance signs to be erected 4 weeks prior displaying permit number also letter drops to effected properties, KCC will consult with stakeholders, emergency services, residents and bus companies. Environmental have been informed

# JTB/23/02

HIGH STREET	DYMCHURCH	KENT COUNTY COUNCIL	05/10/2023	19/10/2023	Carriageway Resurfacing	<p>NCT02b - Activities to take place 2000 - 0500</p> <p>NCT11b - Advance signs to be erected 4 weeks prior displaying permit number also letter drops to effected properties, KCC will consult with stakeholders, emergency services, residents and bus companies. Environmental have been informed</p>
CHERITON HIGH STREET	FOLKESTONE	Netomnia Limited	18/09/2023	20/09/2023	ACCESS TO 3 CARRIDGE WAY BOXES TO CABLE AND ROPE THROUGH DUCT SECTION IN MAIN ROAD, PLUS REPAIR BLOCKAGE & INSTALL 2X CHAMBERS.	<p>NCT02a - 19:00-23:00 (MON-FRI) OOH</p> <p>NCT08a - ROAD CLOSURE TO BE IN PLACE WITH 2-WAY LIGHTS (ONLY 1 LANE TO BE CLOSED OFF)</p> <p>- AWS and letter drops to residents/businesses directly affected to be in place 2 weeks in advance, EH notified of OOH working, Stagecoach notified of bus stop suspension required.</p>

# JTB/23/02

SEA WALL	DYMCHURCH	AFFINITY WATER - SOUTH EAST	02/10/2023	12/10/2023	Lay New Water Service Pipe - Road Closed	NCT02a - Activities to take place between 0700 - 1900hrs NCT07a - Sea Wall will be closed - no diversion available, access will be maintained NCT11b - Advance warning signs prior to works & Local Residents & Business To Warned
SCANLONS BRIDGE	HYPHE	KENT COUNTY COUNCIL	28/09/2023	05/10/2023	Carriageway resurfacing	NCT02b - Activities to take place 20:00 till 05:00 NCT11b - Advance signs to be erected 4 weeks prior displaying permit numbers also letter drops to effected properties, KCC will consult with stakeholders, emergency services, residents and bus companies. Environmental have been informed.

# JTB/23/02

MARLER ROAD	FOLKEST ONE	SOUTHERN GAS NETWORKS PLC	02/10/2023	20/10/2023	Full length of Road	NCT02b - Mon - Fri 08.00-16.30 NCT05a - Where FW closure pedestrians to use other FW or walkway will be provided where necessary NCT07a - Road closure required due to location of gas mains and services with insufficient road width for passing vehicles NCT11b - Letter drop to residents, AWS signs 2 weeks before works start, Parish Council to be notified of project number to be displayed
PARK ROAD	FOLKEST ONE	SOUTHERN GAS NETWORKS PLC	16/10/2023	03/11/2023	Abandon 143m of 6"CI and replace with 143m of 125mm PE LP, Insertion, Mains Connection, 45 x Services	NCT02b - Mon - Fri 08.00-16.30 NCT05a - Where FW closure pedestrians to use other FW or walkway will be provided where necessary NCT07a - Road closure required due to location of gas mains and services with insufficient road width for passing vehicles NCT11b - Letter drop to residents, AWS signs 2 weeks before works start. Parish council to be notified of plans for project as well as business on this street. one

						way order will be suspended to allow access.
SANDLING ROAD	SALTWOOD	SOUTHERN GAS NETWORKS PLC	21/10/2023	29/10/2023	Abandon 390m of 6"SI, Open Cut & Insertion, Mains Connections, 30 x services	<p>NCT02b - Mon - Fri 08.00-16.30, ext working hours to 7pm when required. Working Saturday 8-5</p> <p>NCT05a - Where FW closure pedestrians to use walkway within Road Closure where necessary</p> <p>NCT07a - Road closure required due to location of gas mains and services with insufficient road width for passing vehicles</p> <p>NCT09b - site check and diversion to be checked twice everyday. Morning and evenings . Advanced warning signs 2 weeks before works start. Advanced letter drop. Notification</p>



						<p>to Bus Company, Schools/Business with SGN PR Comms Team. Business as usual signs for Brockhill Country Park to be displayed.</p>
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## Legal Implications

1.1.1 Not applicable.

## **1.2 Financial and Value for Money Considerations**

1.2.1 Not applicable.

## **1.3 Risk Assessment**

1.3.1 Not applicable.

---

**Contacts: Pauline Harmer / James Bowen 03000 418181**

### **Proposed Parking Restrictions for JTB September 2023**

A report by the FHDC Highway Engineer to the Joint Transportation Board.

#### **1. Introduction**

During the year parking restrictions have been proposed to the council. This report outlines the areas where restrictions would help to improve traffic flow, safety margins and resolve parking problems.

#### **Proposed Parking Restrictions**

#### **2. Footway and verge parking ban**

##### **2.1 Middle Mead, Folkestone [Map 1]**

Request from residents to help combat regular footway parking causing pedestrians to walk into road or to walk onto garden lawns.

##### **2.2 Coombe Road, Cheriton [Photos 1 & 2]**

Persistent issue with verge parking and blocking of footway. Resident has submitted several photos showing multiple occasions of vehicles parking on footway often whilst visiting nearby takeaway premises.

#### **3. Waiting restrictions (Double Yellow Lines)**

##### **3.1 Moyle Tower Road, Hythe [Photo 3]**

A request to extend existing At Any Time into currently un-enforceable boxed 'keep clear' area in front of slipway.

##### **3.2 East Cliff Passage, Folkestone [Map 2]**

Request from KCC Highways Steward to increase length of existing DYL by a couple of metres or so near junction with Wear Bay Road/Radnor Bridge Road to help with keeping parked vehicles away from property wall.

#### **4. Evening and weekend 7.5t vehicle restriction**

##### **4.1 Godwyn Road and Dixwell Road, Sandgate [Map 3 and 4]**

A request to tackle persistent coach and large vehicle parking especially during summer months on currently unrestricted roads.

#### **5. Motorhome parking ban**

##### **5.1 Marine Parade, Hythe [Map 5]**

This small, narrow section of road at the end of Twiss Road has seen an increase in motorhomes parking for may days or even weeks at a time. A ban here would help ensure residents can park more easily.

## 6. Relocation of coach parking bays

### 6.1 The leas, Folkestone [Map 6]

Request from The View Hotel and backed by Smith Woolley Chartered Surveyors to move the coach bays outside the hotel to further back along The Leas to preserve the views and character of the hotel which is currently obstructed when coaches are parked up. Effectively switching P&D bays and coach bays around.

## 7. Emergency Service Vehicle Bay

### 7.1 Bank Street, Hythe

Request from Kent Police for bay to allow patrol vehicles to be parked whilst on foot patrol to highlight police presence and ensure parking availability at other times.

## 8. Change to loading bay hours of operation

### 8.1 Bouverie Road West (Tesco Express), Folkestone

Request from Tesco and FHDC Environmental team to change the existing hours of 06:00 – 08:00 to 07:00 – 09:00 following noise complaint issue. The later time would still allow several vehicular deliveries to take place and continue to offer parking outside of the loading bay restriction.

## 9. Recommendations

9.1 It is recommended that:

9.2 Traffic Regulation Orders are made or amended for the above proposals later in the financial year. Before a TRO is made, the regulations require statutory consultations with all affected persons.

9.3 Any objections to the TROs are reported to the Cabinet Member for Transport to consider and decide on whether a proposal should be progressed.

Paul Thompson

Highways Engineer

[paul.thompson@folkestone-hythe.gov.uk](mailto:paul.thompson@folkestone-hythe.gov.uk)

Map 1:

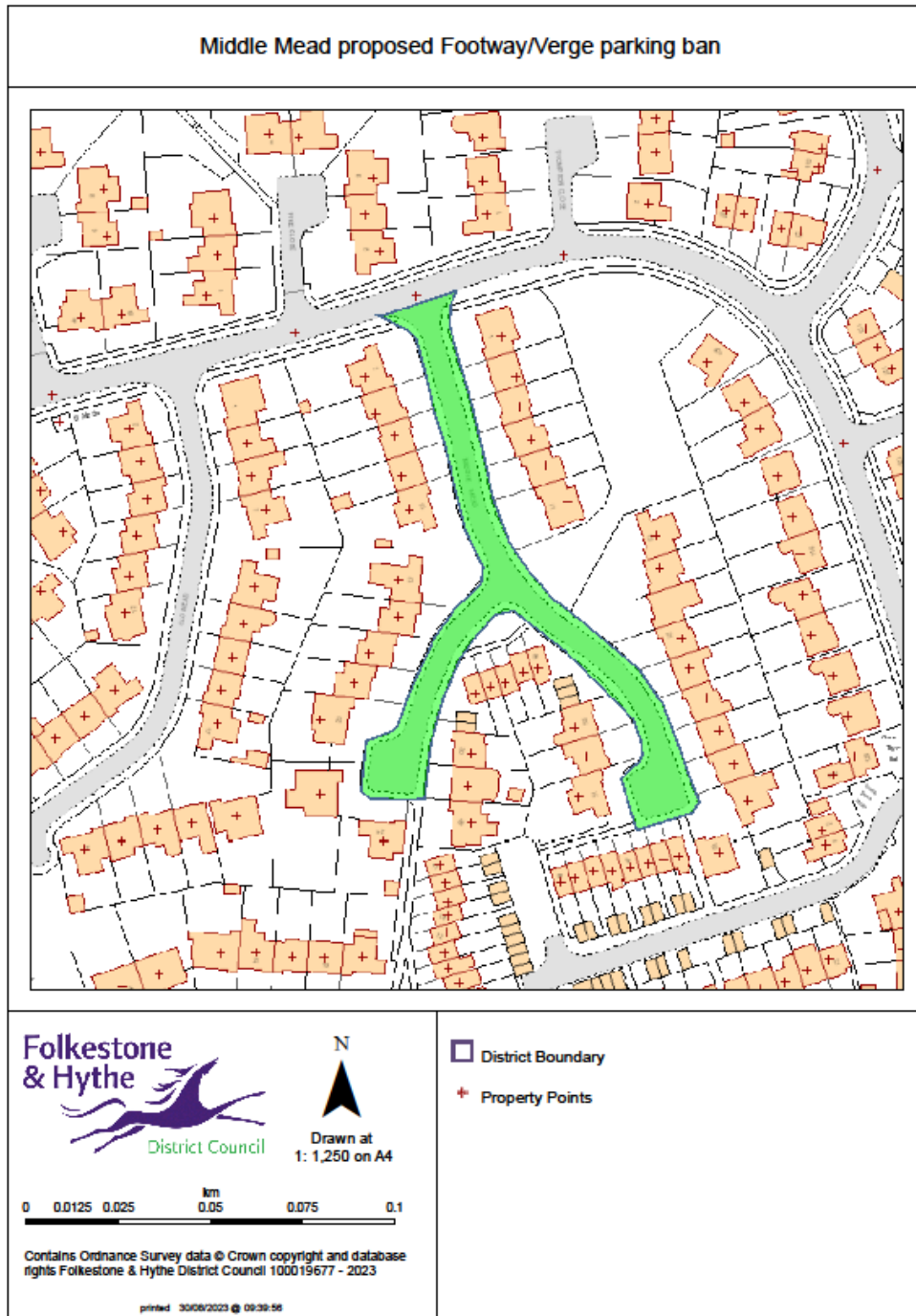


Photo 1



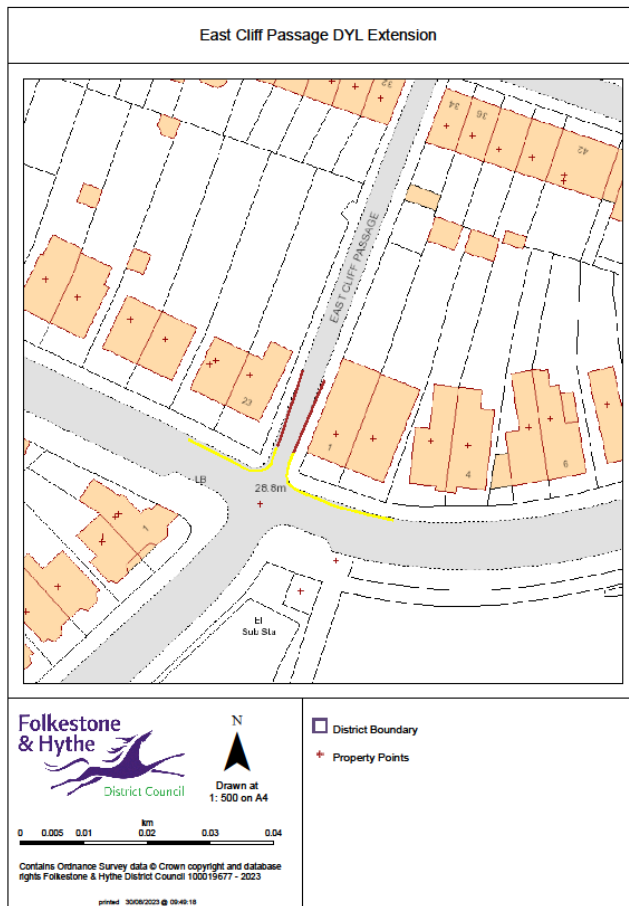
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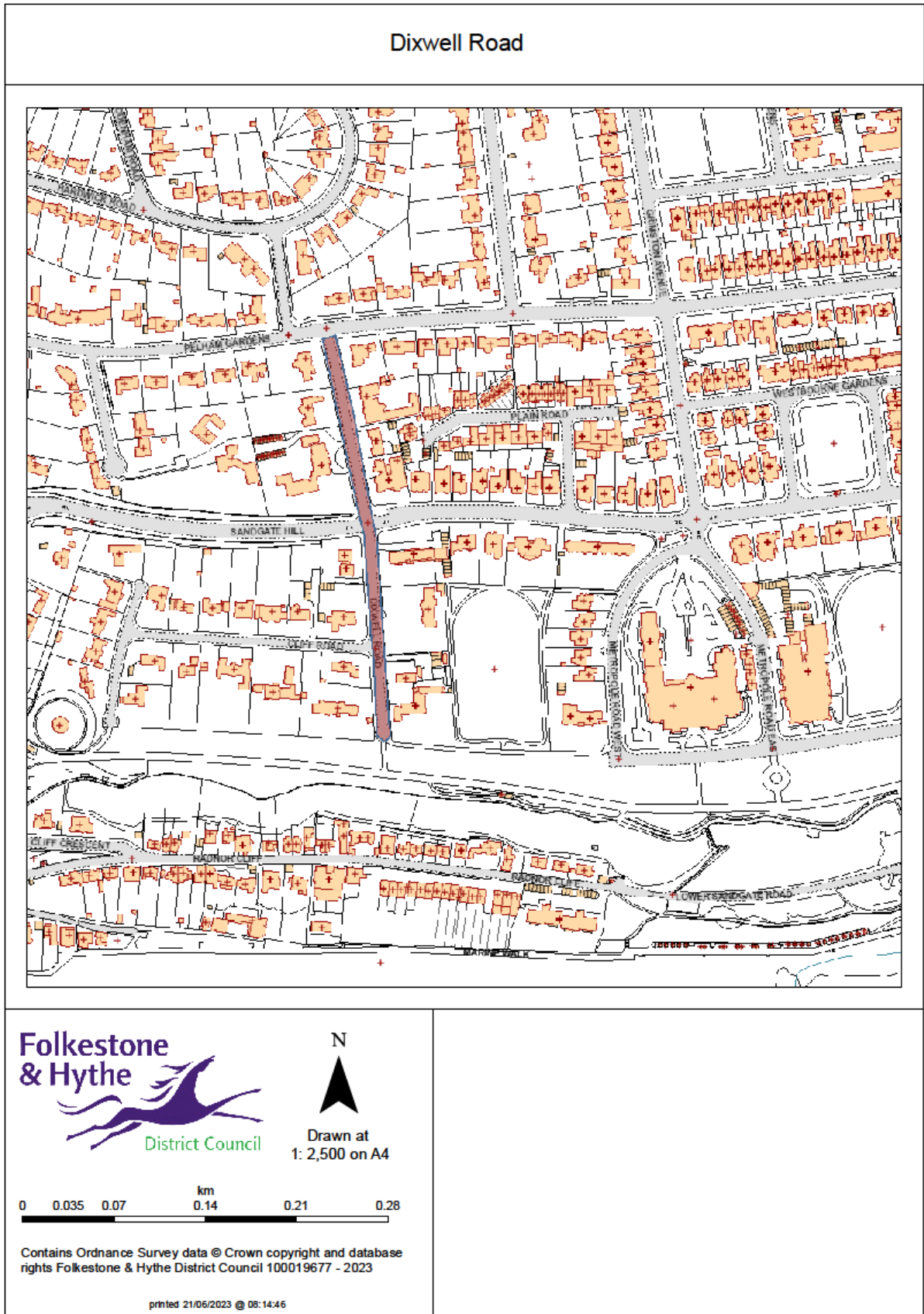
Photo 3



Map 2



Map 3

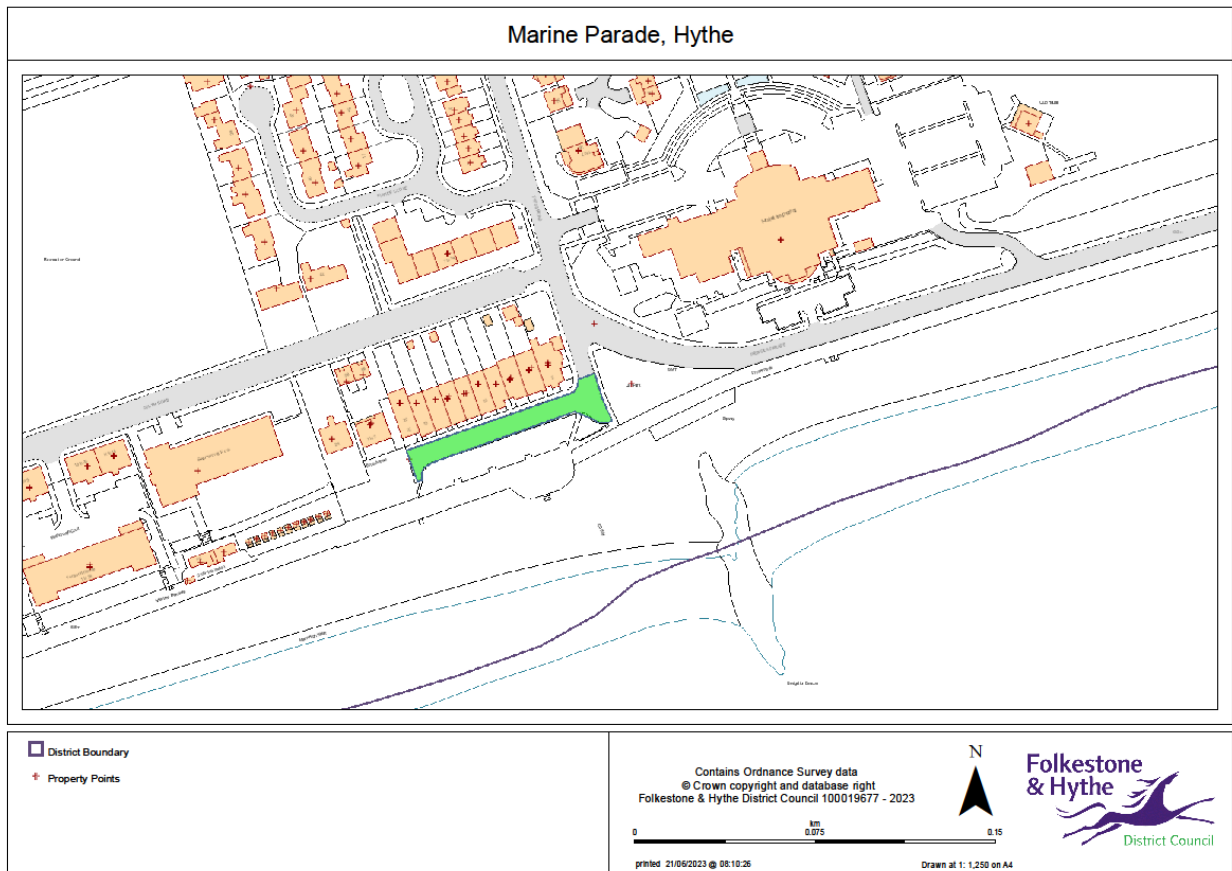




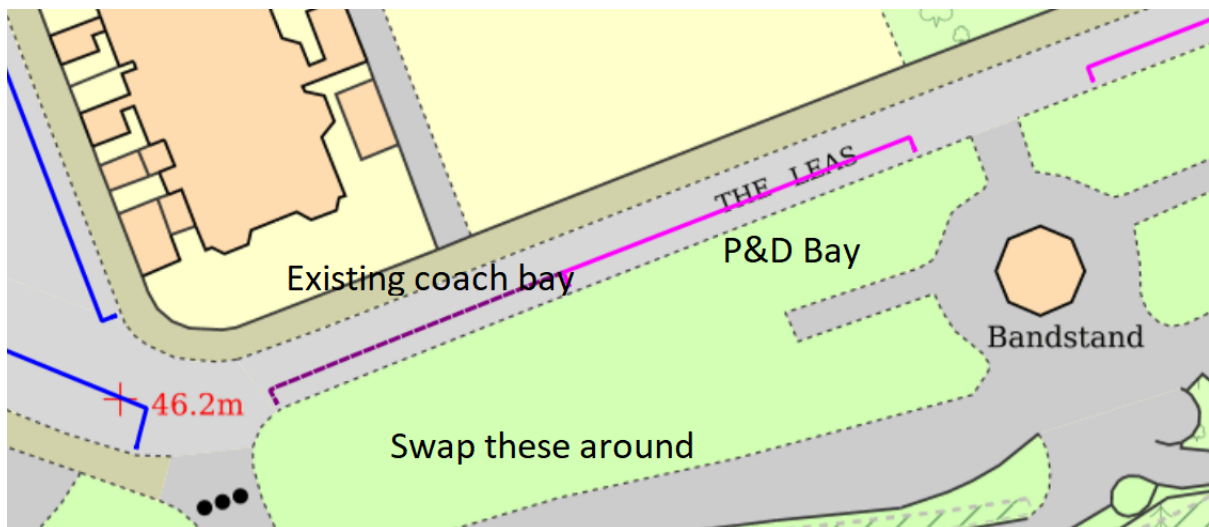
Map 4



## Map 5



## Map 6



Map 7

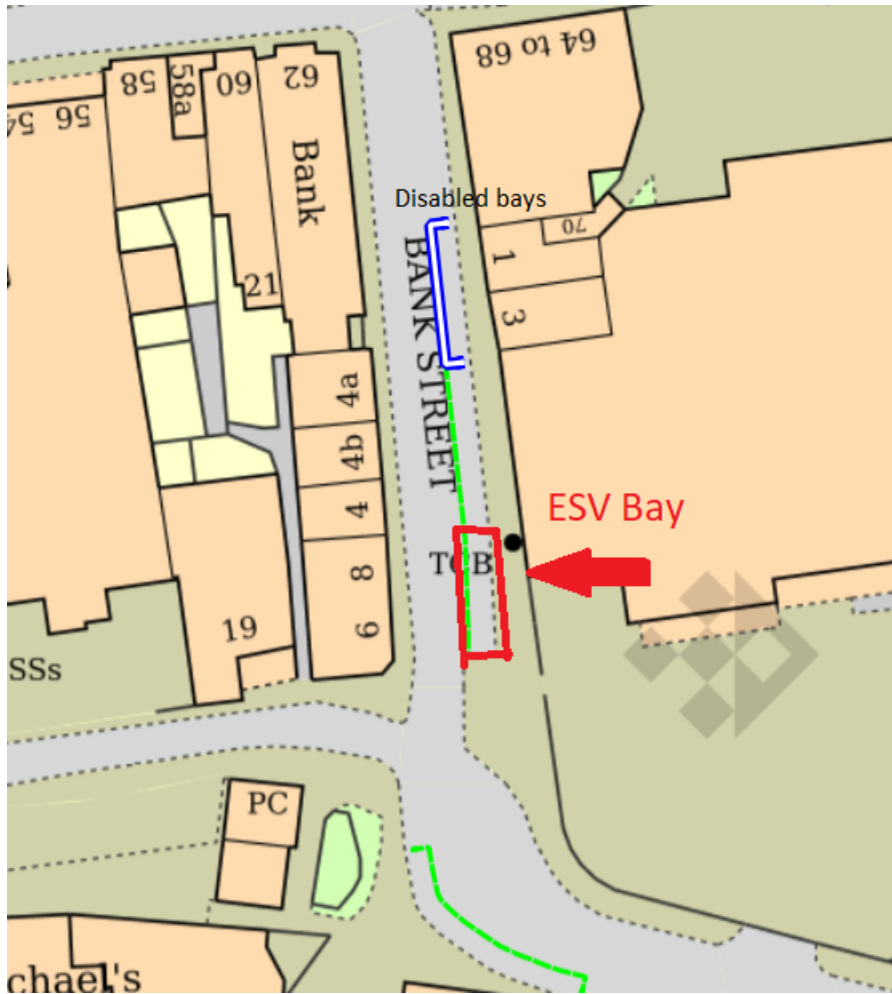


Photo 4



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