



Folkestone:

Cheriton to Folkestone Central Station

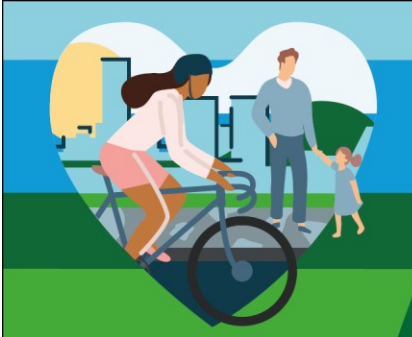
Proposed Walking, Wheeling & Cycling Improvements



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 or telephone 03000 421553 (text relay service 18001 03000 421553). This number goes to an answer machine, which is monitored during office hours.



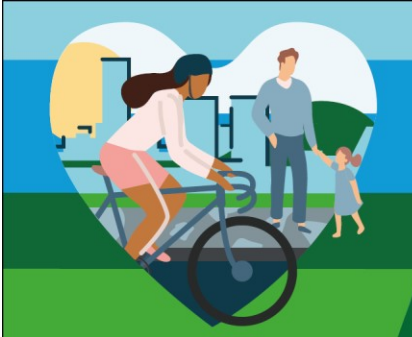
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1. Introduction

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.

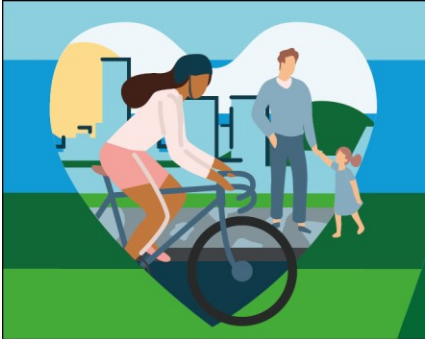
The proposal is to introduce:

- 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.

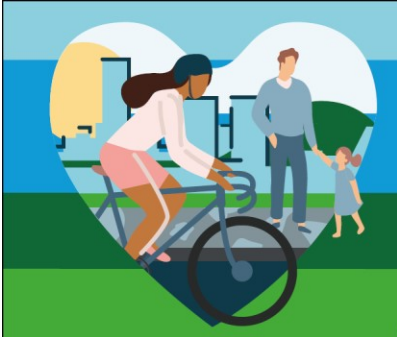
A consultation document, scheme plans and the EqIA and consultation plans were made available on the consultation webpage: www.kent.gov.uk/cheritonat

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 11th and 12th 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:

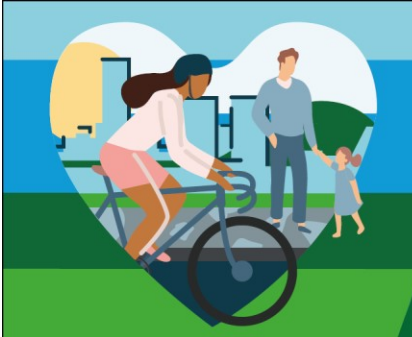
- Consultation Document
- Equality Impact Assessment
- Scheme plans
- Consultation questionnaire
- Large print versions of the consultation document, EqIA and the questionnaire

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 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.



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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).

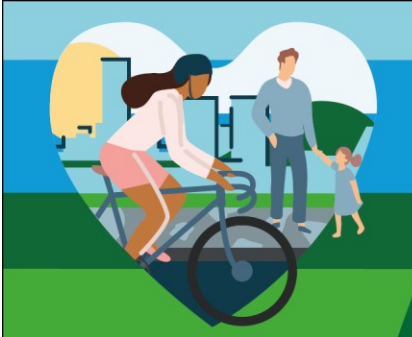
An EqIA was completed prior to commencement of the consultation and was available as one of the consultation documents on the webpage and on request. We will use the feedback gathered from the consultation to review and update the EqIA before the detailed design is finalised.

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.

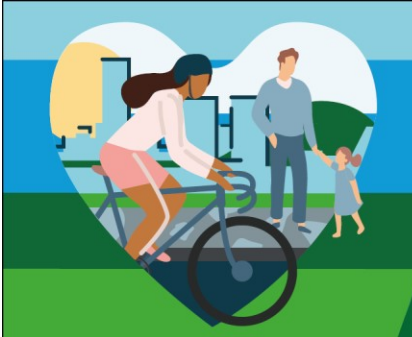
4.1.2 Please tell us, in the box below, the reason for your support or objection to the project overall.

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

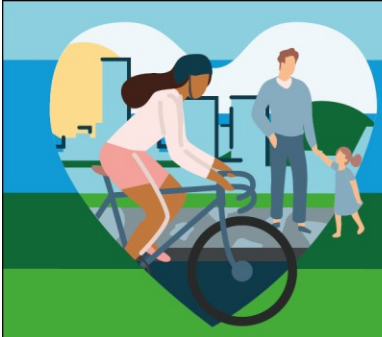
Frequency	Theme / Comment
65	Waste of money, no changes needed / repair footpath
7	Discourage people from shopping and spending
5	Issue when M20 is closed
5	Not enough done to create modal shift
4	Cherry Garden junction will have queues/ will be worse
3	None of the costly changes will help against collision 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.

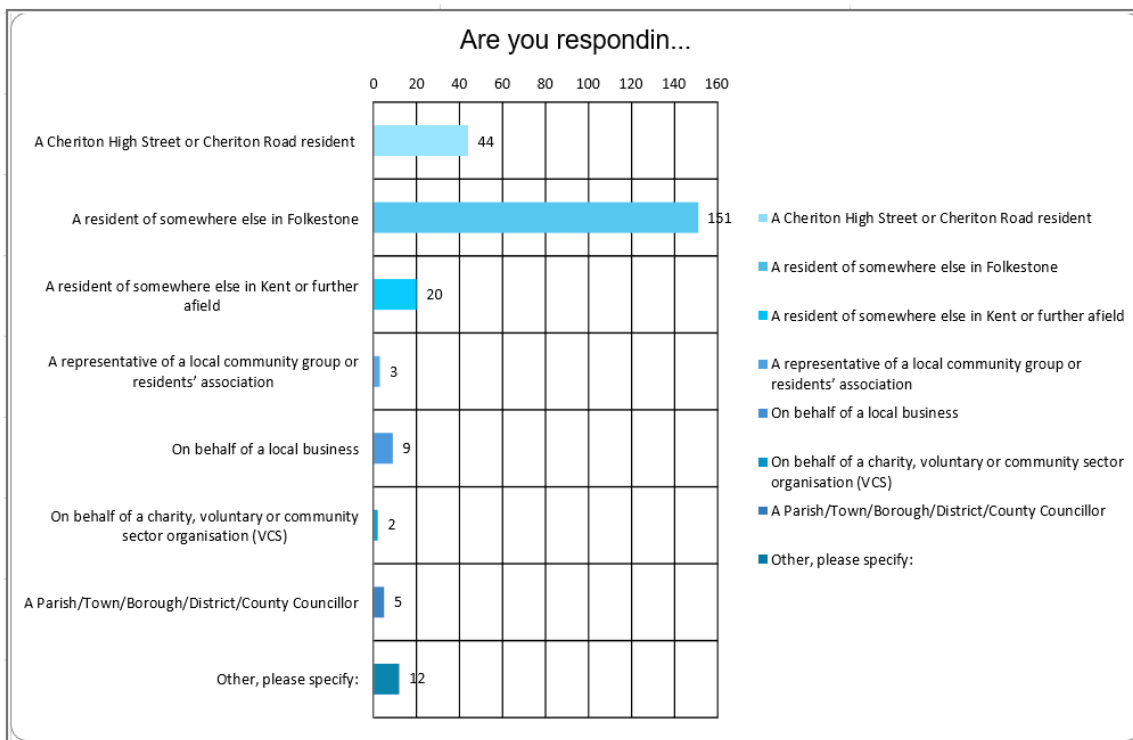


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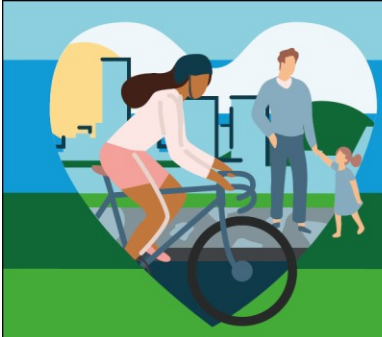


- 44 respondents were residents of Cheriton High Street or Cheriton Road
- 151 were resident somewhere else in Folkestone
- 20 were Kent residents outside or further afield
- 3 respondents represented a local community group or resident association
- 9 respondents represented a local business
- 2 respondents 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 postcard delivered

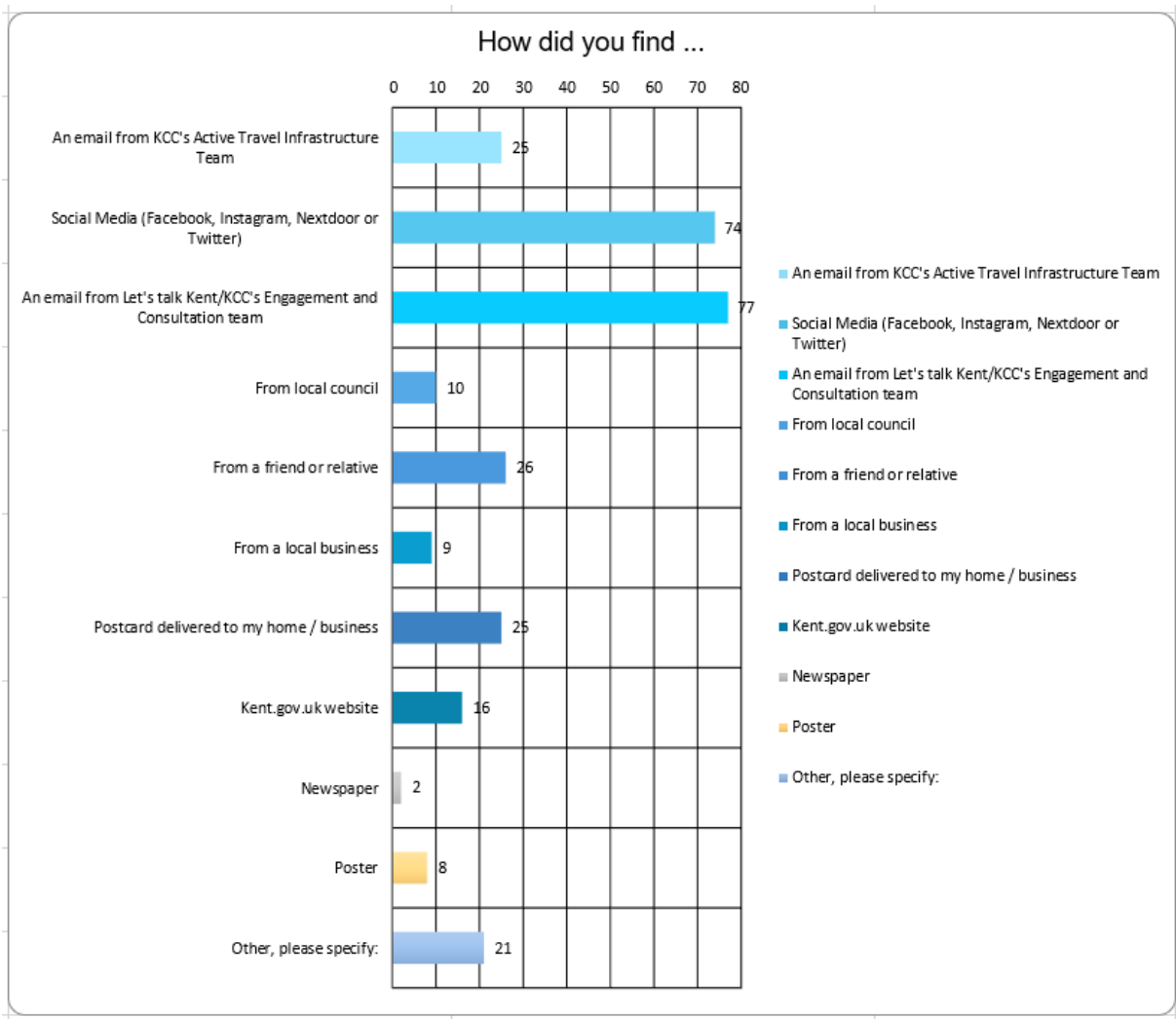


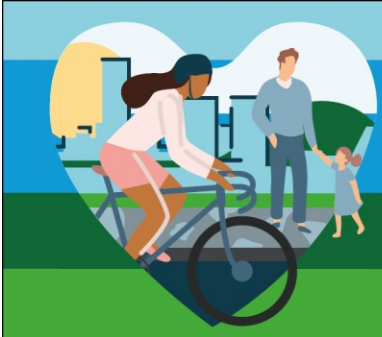
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- 16 respondents from kent.gov.uk website
- 2 respondents from seeing it in local paper
- 8 respondents from seeing a poster
- 21 respondents put 'other'





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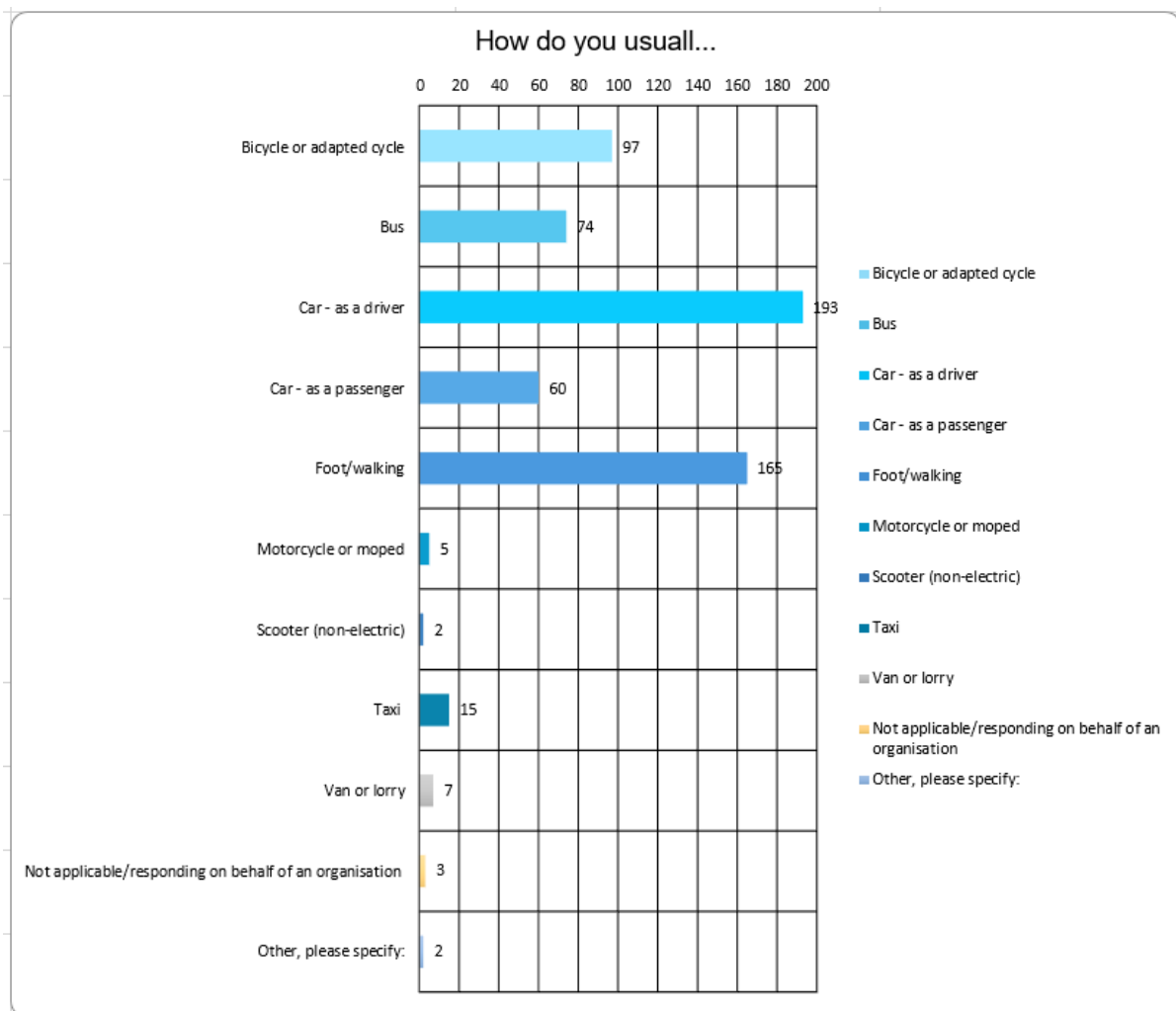
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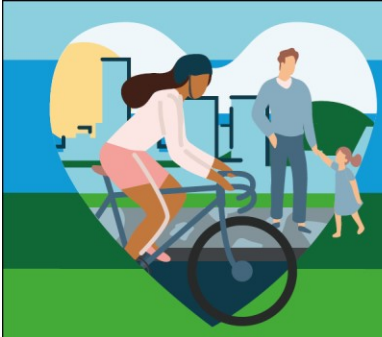


4.2.3 How do you usually travel in and around Folkestone?

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





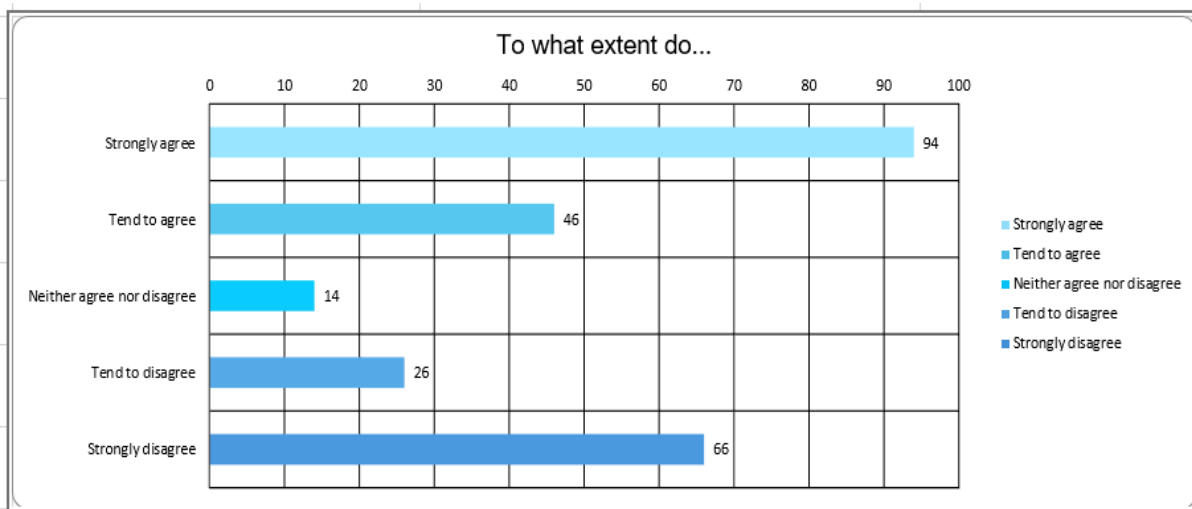
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4.2.4 To what extent do you agree or disagree with the pedestrian and walking improvements on Cheriton High Street?

- 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.

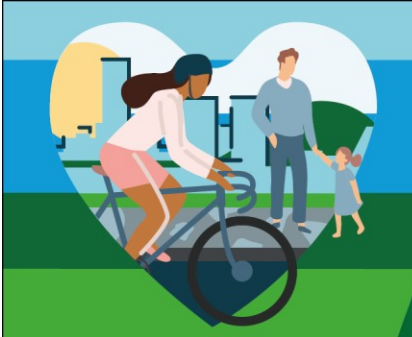


4.2.4 Please tell us the reason for your answer.

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
	Strongly Agree
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.
	Agree



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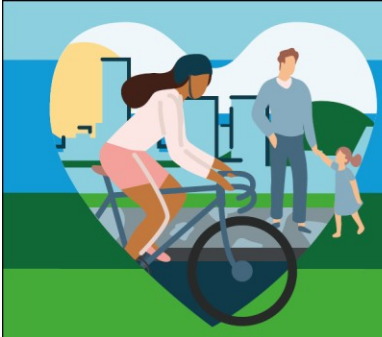
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46	This will reduce pollution and/ or congestion
	Neither agree nor disagree
14	<p>It has good and bad points It only works for some No comments</p> <p>There are many residents of Folkestone who through age or disability cannot walk or cycle.</p>
	Disagree
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>
	Strongly Disagree
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>

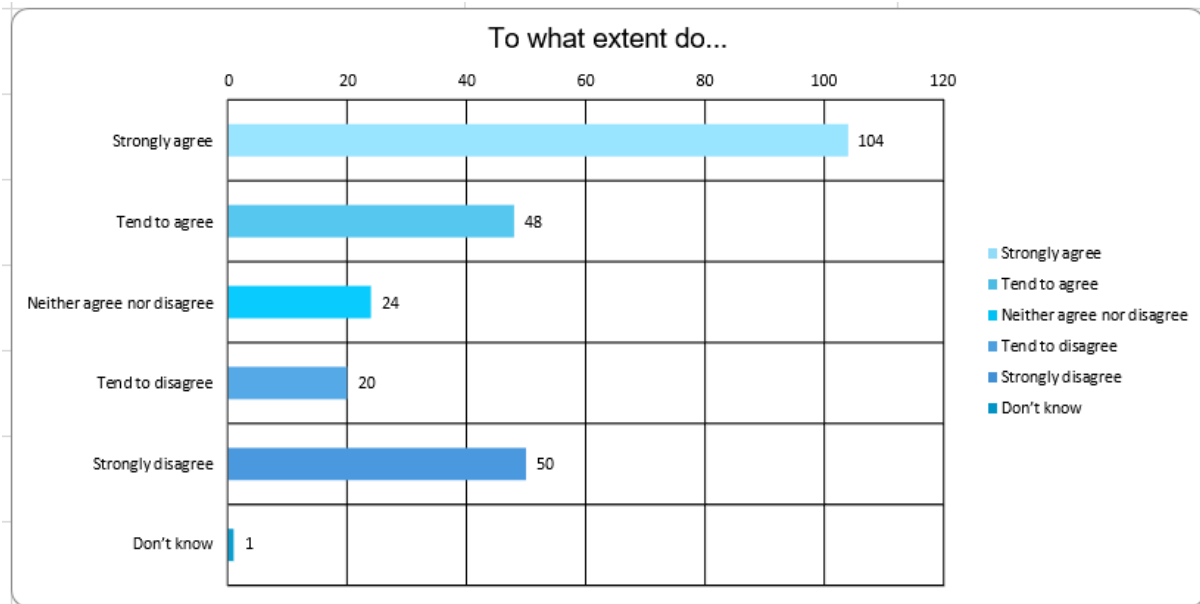
4.2.5 To what extent do you agree or disagree with the proposed 20mph zone between Ashley Avenue and Coombe Road?

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



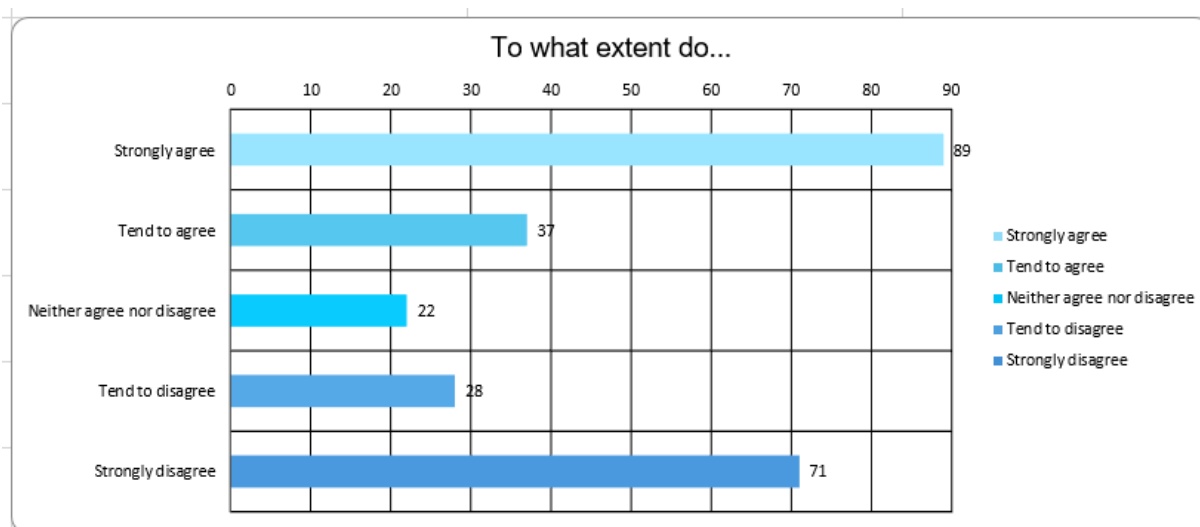
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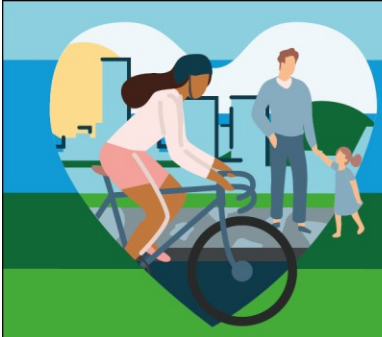
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4.2.6 To what extent do you agree or disagree with the cycling improvements along Cheriton Road?

- 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

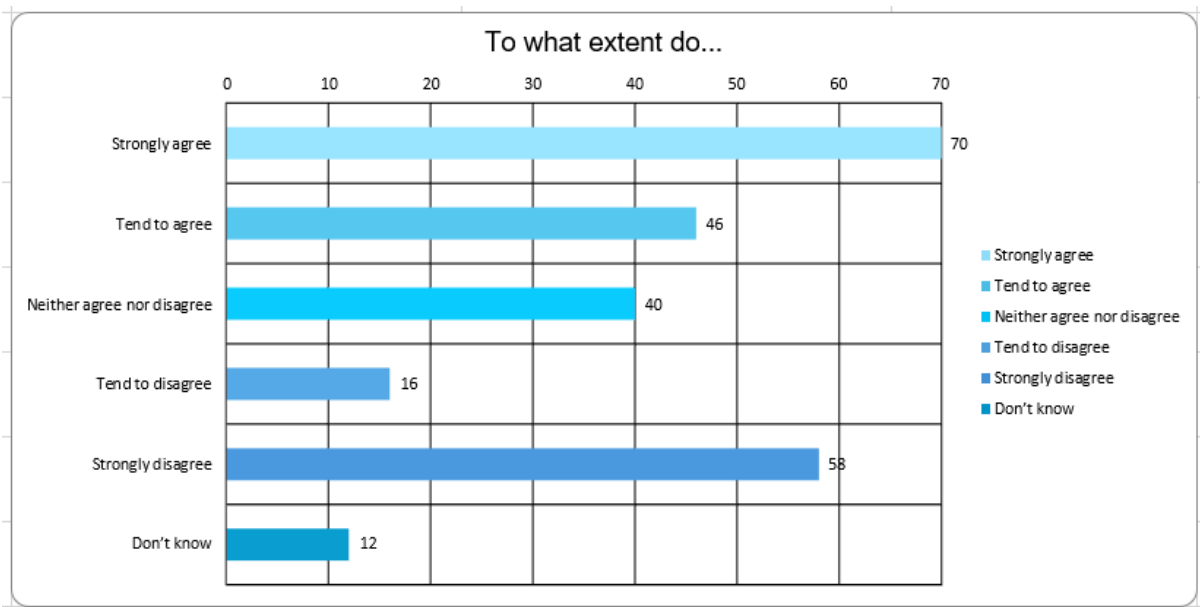




4.2.7 To what extent do you agree or disagree with the traffic signal alterations at the Cherry Garden Avenue and Cheriton Road junction?

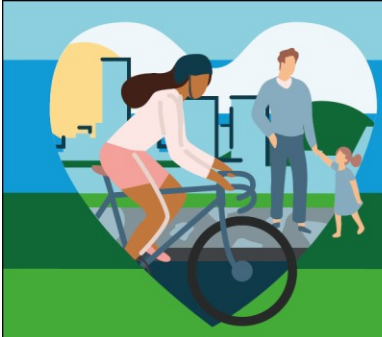
Please note respondents were able to select multiple responses to this question.

- 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



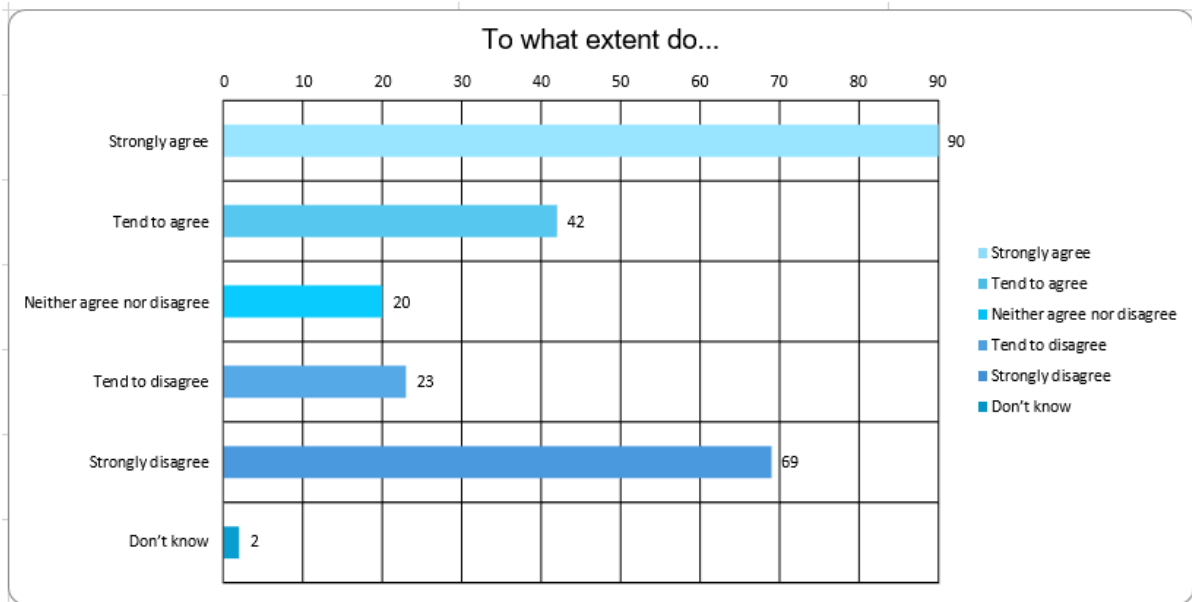
4.2.8 To what extent do you agree or disagree with the overall proposed active travel scheme?

- 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'

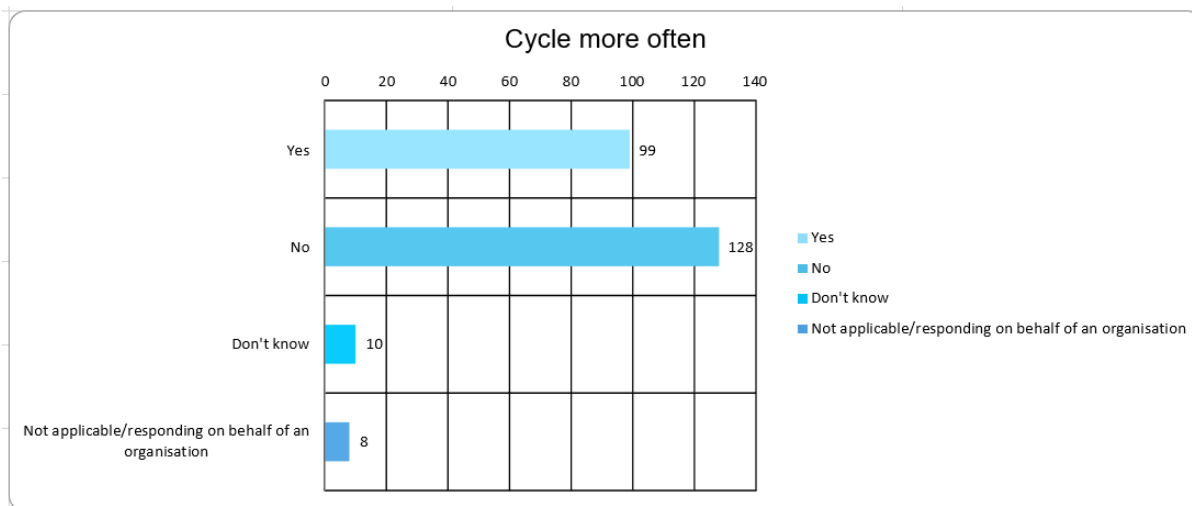


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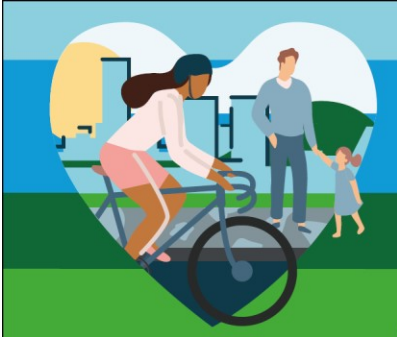
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4.2.9 Would the active travel improvements proposed for Cheriton High Street and Cheriton Road encourage you to...?

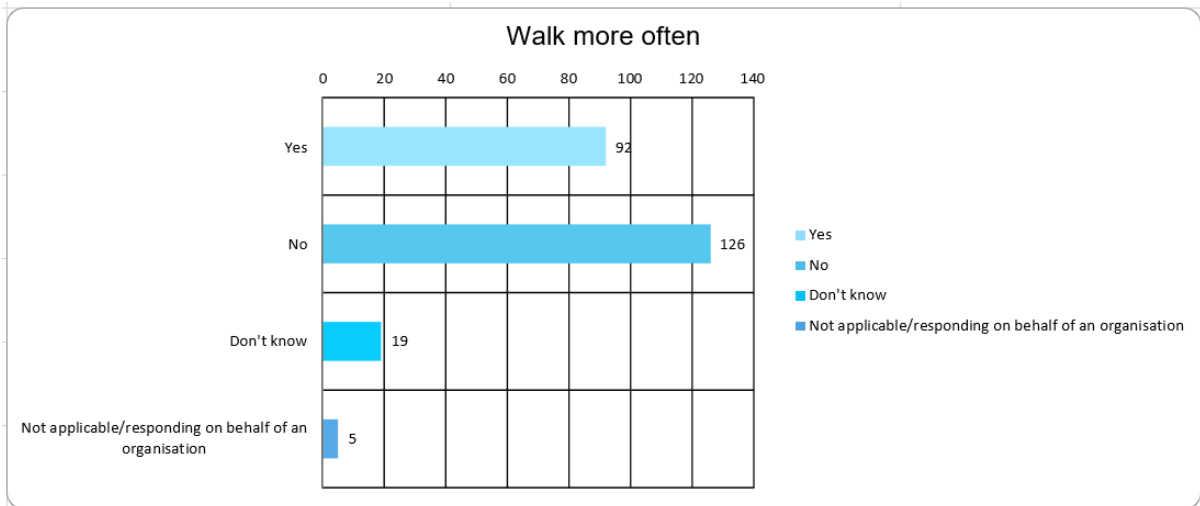


- 99 respondents said the scheme would encourage them to cycle more often –
- 128 respondents said it wouldn't encourage them to cycle more often
- 10 respondents don't know if it would, and 8 were unable to answer as they were responding for a third party.

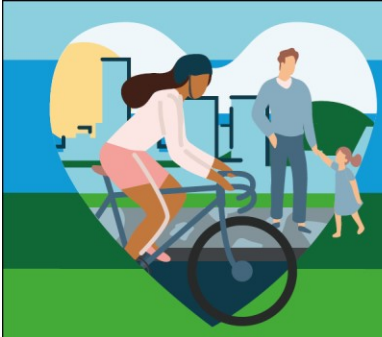


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- 92 respondents stated the scheme would encourage them to walk more often
- 126 respondents said the scheme wouldn't encourage them to walk more often
- 19 respondents were not sure and 5 respondents were unable to answer as they were replying on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



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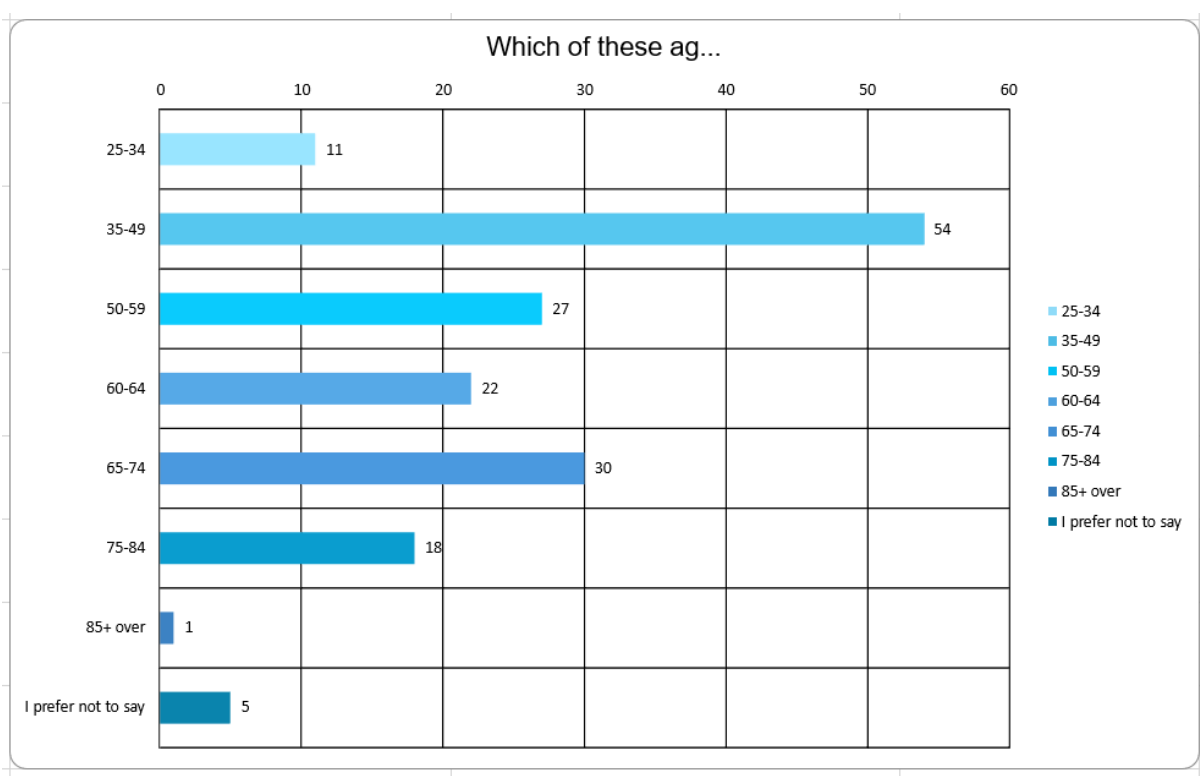


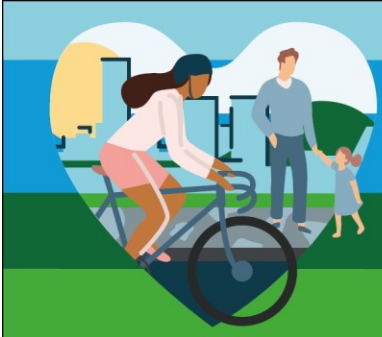
4.3 Respondent demographics

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





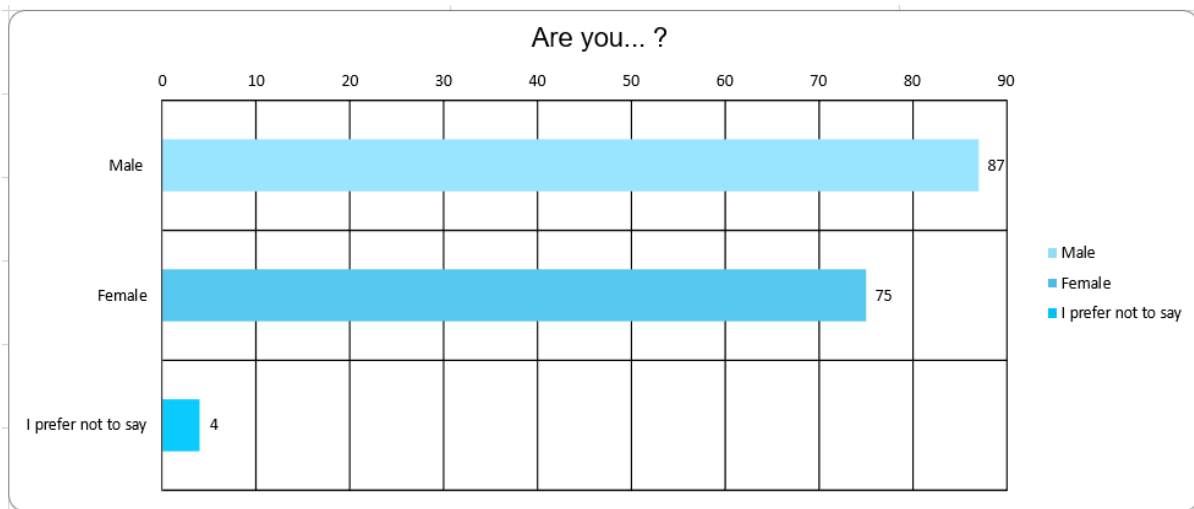
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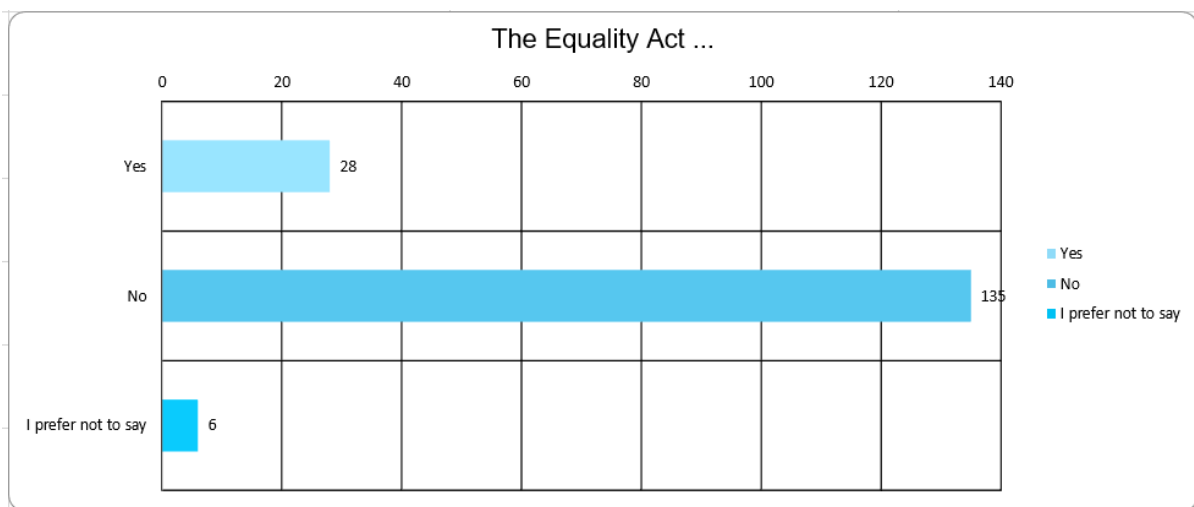
4.3.2 Sex

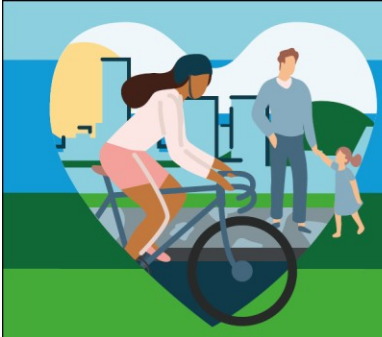
- 87 respondents were male
- 75 respondents were female
- 4 preferred not to say



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





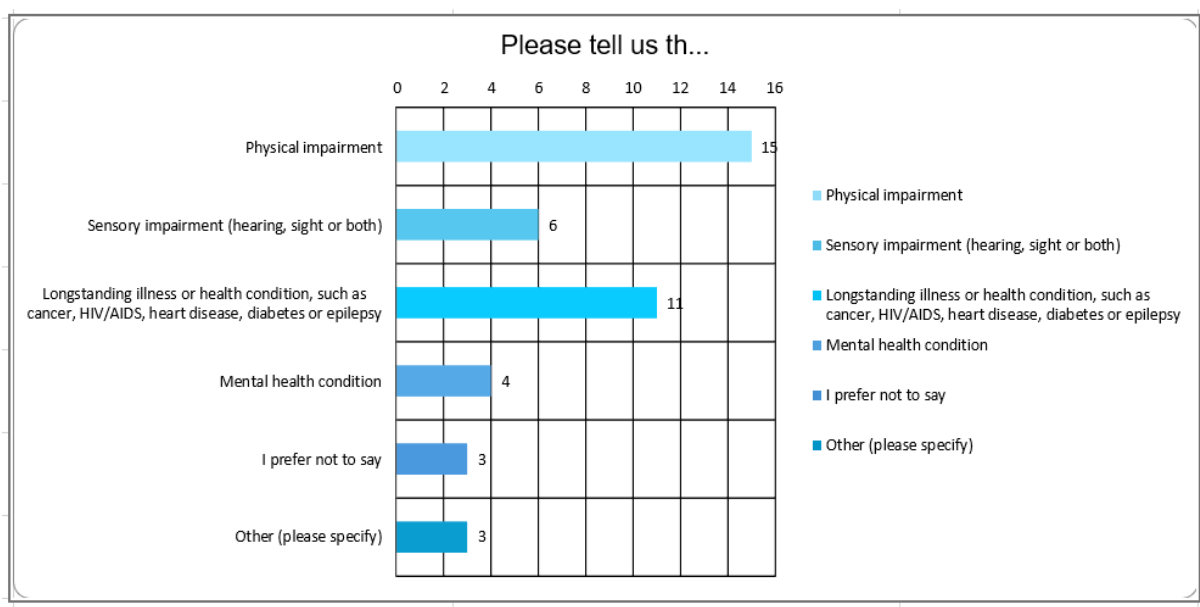
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4.3.4 If you answered 'Yes' to having a disability, please tell us the type of impairment that applies to you.

- 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 and we will send a notification to those who have provided contact details throughout the process, including stakeholder organisations.