Folkestone and Hythe District Council

Local Cycling & Walking Infrastructure Plan (LCWIP)

1. Introduction

What is the LCWIP?

1.1 The Department for Transport (DfT) launched the national *Cycling and Walking Investment Strategy* (CWIS) in April 2017, which aims to make cycling and walking the natural choices for shorter journeys or as part of a longer journey. The strategy aims to double cycling levels by 2025, increase walking activity, reduce the rate of cyclists killed or seriously injured (KSI), and increase the percentage of school children walking to school.

1.2 Through the CWIS, local authorities are strongly encouraged by DfT to prepare Local Cycling and Walking Infrastructure Plans (LCWIPs) in order to take a more strategic approach to planning walking and cycling networks.

1.3 To help local authorities develop these plans, the DfT has provided funding for technical support, made available on a competitive basis. The Council were successful with their expression of interest and have received support via consultants Mott Macdonald. This document provides the first iteration of Folkestone and Hythe District Councils Local Cycling and Walking Infrastructure Plan.

1.4 LCWIPs provide a new strategic approach to identifying cycling and walking improvements required at the local level. They enable a long-term approach to developing local cycling and walking networks, ideally over a 10-year period, and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle.

1.5 By taking a strategic approach to improving conditions for cycling and walking, LCWIPs will assist LAs to:

- Identify cycling and walking infrastructure improvements for future investment in the short, medium and long term
- Ensure that consideration is given to cycling and walking within both local planning and transport policies and strategies
- Make the case for future funding for walking and cycling infrastructure

1.6 The key outputs of LCWIPs are:

- A network plan for walking and cycling which identifies preferred routes and core zones for further development
- A prioritised programme of infrastructure improvements for future investment
- A report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network

1.7 The Folkestone & Hythe LCWIP follows the Technical Guidance around integration of cycling and walking with transport planning and land use planning. It has been prepared in consultation with Kent County Council as the Local Highway Authority. KCC will be responsible for implementing the actions within the LCWIP.

1.8 Cycling and walking as modes of transport have many similarities, however the LCWIP process outlines separate approaches to planning and identifying walking and cycling improvements.

1.9 The key outputs of the LCWIP are:

- A network plan for cycling and walking which identifies preferred routes and core zones for focusing the improvements

- A prioritised programme of infrastructure improvements for future investment

- A report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network (This document).

1.10 The DfT have published a technical guidance document[1] which outlines the process for Local Authorities producing LCWIPs. The LCWIP process includes six stages, as set out in Table 1. The chapters of this report will largely follow these stages.

Table 1: LCWIP Process:

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

Scope of the Folkestone & Hythe LCWIP

1.11 The urban centres of Folkestone and Hythe are the focus of the LCWIP due to the concentration of population and trip generators that is reflective of the positon of these centres at the top of the district's settlement hierarchy. Moreover, during the post war period the population growth of the district has been principally focussed on the Folkestone, with moderate growth in Hythe.

[1]https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/607016/cycling-walking-infrastructure-technical-guidance.pdf

Figure 1.1. LCWIP areas assessed

Safe and secure network

1.12 Well designed, reactive pedestrian crossings can benefit all road users. Everybody should be able to cross the road safely, directly and with little delay. Crossings should be positioned in the right place and give everyone enough time to cross the road. Signalised crossings should prioritise people on foot with short wait times and comfortable crossing times.

1.13 Footways are provided for pedestrians only. Encroachment by vehicles parking or loading reduces the comfort and ease of use of footways, forcing pedestrians into the carriageway to pass the vehicles (especially people using wheelchairs and pushchairs). Equally where vehicles are parked over a cycleway, the need to avoid results in cyclists going into the road.

1.14 Concerns relating to personal security can discourage people from walking and cycling, particularly after dark. There are a wide range of factors which impact on this issue which Kent County Council (KCC), as a key stakeholder, has some influence on include:

- The existence and quality of street lighting
- Vegetation and tree cover which can make some paths feel unpleasant and increase the perceptions that they are unsafe places to walk
- Considerations of ways to increase footfall along remote underpasses by improving maintenance, sign posting and lighting

Quality Network

1.15 The desire to cycle and walk is influenced not only by distance, but also by the quality of the experience. A 20-minute walk alongside a busy road can seem endless, yet in an interesting town centre environment, the journey can pass without noticing.

1.16 The removal of street clutter, including redundant signing, benefits the pedestrian by reducing confusion and creating a more attractive walking environment.

Accessible network

1.17 The district's population is getting older and more people have long term illnesses and conditions. Many streets require improvement to the latest accessibility standards so that Folkestone & Hythe's residents and visitors are more mobile.

1.18 At many locations across the district, full height kerbs present a significant barrier to mobility. At locations where pedestrians are expected to cross, dropped kerbs should be provided to enable access to all users.

1.19 Existing networks should be upgraded where practical during maintenance or improvement schemes. Section 106 developer contributions and other external funding may also be available in specific locations to support this activity. A key point to achieve is that a resident or visitor can visit any shop in the town centre and leave your cycle in a safe and secure place within 25 metres.

2.0 DATA GATHERING AND POLICY REVIEW

2.1 This stage involves reviewing policy and strategy, collating information and data on the existing walking and cycling network and trips, perceptions of existing facilities, and identifying trip generators (existing and planned).

Policies and Strategies

Cycle and Walking Investment Strategy

2.2 The Department for Transport launched its Cycle and Walking Investment Strategy (CWIS) in April 2017. The strategy outlines Government's ambition for cycling in England which is 'to make cycling and walking the natural choices for shorter journeys, or as part of a longer journey'.

2.3 To aid local areas interested in increasing cycling and walking, technical guidance has been published by the Department for Transport on the preparation of Local Cycling and Walking Infrastructure Plans (LCWIPs).

2.4 LCWIPs provide a new, strategic approach to identifying cycling and walking improvements enabling a long-term approach to developing local cycling and walking networks, ideally over a 10-year period.

2.5 While the preparation of LCWIPs is non-mandatory, Local Authority's that have a plan will be well placed to make the case for future investment. In response FHDC committed itself to producing a LCWIP.

Kent Local Transport Plan 4 (2016-2031)

2.6 The Local Transport Plan – Delivering Growth Without Gridlock 2016-2031 – identifies the transport priorities for Kent through appropriate strategies, policies and action plans. The LTP specifically seeks to deliver a safer road, footway and cycleway network to reduce the likelihood of casualties, to deliver schemes that reduce the environmental footprint of transport, and to provide and promote active travel choices for all members of the community to encourage good health and wellbeing, and implement measures to improve local air quality.

2.7 The LTP aims to make active travel – which means walking or cycling as a means of transport rather than for leisure purposes – an attractive and realistic choice for short journeys. It can benefit health and wellbeing by incorporating physical activity into everyday routine as well as reduce the number of vehicles on the road and improve air quality.

2.8 KCC manages a network of 7,000km of public rights of way. People use this network to access the countryside, as a means to enjoy beautiful landscapes, to improve their health and wellbeing, and to support the rural economy. Much of the network still fulfils the purpose from which it evolved: providing motor-vehicle free access to schools, public transport hubs and local amenities. It has been demonstrated that walking, cycling and access to green spaces improves overall health – including lowering blood pressure, reducing stress, and improving mental health. Further, the attraction of these routes draws visitors to Kent, and countryside recreational activities benefit the local economy, which in turn supports essential services in rural areas.

Integration with Land Use Policy

2.9 The National Planning Policy Framework (NPPF) sets out how the planning system should help deliver sustainable development, and includes a set of core land-use planning principles which underpin plan-making and planning decisions. The Framework is supported by planning practice guidance issued by the Department for Communities and Local Government.

2.10 Within the updated NPPF there is now a 'presumption in favour of sustainable development and 'sustainable' is being defined predominantly in a social context which adapts the Brundtland definition to state 'by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations'.

2.11 Policy on assessing the transport impact of proposals (now at paragraphs 108-110) has been amended to refer to highway safety as well as capacity and congestion in order to make it clear that designs should prioritise pedestrian and cycle movements, followed by access to high quality public transport (so far as possible) as well as to reflect the importance of creating well-designed places.

2.12 Where Neighbourhood Plans are being prepared at the same time as the LCWIP, the parish or town council, or neighbourhood forum will also be encouraged to engage positively with the LCWIP process.

2.13 The benefits of incorporating LCWIPs into local planning policy are to:

- ensure that appropriate consideration is given to cycling and walking in all local planning and transport decisions, and identify potential policy conflicts
- add to the evidence base which can be used to support a Local Plan, Neighbourhood Plan or Local Transport Plan
- enable the consideration and adoption of wider policy levers to encourage more walking and cycling
- enable authorities to seek appropriate contributions to the provision of walking and cycling infrastructure when drawing up the Regulation 123 list for the Community Infrastructure Levy; through planning agreements in the form of Section 106 obligations; and when Section 278 highway agreements are made
- identify places where new strategic cycling or walking routes can be delivered by a new development, and ensure the protection of alignments for future planned cycling and walking routes

The Local Development plan

2.14 The District Council is currently progressing two local plan reviews through preparation of the Places and Policies Local Plan and the Core Strategy Review. The adopted Core Strategy (2013) is the overarching planning policy document and sets out the long term vision and strategic policies for the district. The Core Strategy makes provision from 2006 to the end of March 2031, to ensure a long-term framework is in place. It sets out economic, social and environmental aims for the district and the amount and type of development and strategic development locations for major developments.

Places and Policies Local Plan

2.15 The Places and Policies Local Plan has been prepared to provide for the level of growth identified in the 2013 Core Strategy and to set out more detailed development management policies to guide development proposals. The levels of development set out in this plan therefore do not go beyond those already established by the 2013 Core Strategy.

2.16 This plan identifies specific sites for the new homes and work spaces that the district need and how we want them built. The following two policies relate most closely to encouraging cycling and walking in the district.

- Policy T1 – Street Hierarchy and Site Layout – requires that all proposals for major development satisfactorily demonstrates that attention has been paid to street design in accordance with 6 defined criteria. Active travel routes are to be provided as a priority, both within developments and linking sites to other services, community facilities and transport hubs.

- Policy HW4 – Promoting Active Travel – seeks to ensure that development likely to give rise to increased travel demands will provide for sufficient integration and accessibility by walking and cycling through promoting and developing the cycling and walking network by requiring that development provides new cycle and walking routes that connect to existing networks, including the wider public rights of way network, to strengthen connections between settlements and the wider countryside; the protection and improvement of existing cycling and walking routes; the provision of safe and direct routes to encourage short distances trips between home and centres of attraction; and to secure contributions towards new cycle and walking routes in adopted strategic documents.

Core Strategy Review Local Plan

2.17 The emerging Core Strategy Review is a document that sets out the future development strategy for the district to 2037. The Core Strategy Review amends the adopted 2013 Core Strategy. Many policies have been kept largely unchanged from the 2013 plan, including policies for strategic sites at Folkestone Seafront, Shorncliffe Garrison and New Romney, which will guide remaining phases of development on these sites. However, the review contains proposals for a new garden settlement in the North Downs Area (known as Otterpool Park) and further development at Sellindge.

2.18 It is also important to identify future changes to transport and land use that may be completed within the timescale of the LCWIP. The most recently published housing need figure for Folkestone & Hythe district currently stands at 738 new homes a year. FHDC's Regulation 19 Plan outlines a housing requirement for 13,284 new homes over plan period (to 2036/37). Meeting this target over the plan period will be provided for by development in Core Strategy Review, Places and Policies Local Plan, existing planning permissions and small sites. The emerging Local Plans seek to ensure that walking and cycling are fully incorporated in any spatial planning policies for the district. For locations where a significant growth in population is expected additional nodes have been created to represent future journey origins, and likewise destination nodes for major proposed employment sites. This identify where there is likely to be a future requirement for the district's cycling network to penetrate. New developments will also offer significant opportunities to improve or increase the network of facilities for cyclists through the planning process.

2.19 No matter how sustainable this development is, it'll create vehicle trips. However, it is predominantly the unsustainable use of existing development that drives local congestion across the district. A comprehensive, high quality and well used walking and cycling network will support and enable the growth aspirations of the district and shall reduce total vehicle trips from existing areas of the district.

Existing active travel network

2.20 The basic walking network is provided by footways parallel to the road network. However in the rural areas this network can be fragmented. In the urban areas a number of public open spaces provide traffic free routes which are shared with cyclists. The larger urban centres of Folkestone and Hythe benefit from existing cycle infrastructure, however there are few clearly defined routes.

2.21 There is an existing signed cycle route between Folkestone and Hythe, but for some of its length the routing could be improved, and there is no official route linking the coastal towns further west. However, with the completion of sea defence work, first between Folkestone and Sandgate, and more recently between Hythe Ranges and St Mary's Bay, an ideal, largely traffic-free, route has come into existence for most of the way between Folkestone and Littlestone, albeit unofficially.

2.22 The existing cycle network does not encourage or support short local trips by bicycle, while cycle access to the railway stations within the District is limited, with only Folkestone having a clearly defined route from the south and west to serve both railway stations. It is recognised that Folkestone West is better served by existing signed routes than Folkestone Central.

2.23 Cycling levels in the District are around the mid-point for Kent, and the propensity to cycle within the District is reasonable, thus suggesting that it is possible that improved cycling facilities and encouragement of cycling will lead to a great uptake in the number of people cycling.

Recently implemented schemes

Harvey Grammar to Earl's Avenue cycle route

2.24 In spring 2018 Kent County Council delivered a new shared pedestrian/cycle route from the Harvey Grammar School through to Earl's Avenue including a toucan crossing point on Cheriton Road.

The proposed Cinque Ports Cycleway

2.25 Cycle Folkestone and Hythe prepared a study titled 'Draft study of the proposed Cinque Ports Cycleway' (January 2013) which investigates the potential for a cycle route to run the length of Folkestone & Hythe's coastline from Folkestone Harbour to Dungeness and then inland to Lydd. The conclusions drawn were that the route would be advantageous to residents, businesses and visitors, and could be implemented at a relatively low cost, and the route would pass within 2km of approximately 80,000 people, which represents 75% of the population of Folkestone & Hythe District.

2.26 The objective of the Cinque Ports Cycle Route is to link Folkestone seafront to Lydd ('Cinque Ports Cycleway'), and also provide links to National Cycle Route (NCR) 2 as well as local routes along the Royal Military Canal and Romney Marsh. Implementation of the Cinque Ports Cycleway will improve cycle links between smaller coastal towns and Folkestone.

2.27 The proposed cycle route will connect with the existing National Cycle Network at Folkestone, Hythe and Lydd, as well as with the proposed Military Canal path and routes inland to Ashford and the Elham Valley. The coastal path, together with the National Route 2, and the quiet lanes of the Marsh, would allow cyclists to make a variety of circular tours, which are more popular with leisure cyclists than 'out and back' trips.

Proposed 20mph zone for Hythe

2.28 Kent County Council (KCC) working in conjunction with Hythe Town Council has progressed design and consultation on a proposed 20mph zone in Hythe. A quotation prepared by KCC identifies that the total cost for the Traffic Regulation Order, signs & Lines is £6,652.12. Once funding has been secured the scheme shall be implemented.

2.29 The Hythe 20mph zone is shown in Figure 2.1. Geographically, the zone is centred on Park Road that incorporates the area to the south of the Royal Military Canal. The planned 20mph zone coincides with routes E, K, L and M that have been assessed to inform the LCWIP (see later section), and design recommendations for the referenced routes is to introduce a 20 mph speed limit to improve safety for cyclists.

Figure 2.1. Proposed 20mph scheme in Hythe

2.30 The 20mph zone should result in a lowering of vehicle speeds, thereby bringing about safer conditions for cycling for critical east-west connections between the heart of a residential area and South Road Recreation Ground via Napier Gardens and Tower Gardens. The blanket coverage of the Hythe 20mph zone across the residential area to the south of the Royal Military Canal incorporates Cinque Ports Avenue at its western extent, from which direct access is provided to Hythe Bay Church of England Primary School. This intervention has the potential to encourage greater levels of cycling amongst primary school age children.

Radnor Park cycleway

2.31 Cycle Shepway has made a request to FHDC to make the path around Radnor Park a shared cycling and walking path. This facility would link up with the route from Harvey Grammar School through Three Hills and make a traffic free (or low traffic) route to Folkestone Central railway station. The infrastructure required would be a dropped kerb at the entrance opposite Wilton Road and a parking restriction across this entrance, as well as the addition of signage and markings on the path itself, as appropriate. The District Council is currently seeking detailed design and costing information from KCC. It is hoped the scheme will proceed to implementation during the 2020 calendar year.

Existing travel patterns

Identifying barriers to movement

2.32 Barriers to movement were identified to understand how they may impact on potential cycle movements. The existing cycling network is strongly influenced by several constraints and barriers both natural and man-made. These include:

- Inconsistency and quality of route
- Attractiveness and directness of route
- Perceived safety either through high traffic volumes and the sharing of routes
- Dominance of traffic especially through high volumes in the urban area
- Crossings of major roads and railway
- Lack of priority over other road users in key locations
- Lack of continuity in the rural areas

2.33 When combined, these barriers partially segment the urban centres.

Active Travel

2.34 In a report by the Department for Transport, Walking and Cycling Statistics: England 2018; it reported that Folkestone & Hythe has currently around 74.5% of adults walking at least once a week, which is marginally higher than the county average of 71.5%. Some 17.3% of adults reported to cycle at least once a week, which is above the county average of 11.1%.

Travel to work

2.35 Purely in terms of travel to work, most short journeys are still made by car. The South East is slightly higher at 71% than the national average of 67%. These car trips contribute to congestion on the roads, poor air quality and contribute to poor health caused by inactivity.

Travel to primary schools

2.36 Data presented below is the modal split for Primary schools across Folkestone & Hythe District and the Kent-wide trend. It is encouraging to see that 60% of journeys to/from primary school are non-car borne, although there has been a reduction in the percentage of journeys undertaken by walking from a high of 45.8% in 2015.

reported modal share for primary schools in Folkestone and Hythe

mode	2013	2014	2015	2016	2017	2018
bus (all types)	1.2 %	1.9 %	2.2 %			
car share	8.8 %	6.4 %	5.2 %	3.1 %	3.1 %	0.0 %
cycle	5.4 %	4.5 %	4.9 %	2.9 %	3.5 %	8.6 %
walk	37.7 %	39.9 %	45.8 %	43.0 %	38.2 %	37.1 %
school bus				0.0 %	0.0 %	0.0 %
other	1.3 %	3.0 %	0.3 %	0.3 %	0.2 %	0.0 %
rail	0.0 %	0.0 %	0.0 %	0.9 %	0.1 %	0.0 %
park & walk				12.4 %	7.9 %	4.8 %
scoot/skate				3.6 %	3.2 %	3.8 %
public bus				1.5 %	1.0 %	5.7 %
car (alone)	45.5 %	44.4 %	41.6 %	32.4 %	42.9 %	40.0 %
	8 surveys 2012 replies	*13 surveys 2262 replies*	*10 surveys 2185 replies*	*16 surveys 3443 replies*	*8 surveys 1546 replies*	*1 survey 105 replies*

2.37 Looking at the Kent-wide statistics, it is evident that a higher percentage of primary school children across Folkestone & Hythe District travel to/from school by car (alone) that the county trend.

reported modal share for primary schools in all districts

mode	2013	2014	2015	2016	2017	2018
bus (all types)	1.5 %	2.4 %	1.5 %			
car share	3.6 %	4.4 %	4.0 %	3.4 %	4.4 %	2.7 %
cycle	3.2 %	3.2 %	3.3 %	2.6 %	2.8 %	3.0 %
walk	48.3 %	46.8 %	48.7 %	40.6 %	38.9 %	43.3 %
school bus				0.5 %	0.3 %	0.5 %
other	1.3 %	1.1 %	1.5 %	0.3 %	0.3 %	0.4 %
rail	0.1 %	0.1 %	0.1 %	0.2 %	0.1 %	0.2 %
park & walk				12.4 %	14.7 %	12.9 %
scoot/skate				4.1 %	4.0 %	5.0 %
public bus				1.0 %	1.0 %	1.4 %
car (alone)	42.1 %	42.0 %	40.9 %	34.8 %	33.5 %	30.8 %
	83 surveys 20243 replies	*173 surveys 43140 replies*	*160 surveys 42998 replies*	*184 surveys 45433 replies*	*93 surveys 24433 replies*	*77 surveys 23089 replies*

Public Transport

2.38 Cycling and walking in Folkestone and Hythe urban centres should be an attractive option for the first and last mile of a person's longer journey. Folkestone is served by two railway stations that connect to the High Speed 1 network (via a change at Ashford International), as well as an extensive bus network and a growing cycle hire offer via Click2cycle[2], which is a bike-hire company connecting Folkestone, Sandgate and Hythe.

2.39 Data sourced from the Office of Rail and Road website[3] for 2017/18 records that entries and exits at Folkestone Central railway station totalled 1,092,140, an increase of 70,000 on 1,021,036 2016/17 figures, representing a circa 7% annual increase. A similar upward trend was observed at Folkestone West, where entries and exits in 2017/18 totalled 601,432 compared with 552,692 in 2016/17, which represents an 8.8% annual increase.

Cycling Route Map

2.40 The main promotional tool in Folkestone & Hythe to support cycling is a Cycle Route Map, launched in October 2019. This has been developed by Visit Kent with the help of many partners, and is regularly reviewed and updated when new routes are built. This is accessible in paper form for many outlets in the town centre and also online through the Visit Kent Website (www.visitkent.co.uk). There is also the Kent Connected webpage which gives personalised travel planning options (www.kentconnected.org).

[2] https://www.click2cycle.com/
[3] https://dataportal.orr.gov.uk/

3. NETWORK PLANNING FOR CYCLING (STAGE 3)

3.1 The purpose of this section of the LCWIP is to identify origin and destination points and cycle flows and to convert flows into a network of routes and determine the type of improvements required.

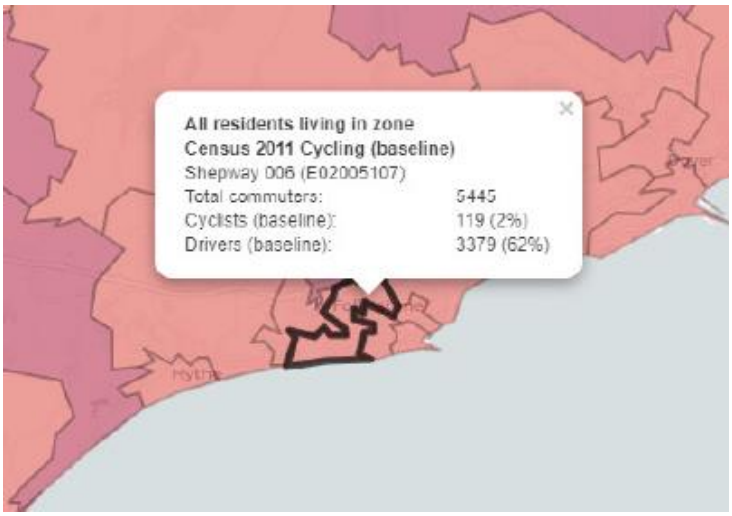
The Propensity to Cycle Tool (PCT)

3.2 The Propensity to Cycle Tool (PCT) helps to provide an evidence base for planning for cycling by looking at where the current demand on the cycle network is, and where the predicted demand is, based on different scenarios. The aim of the PCT is not to predict exactly where people are currently cycling, rather to prioritise where to put new infrastructure. The data extract from the PCT confirms that the baseline position in Folkestone is that 2% of commuting journeys are by bicycle.

Modelling Baseline Propensity to Cycle

3.3 The different scenarios were generated first by looking at the current proportion of commuters who cycle to work, based on origin/destination data from the 2011 Census and modelling cycling commuting as a function of route distance and route hilliness. Equations were used to model the fastest route distance and route gradient, which also included the non-linear impact of distance on the likelihood of cycling and to capture the fact that the impact on trip distance varies according to the level of hilliness.

Figure 3.1. The Propensity to Cycle Tool (PCT) output for Folkestone



3.4 Distance and hilliness were identified as the two-main characteristics to predict the probability of a cycling trip. When measuring distance and hilliness, the PCT focuses on the 'fastest' routes presented by CycleStreets. The aim of PCT is not to predict exactly where people are currently cycling but where to prioritise new infrastructure, and therefore the fastest routes are prioritised as these routes often involve sharing with motor traffic on busy roads. Fast Routes should be considered as the first choice for creating cycling routes as this will help encourage cycling in under-represented groups such as women and older people. They are also likely to achieve cycling potential, as direct routes minimise unnecessary distance decay.

Geographical Extent

3.5 Having identified a preferred PCT scenario, the PCT enables users to review future cycle flow data to better understand cycle movements and which areas of the network are likely to be

most popular. The PCT enables the flow assessments to be assigned to different route alignments depending on the number of routes shown and the preferred flow scenario. The flows can be modelled on four different scenarios: number of cyclists, increase in cyclists, reduction in deaths, and CO2 reductions.

3.6 The Cycling Flow data can then be displayed in five different formats: Straight Lines, Fast Routes, Fast & Quieter Routes, Route Network (MSOA) and Route Network (LSOA) each of which is shown in the following pages. Within each scenario, it is possible to further refine the networks based on the number of routes shown/ proportion of network shown.

3.7 The outputs of the Cycling Flow data presented in each of the five different formats are presented herein.

Scenario 1: Straight Lines

3.8 The Straight Line outputs presents the most popular routes based on the original OD reference points. The figures are useful at a city level to display flow distribution however the Straight Lines do not show actual cycleable routes. The below figure displays the top 100 routes based on cycle flows, it is possible to display between 1 - 200 cycle routes.

Figure 3.2. Straight line outputs

Scenario 2: Fast Routes

3.9 This scenario translates the Straight Lines into the fastest legally cycleable routes using Cyclestreets' Journey Planner.

Figure 3.3. Fast Routes outputs

Scenario 3: Fast & Quieter Routes

3.10 This scenario develops upon Scenario 2 by presenting alternative Quieter alignments to the Fast Routes (where available). It is worth noting that Quieter alternatives are not always available and therefore not shown on plans. All Quiet alternatives should be verified to ensure that the routes are genuinely 'quiet'.

Figure 3.4. Fast & Quieter Routes output

Scenario 4: Route Network MSOA

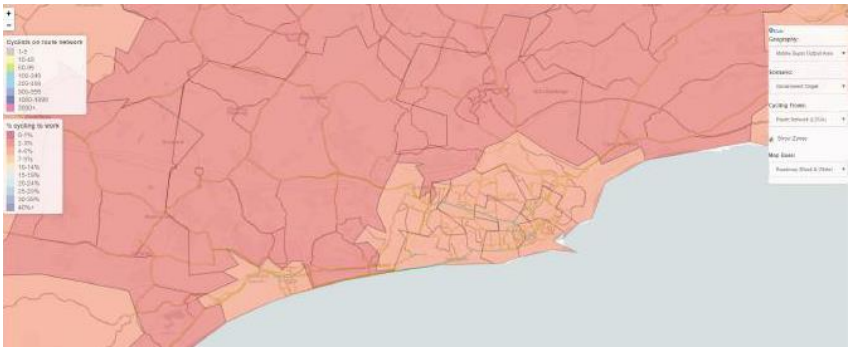
3.11 This scenario consolidates all cycle flows into a single preferred network based on the fastest cycleable routes. The line widths are proportioned to display the relative number of cyclists using the quickest links. These routes are prioritised on the basis that they are the most direct routes and therefore most likely to achieve future cycling potential.

Figure 3.5. Route Network MSOA output

Scenario 5: Route Network LSOA

3.12 The LSOA network provides more detail and a more perspective on forecasted cycle flows compared to the MSOA. LSOAs are typically a quarter the size of MSOAs and therefore provide greater accuracy when forecasting cycle flows.

Figure 3.6. Route Network LSOA output



Geographical scope

3.13 The PCT analysis equipped the Council in understanding and defining which areas of the walking and cycling network are likely to be most popular to attract growing usage in future.

3.14 Figure 3.7 shows the spatial distribution of sites to be allocated for residential use in accordance with extant or emerging local plan documents. The Core Strategy (2013) allocated two strategic sites around the urban centre of Folkestone at Folkestone Seafront (policy SS6 refer) and Shorncliffe Garrison (policy SS7 refers) respectively. The extent of the two strategic sites are plotted on Figure 3.7. Planning permission has been granted for both residential-led schemes, although there has only been completions and occupations at Shorncliffe Garrison to date.

Figure 3.7. Distribution of future growth across Folkestone and Hythe urban centres with the cycle network as an overlay

3.15 There are a number of sites allocations within the emerging Places and Policies Local Plan across the two urban centres of Folkestone and Hythe, as marked as 'residential allocations' and coloured light orange on Figure 3.7. The figure also highlights locations of education establishments, transport hubs (to include rail stations) and the defined town centre boundaries of the two urban centres.

3.16 The WRAT and RST assessed routes are overlain on Figure 3.7, and there's good correlation between the geographic spread of the assessed routes and those site allocations on which future planned growth will take place.

Origin and destination information

3.17 All trips have an origin and a destination. The DfT guidance states that LCWIPs should be evidence-led. It adds that identifying demand for a planned network should start by mapping the main origin and destination points across the geographical area to be covered by the LCWIP. A variety of major trip attractors within Folkestone and Hythe urban centres have been identified through assessment of relevant data. These strategic locations attract a significant number of trips, and as such they could have the potential to attract a sizeable number of future cycling trips. The DfT guidance identifies that it may be appropriate to include only the most significant trip generators.

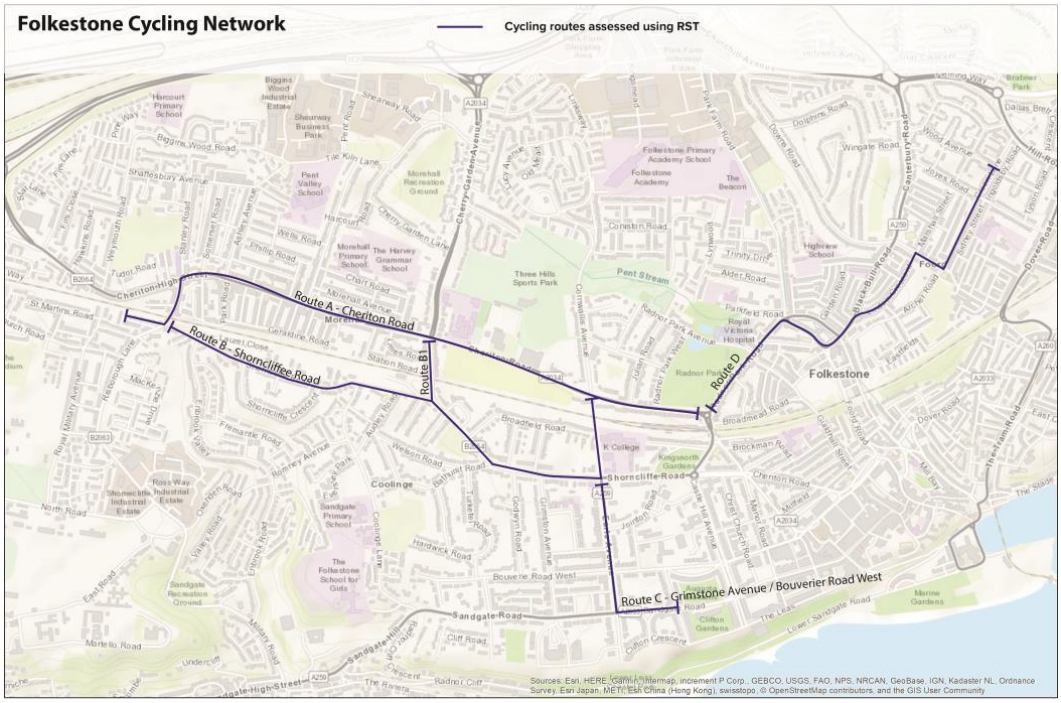
3.18 Figures 3.8 and 3.9 show the spatial coverage of the cycling routes assessed for Folkestone and Hythe respectively.

Folkestone cycling routes

3.19 A summary description of the routes that were assessed as part of the RST comprising 5 routes across Folkestone is provided below:

- Route A - Cheriton Road, Cheriton High Street, Risborough Lane, Heritage Road - This route provides an east-west route for cyclists and consists of seven sections of varying characteristics. It is an important route, with links to schools, Cheriton High Street and residential streets. This route currently has minimal provision for cyclists, with a short section of shared use path between Morrisons supermarket and Cornwallis Avenue.
- Route B - Risborough Way, Shorncliffe Road - This route provides cyclists with a quieter east-west alternative to route A, with this route mainly consisting of residential roads.
- Route B1 - Beachborough Road: This route is a short north-south link between Cheriton Road and Risborough Lane, providing a link to Folkestone West station.
- Route C - Grimston Avenue, Bouverie Road West: Route C takes cyclists through quiet residential roads, connecting cycle routes in the north to retail facilities in the east.
- Route D - Radnor Park Road, Black Bull Road, Linden Crescent, Canterbury Road, Green Lane: Route D provides cyclists with a route from Radnor Park to the north of the study area. This route provides an important link for cyclists, connecting residential roads with Radnor Park and Castle Hill community primary school. There are currently no facilities provided for cyclists, making this route an unattractive option for less confident cyclists.

Figure 3.8. Folkestone Cycling Network



Hythe cycling routes

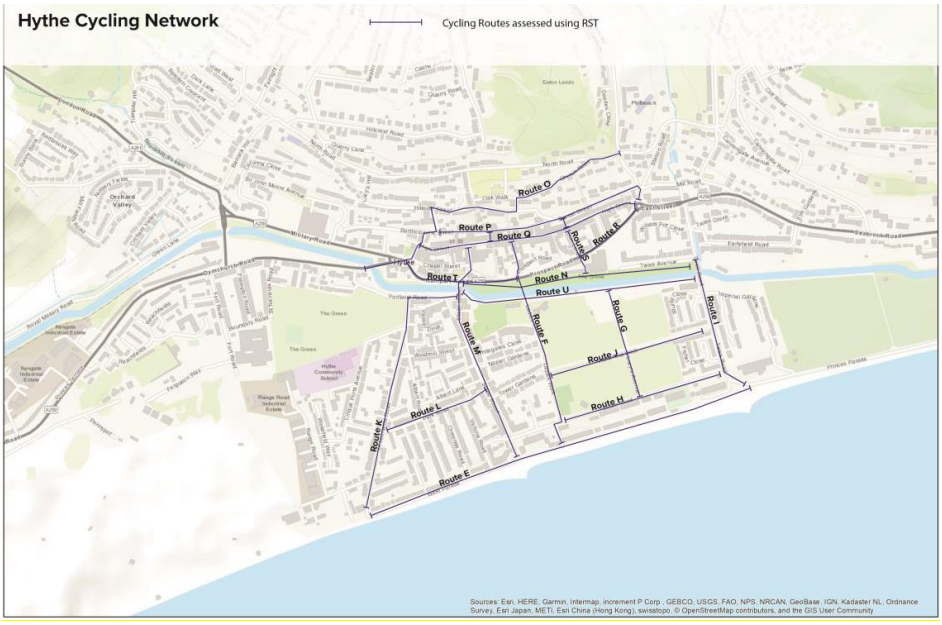
3.20 A summary description of the routes that were assessed as part of the RST comprising 17 routes across Hythe is provided below:

- Route E - West Parade, Marine Parade: Route E provides a west to east route along the beach front that is partially segregated from motor traffic. All sections of this route have scored highly throughout, except for the first section, which scored slightly less as cyclists are required to cycle on the carriageway.
- Route F - Moyle Tower Road, South Road, Ladies Walk, Prospect Road, Marine Walk Street: This route takes cyclists from the High Street in the north of the study area to Marine Parade in the south. This route is made up of four sections, three of which are residential roads, with the final and largest section being off-road.
- Route G - Lucy's Walk: This route provides a north-south cycle connection between the Royal Military Canal and South Street. It has scored highly and provides cyclists with a good recreational route through the park.
- Route H - South Road: This is a relatively short east-west route, providing a link between route I on Twiss Road and route F on Ladies Walk. It also connects cyclists with Hythe Pavilion and Hythe Pool. The route is along a residential road and there are no cycle facilities provided. However, traffic volumes are typically very low.
- Route I - Twiss Road, Princes Parade: Route I provides a north-south route for cyclists travelling between the Royal Military Canal and Princes Parade. Crossing facilities for both pedestrians and cyclists are limited along this route, with there being no crossing facilities for cyclists wanting to join Princess Parade when travelling south down Twiss Road. There is also an issue with on-street parking, which reduces the visibility for cyclists looking to join the route when travelling from the west.
- Route J - Wakefield Walk: Route J is a short east-west route that provides cyclists with an off-road alternative to South Road. This route takes cyclist along Wakefield Walk and could provide a recreational route for cyclists.
- Route K - St Leonards Road, Portland Road: This route provides cyclists with a quiet link connecting them from the seafront to routes along the Royal Military Canal. Due to the street typology there is a lot of on-street parking which sometimes restricts cyclists' views of vehicles turning out of side road junctions. However, this route still scored highly overall due to the low motor traffic volumes and directness of the route.
- Route L: Park Road - This route provides a short link along a residential road, connecting cyclists travelling between St Leonards Road and Stade Street. This provides a quiet route for cyclists to use, however, on-street parking has again been raised as an issue for restricting cyclists' vision of vehicles turning out of side road junctions.
- Route M - Stade Street and Bank Street - This provides cyclists with a north-south link connecting the High Street and the seafront. Two sections of this route follow residential roads that have low traffic volumes, with a very short section which takes cyclists off-road. This route scored well for connectivity and directness, however, comfort scored poorly due to the lack of cycling facilities.
- Route N - Royal Military Canal footpath: This route provides a cyclist with a route along the southern bank of the Royal Military Canal. This route provides links to cycle routes connecting the seafront in the south, as well as the Hythe bowling club, and the cricket and squash club. The quiet nature of this route makes it a good recreational cycle route.
- Route O - Dymchurch Road, Malthouse Hill, Bartholomew Street, Upper Malthouse Hill, Hillside Street, Church Road, North Road: Route O provides a route from the

west of the study area to the north and consists of six sections, the first section of this route is a connector road, with the remaining sections all being residential roads. This route may be seen as unattractive by cyclists due to the steep gradients and narrow carriageways throughout.

- Route P - Bartholomew Street, Dental Street: This route provides cyclists an alternative to the High Street, connecting from Malthouse Hill in the west to Station Road in the east. It has low traffic volumes throughout, however the carriageway width is narrow with limited street lighting provided.
- Route Q - High Street: Route Q takes cyclists through Hythe High Street, with many links along this route to other cycle routes. Vehicle access is restricted through the High Street between 11am-3pm, improving conditions and reducing conflict for cyclists between this time.
- Route R - Prospect Road, Station Road: Route R is a short north-south route linking cyclists travelling between Dental Street and Sun Lane. There are currently no cycling facilities provided along this route, with cyclists having to travel on the carriageway, mixing with high levels of motor traffic and also having to cross a busy roundabout. This route provides cyclists with links to the High Street as well as the large Waitrose store.
- Route S - Sun Lane: Route S is a very short route (0.12km), providing cyclists with a link between Prospect Road and the High Street. There is no through access for vehicles on this route, meaning there is minimal conflict for cyclists who choose to use it.
- Route T - Prospect Road (A259): Route T provides a direct east-west route along the A259 (Prospect Road) parallel to the High Street and the Royal Military Canal. There are no cycle facilities on this road with pedestrians travelling on the carriageway and mixing with high levels of traffic.
- Route U - Royal Military Canal Path: Route U is an off-road shared use path that runs along the northern bank of the Royal Military Canal, connecting cyclists travelling from Stade Street to Twiss Road. This route is a good recreational cycle route as there is no motor traffic and a wide footway throughout.

Figure 3.9. Hythe Cycling Network



Route selection

3.21 Converting desire lines into routes for inclusion in LCWIPs is an iterative process, and is one of the most important elements of the LCWIP process.

3.22 In most cases, there will be a clear preferred cycle route, which is usually the most direct. However, in some cases there may be more than one potential route between origin and destination points or a reason why the most direct route is not suitable for cycling.

3.23 There will always be conflicting demands when it comes to selecting routes. As such, it is important that the needs of all users are considered when selecting routes, and that the wider transport priorities for specific roads, junctions and spaces are understood in unison. Both the wider opportunities and challenges of selecting particular routes should also be considered, with important direct routes only being replaced with an alternative route in exceptional circumstances.

Route Selection Tool (RST) results

3.24 Folkestone & Hythe District Council commissioned Mott MacDonald to support the development of its Local Cycling and Walking Infrastructure Plan (LCWIP), specifically stages looking at the identification of walking and cycling networks, assessment of existing conditions and the identification of improvements. Work undertaken by Mott MacDonald involved completion of the following tasks:

- Route Selection Tool (RST) surveys of existing cycling conditions;
- Produce summary tables of RST surveys;
- Identify high-level design recommendations for RST routes; and
- Summarise initial design recommendations.

3.25 Table 3.1 provides the RST score summaries for the routes that were surveyed. The target is to score at least a 3 within each category. Some routes are not achieving this, but future feasibility work may alter this score and ranking.

3.26 Table 3.2 presents design recommendations for cycle route improvements and associated estimated costs. The starting point has been to propose segregated cycle facilities where possible, subject to further feasibility study, design, road safety audit and public consultation. However, shared use has been considered where constraints limit or prevent other provision or there is an existing shared facility, particularly where this has been recently implemented. The recommendations for Hythe is more focussed on residential streets, meaning lighter touch measures are proposed/required.

3.27 It is acknowledged that the design recommendations presented in Table 3.2 should have been further reviewed and refined to be put forward as proposals in the LCWIP rather than recommendations. However, at this stage they must remain as recommendations on the basis that they haven't been confirmed or formally agreed by KCC. Work to review the recommendations in order to formulate a number of proposals shall be undertaken in conjunction with KCC in 2020.

Table 3.1. RST score summaries

	Directness		Gradient		Safety		Connectivity		Comfort		Ranking (1 is priority)
Route No.	**Existing**	**Proposed**	**Existing**	**Proposed**	**Existing**	**Proposed**	**Existing**	**Proposed**	**Existing**	**Proposed**	
Folkestone routes											
A	5.00	5.00	4.76	4.76	1.24	3.88	3.90	3.90	0.48	2.70	1
B	5.00	5.00	4.86	4.87	2.14	3.87	4.08	4.08	0.58	1.50	2
B1	5.00	5.00	5.00	5.00	2.00	3.00	5.00	5.00	0.00	0.00	4
C	5.00	5.00	5.00	5.00	3.00	4.00	5.00	5.00	5.00	5.00	5
D	5.00	5.00	4.75	4.75	2.63	3.01	4.49	4.49	1.01	2.12	3
Hythe routes											
E	5.00	5.00	5.00	5.00	4.20	4.60	3.20	3.20	4.40	4.40	11
F	5.00	5.00	5.00	5.00	3.00	4.00	4.55	4.55	4.36	4.36	11
G	5.00	5.00	5.00	5.00	3.00	4.00	5.00	5.00	1.00	4.00	2
H	5.00	5.00	5.00	5.00	3.00	4.00	5.00	5.00	5.00	5.00	11
I	5.00	5.00	5.00	5.00	3.00	4.00	5.00	5.00	0.00	0.00	11
J	5.00	5.00	5.00	5.00	3.00	4.00	5.00	5.00	3.00	4.00	11
K	5.00	5.00	5.00	5.00	3.00	4.00	5.00	5.00	5.00	5.00	11
L	5.00	5.00	5.00	5.00	3.00	4.00	5.00	5.00	5.00	5.00	11
M	5.00	5.00	5.00	5.00	2.96	3.89	4.63	4.63	0.70	0.70	10
N	5.00	5.00	5.00	5.00	2.00	3.00	5.00	5.00	4.00	5.00	9
O	5.00	5.00	3.59	3.59	1.73	3.46	3.60	3.60	4.47	4.47	1
P	5.00	5.00	0.00	0.00	2.00	4.00	5.00	5.00	5.00	5.00	3
Q	5.00	5.00	2.19	2.19	3.00	4.00	5.00	5.00	5.00	5.00	6
R	5.00	5.00	4.46	4.46	2.00	2.27	5.00	5.00	0.00	0.81	5
S	5.00	5.00	5.00	5.00	3.00	4.00	5.00	5.00	4.08	4.08	7
T	5.00	5.00	2.67	2.67	2.00	2.67	5.00	5.00	0.00	2.67	4
U	5.00	5.00	5.00	5.00	3.00	4.00	5.00	5.00	4.00	4.00	7

Table 3.2. Design recommendations for cycle route improvements and associated estimated costs

Route	Design recommendations	Cost estimate (2014 prices, need to add indexation)	Assumptions	Delivery timescale	Challenges
Route A - Cheriton Road, Cheriton High Street, Risborough Land, Heritage Road (Folkestone)	Roundabout at the eastern end of this route tightened and realigned with the existing footway widened to create a new shared use facility.	£250,000			Loss of highway capacity
	Guardrail rationalised.	£20,000			Pedestrian safety
	Reduce the width of the carriageway on Cheriton Road and remove the central reservation. With the extra width available, a fully segregated bi-directional cycle track could be installed on the northern side of the carriageway. This would extend to the existing shared use facility at Cornwallis Avenue with a new tiger crossing installed to provide cyclists with a safe point to cross. (*circa 450 metres*)	£440,000 to £600,000			Loss of on-street parking capacity (owing to lack of plot parking)
	Widen the southern footway between Morrisons and the junction with Cheriton Road and Cherry Garden Avenue, so the existing shared use facilities can be extended (*circa 400 metres)*	£200,000			Absence of formal cycle crossing at junction of Cheriton Road/Cherry Garden Avenue
	Tighten this junction with all footways widened and converted to shared use and crossings upgraded to toucans.	£400,000			

	Reduce the carriageway width between Cherry Garden Avenue and Coombe Road and remove the central reservation, with a fully segregated bi-directional cycle track to be installed on the northern side of the carriageway (*circa 250 metres*) Where cyclists would be required to re-join the carriageway, it is recommended that a new crossing facility be installed so cyclists traveling westbound can safely cross the road and continue their journey. It would also be recommended that the speed limit for the remainder of the route be reduced to 20mph to improve the safety of cyclists traveling along the carriageway. The junction with Risborough Lane be tightened and footways extended with all crossing facilities upgraded and ASLs/ early release signals installed. Wayfinding to be installed throughout route	£500,000 £100,000 £400,000 £20,000 Minimum total cost for route: £1,930,000	Assumes no stat diversions		Loss of highway capacity approaching key signalised junction Loss of on-street parking capacity (owing to lack of plot parking) KCC have brought in new criteria to be met for a speed limit to be reduced to 20 mph – unsure of implications

Route B - Risborough Way, Shorncliffe Road (Folkestone)	Reduce the speed limit on Risborough Way and Shorncliffe Road until the junction with Beachborough Road to 20mph (low cost as simply the cost of the TRO)	£10,000			KCC have brought in new criteria to be met for a speed limit to be reduced to 20 mph – unsure of implications. Would 20mph limit be self-enforcing?
	Reduction/ removal of car parking on the northern side of the carriageway	£15,000	Only restrict parking at western end. Moving east there is more on-plot parking, or there's sufficient road width for cyclists to pass parked cars		Loss of on-street parking capacity (owing to lack of plot parking). Would this simply displace parking to southern kerbside?
	Install traffic calming measures - Horizontal deflection may be better for cyclists, providing it doesn't create pinch points of force cyclists into traffic. Humps and raised tables at crossings can be considered but should be sinusoidal as they have less impact on cycling comfort for cyclists	£25,000	Will depend on type of measures to be promoted		
	Upgrade existing crossing facilities at the junction of Shorncliffe Road and Beachborough Road to accommodate cyclists.	£50,000	Any intervention will not have implications on cycle time		Removal of on-street parking capacity, which could be challenging to justify given level of parking demand.

	Existing cycle lanes on Shorncliffe Road upgraded and segregated from traffic where feasible. These cycle lanes would extend until Earls Avenue where a crossing should be installed (circa 750 metres) Install street lighting on off-road section (this is the north-south alleyway connection of circa 300 metres) Introduce side-road entry treatments Install wayfinding throughout route.	£500,000 £100,000 £150,000 £50,000 Minimum total cost for route: £900,000	It is assumed this intervention would require the introduction of a new kerbline to achieve a segregated route Assume 40 units based on 8 m spacing of low level bollards). Assume minimum electric connection costs		
Route B1 - Beachborough Road (Folkestone)	Design recommendations limited to 20mph speed limits, cycle logos along the carriageway and wayfinding.	£10,000 Minimum total cost for			

		route: £10,000			
Route C - Grimston Avenue, Bouverie Road West (Folkestone)	Reducing the speed limit on all roads to 20mph. Tightening of all side road junctions and junction treatment where feasible. Traffic calming to be installed near the junction with Earls Avenue, slowing approaching vehicles and allowing cyclists to cross the junction safely. Cycle logos to be installed on the carriageway. Wayfinding to be installed throughout.	£10,000 £75,000 £25,000 £2,000 £2,500 Minimum total cost for route: £114,500			
Route D - Radnor Park Road, Black Bull Road, Linden Crescent, Canterbury Road, Green Lane (Folkestone)	Installing a shared use facility on the western side of Radnor Park Road, extending to the existing zebra crossing located south of Bournemouth Road. Upgrade the existing crossing to a tiger crossing	See associated scheme to be brought forward by FHDC £5,000 £50,000	Proposal to upgrade route internal to Radnor Park into a cycle lane		

	Install southbound (uphill) cycle lane on Radnor Park Road, between Park Farm Road and Bournemouth Road (circa 200 metres) Improve junction layouts and consider the introduction of cycle contra-flow facilities on the one-way sections, potentially removing the current one-way system completely. Side road entry-treatments. Reduction in speed limit on residential streets to 20mph.	£100,000 Cost as per KCC quote Minimum total cost for route: £155,000	Assumed there's sufficient width on either the footway or carriageway FHDC is looking at the one-way system as part of a town centre project Assume £10,000 to £15,000 per treatment		
Route E - West Parade, Marine Parade (Hythe)	Speed limit on Western Parade be reduced to 20mph Cycle logos installed along the carriageway on Western Parade Wayfinding is installed throughout	Cost as per KCC quote £2,500 £10,000			

		Minimum total cost for route: £12,500			
Route F - Moyle Tower Road, South Road, Ladies Walk, Prospect Road, Marine Walk Street (Hythe)	Speed limits on all the residential roads throughout this route are reduced to 20mph. Street lighting be installed along Ladies Walk (360 metres) Wayfinding is installed throughout this route.	Cost as per KCC quote – potential future scheme £125,000 £10,000 Minimum total cost for route: £135,000	Assume 45 units based on 8 m spacing of low level bollards). Assume minimum electric connection costs		

Route G - Lucy's Walk (Hythe)	The existing footway be widened from 3m to a minimum of 3.5m, improving the comfort for both pedestrians and cyclists (320 metres) Street lighting is installed throughout (320 metres)	£70,000 £100,000 Minimum total cost for route: £170,000	Assume 40 units based on 8 m spacing of low level bollards). Assume minimum electric connection costs		
Route H - South Road (Hythe)	The current speed limit of South Road be reduced to 20mph Traffic calming be introduced on Twiss Road (this could be a raised table or similar at the junction) Crossing conditions be reviewed at the junction with Twiss Road	Cost as per KCC quote – potential future scheme £25,000 £1,500	The assumed cost only allows for a review, as the recommendation is to review the		

		Minimum total cost for route: £26,500	crossing conditions		
Route I - Twiss Road, Princes Parade (Hythe)	Parking restrictions be provided within 6m of all side road junctions to improve the visibility of cyclists trying to join the route. Restrict parking on the western side to improve the width available for cyclists travelling along this route. Reduce speed limit to 20mph to improve safety for cyclists. Existing crossing facilities and the layout of junction with Princes Parade to be reviewed	£3,000 £5,000 Cost as per KCC quote – potential future scheme £1,500 Minimum total cost for route: £9,500	The assumed cost only allows for a review		
Route J - Wakefield Walk	Widen the existing footway to a minimum of 3.5m (500 metres)	£150,000			Loss of landscaping would make the route feel more urbanised

	Installing street lighting along the entire extents of the route (500 metres) Installing wayfinding throughout	£200,000 £10,000 Minimum total cost for route: £360,000	Assume 62 units based on 8 m spacing of low level bollards). Assume minimum electric connection costs		Addition of lighting would make the area feel more urbanised
Route K - St Leonards Road, Portland Road	The speed limit for both St Leonards Road and Portland Road be reduced to 20mph to improve the safety for cyclists Parking restrictions to be introduced within 6m of all side road entry junctions to improve visibility for cyclists and motor vehicles Cycle logos be installed along the carriageway	Cost as per KCC quote £10,000 £2,500			

		Minimum total cost for route: £12,500			
Route L: Park Road	The speed limit be reduced to 20mph Parking be restricted within 6m of all side road junctions Wayfinding be provided throughout Cycle logos be installed on the carriageway	Cost as per KCC quote £10,000 £2,500 £1,000 Minimum total cost for route: £13,500			
Route M: Stade Street and Bank Street	The speed limit be reduced to 20mph throughout the route (550 metres) Cycle logos are installed on the carriageway along Stade Street to improve the awareness of drivers and safety for cyclists Surface improvements to the short section connecting Prospect Road with Bank Street Dropped kerb is installed to allow cyclists to re-join the carriageway Wayfinding is installed throughout this route	Cost as per KCC quote £1,500 £15,000 £2,000 £2,500			

		Minimum total cost for route: £21,000			
Route N - Royal Military Canal footpath	• Widening the existing footway to a minimum of 3.5m to improve comfort of both cyclists and pedestrians (675 metres) • Street lighting be installed along the entire length of this route. • Currently no facilities are provided for cyclists wanting to join Twiss Road travelling southbound. It is recommended that where this route meets Twiss Road the carriageway be raised to slow vehicles and improve the safety of cyclists crossing at this point.	£200,000 £250,000 £30,000 £2,500	Assume 84 units based on 8 m spacing of low level bollards). Assume minimum electric connection costs		Loss of landscaping would make the route feel more urbanised. Impact on a heritage asset Addition of lighting would make the area feel more urbanised Implications for surface water drainage

	• Wayfinding installed throughout this route.	Minimum total cost for route: £482,500			
Route O - Dymchurch Road, Malthouse Hill, Bartholomew Street, Upper Malthouse Hill, Hillside Street, Church Road, North Road	• Shared use path on the southern side of the carriageway be extended until the existing zebra crossing opposite the Red Lion pub (circa 85 metres) • Existing crossing facilities upgraded to accommodate cyclists – this is an upgrade of the zebra crossing on Dymchurch Road at junction with Malthouse Hill • Speed limit be reduced to 20mph • Street lighting installed throughout where feasible • Wayfinding to be installed	£100,000 £10,000 Cost as per KCC quote – potential future scheme £50,000 £2,500 Minimum total cost for route: £162,500			If shared facility is provided possible requirement to reinstate the bus stop within the 'live' carriageway Limited kerbside space to allow street lighting columns to be installed

Route P - Bartholomew Street, Dental Street	The speed limit for Bartholomew Street and Dental Street be reduced to 20mph. Parking be restricted within 6m of all side road junctions. Street lighting be installed where feasible to improve the safety level for cyclists travelling at night. Wayfinding be installed throughout the route.	Cost as per KCC quote – potential future scheme £5,000 £10,000 £2,500 Minimum total cost for route: £17,500			
Route Q - High Street	Allowing cyclists two-way access through the high street at all times. Reducing the speed limit to 20mph. Installation of cycle logos on the carriageway.	Cost as per KCC quote – potential future scheme			

	There is scope to raise the existing carriageway to footway level, creating a shared space for pedestrians and cyclists.	Minimum total cost for route:			
Route R - Prospect Road, Station Road	Tightening and realignment of existing roundabout. Advisory cycle lanes installed on roundabout and continue until junction with Dental Street. Speed limit on Station Road reduced to 20mph.	Minimum total cost for route:			
Route S - Sun Lane	The speed limit on Sun Lane is reduced to 20mph. Street lighting be installed along the northern end of Sun Lane. Wayfinding be installed.	Cost as per KCC quote – potential future scheme Minimum total cost for route:			

Route T - Prospect Road (A259)	The off-carriageway footway be widened to a minimum 3.5m. Junction with Stade Street and Rampart Street is tightened and the footway extended. The existing crossing facilities on Dymchurch Road is reviewed as previously mentioned. Wayfinding is installed throughout.	Minimum total cost for route:			
Route U - Royal Military Canal Path	Street lighting be installed to improve the safety for cyclists travelling at night. Wayfinding be installed throughout.	Minimum total cost for route:			

Summarise total cost

4 NETWORK PLANNING FOR WALKING (STAGE 4)

4.1 The purpose of this section of the LCWIP is to identify key trip generators, core walking zones and routes, audit existing provision and determine the type of improvements required.

4.2 As active transport modes, many of the benefits of cycling and walking are shared and very often improvements for one will affect the other as large parts of the two networks overlap. For example, pedestrians and cyclists are often in close proximity and may share routes and crossings.

4.3 Stage 4 including the following tasks:

- Undertake Walking Route Audit Tool (WRAT) surveys of existing walking conditions;
- Produce summary tables of WRAT surveys;
- Identify high-level design recommendations for WRAT routes; and
- Summarise initial design recommendations.

4.4 The main focus of the LCWIP is therefore to improve and in some cases extend the existing walking network in order to encourage people to make more short trips on foot.

4.5 With its good public transport connectivity, the Town Centre will be a continued focus for new business development.

Walking Route Audit Tool (WRAT)

4.6 The Walking Route Audit Tool (WRAT) provides a detailed analysis of existing pedestrian conditions using an on-site methodology. The primary function of the WRAT is to assess the current condition and suitability of a walking route. The WRAT is intended to be used during or following a site visit and provides a means of ensuring that all of the factors are considered.

4.7 The audits followed the LCWIP Walking Route Audit Tool (WRAT) which assesses the five core design outputs including, attractiveness comfort, directness, safety and coherence of a route using a red (0); amber (1); and green (2) scoring system. The target is to score at least 70%, some routes are not achieving this, but future feasibility work may alter this score and ranking.

4.8 Five core design outputs from the WRAT assessment are as follows:

- Attractiveness: The audits evaluated the attractiveness of the walking routes by assessing the maintenance of footways, the presence of littering, the condition of street furniture, evidence of vandalism, whether there is natural surveillance or isolated routes, the levels of traffic noise and pollution, the presence of lighting, the use of guardrails and bollards, as well as the use of temporary features.

- Comfort: Comfort was evaluated by looking at the condition of footways, the presence of crossovers resulting in uneven surface fretted or subsided pavement uneven patching or trenching, by estimating footway width and occasions of ‘give and take’, as well as looking at footway parking. The width on staggered crossing pedestrian islands and refuges and the gradient of slopes were evaluated. Temporary obstructions, barriers and gates restricting access, bus shelters restricting clearance width, and poorly drained footways were assessed.

- Directness: The directness of footway provision and their ability to cater for pedestrian desire lines was evaluated. The location of crossings in relation to desire lines was assessed. The audits also looked at whether or not there were any delays in using the crossings by looking at the gaps in traffic. The impact of controlled crossings, such as single phase pelican puffin or zebra crossings on journey time were assessed by looking at whether or not any delays were created. Green man time was also assessed to determine if pedestrians would benefit from extended green man time.

- Safety: Safety was assessed by looking at traffic volume and pedestrians' ability to keep distance from traffic. Traffic speed was also evaluated as well as visibility for all users.

- Coherence: For coherence, the audits looked at the provision of dropped kerbs and tactile paving.

The walking network that was audited

4.9 For each walking audit written comments and notes were taken as well as photos. Following each walking audit the loops were given preliminary scoring and a photo evidence document was created. The Core Walking Zones and adjoining routes considered for Folkestone and Hythe are shown in Figures 4.1 and 4.2 respectively.

Figure 4.1. Folkestone Walking Network

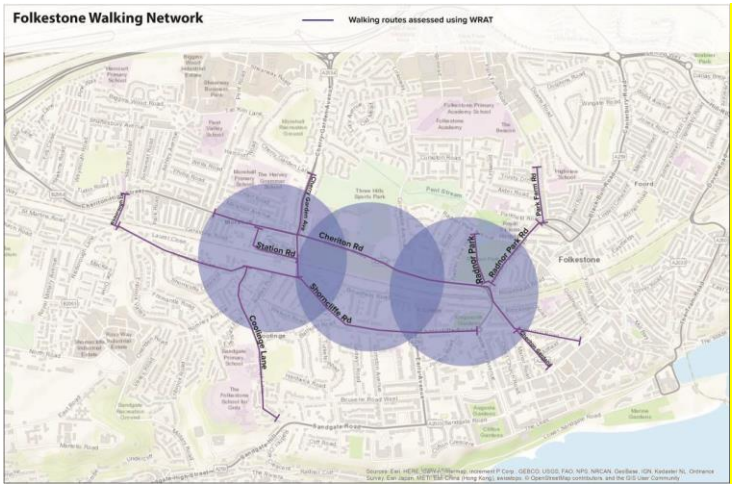
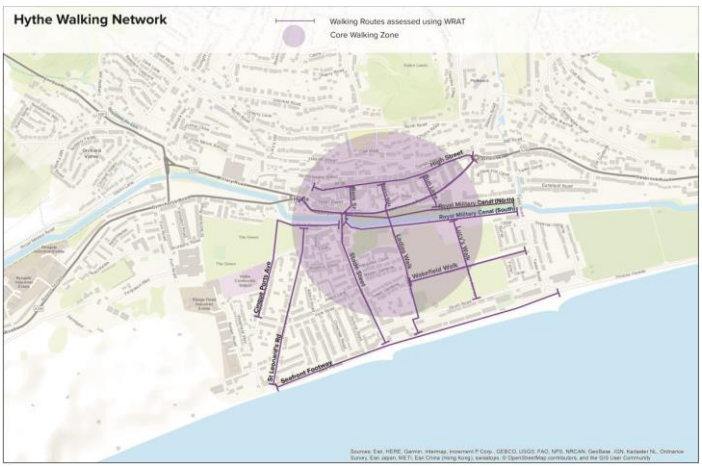


Figure 4.2. Hythe Walking Network



The WRAT results

4.10 The WRAT results were converted to percentages to enable comparison of the results over the whole study area. A key task involved creating summary tables to provide an overview of the walking routes and identify sections where projects would be implemented. The first summary table provides the final total scoring for each category (attractiveness, comfort, directness, safety, coherence) for each identified walking route/section as well as summarised written comments.

4.11 A table containing the full WRAT results is presented in table 4.1 and 4.2. A summarised commentary on the results is presented within this section of the report.

Table 4.1. WRAT scores for the Folkestone walking routes

Route ref.	Attractiveness	Comfort	Directness	Safety	Coherence	Total (score)	Total (%)	Ranking
Radnor Road 1W	6/8	7/12	4/12	3/6	1/2	21/40	53%	22
Radnor Road 2W	4/8	8/12	6/12	3/6	1/2	22/40	55%	20
Park Farm Road 1B	5/8	10/12	9/12	4/6	2/2	30/40	75%	6
Cheriton Road 1S	5/8	6/12	6/12	4/6	2/2	23/40	58%	16
Cheriton Road 2B	6/12	12/12	9/12	4/6	2/2	33/40	83%	2
Cheriton Road 3N	6/12	10/12	9/12	4/6	0/2	29/40	73%	8
Cherry Garden Avenue 1W	3/8	6/12	1/12	2/6	0/2	12/40	30%	33
Shorncliffe Road 1B	4/8	7/12	2/12	4/6	1/2	18/40	45%	27
Cheriton Road 5B	5/8	5/12	7/12	4/6	1/2	22/40	55%	20
Cheriton Gardens 1E	5/8	9/12	11/12	4/6	2/2	31/40	78%	4
Cheriton Gardens 1W	5/8	7/12	11/12	4/6	2/2	29/40	73%	8
Coolinge Lane 1W	4/8	2/12	8/12	3/6	2/2	19/40	48%	26
Coolinge Lane 1E	4/8	6/12	10/12	3/6	1/2	20/40	50%	23
Coolinge Lane 2E	4/8	7/12	10/12	3/6	2/2	26/40	65%	12
Coolinge Lane 4W	4/8	3/12	6/12	3/6	0/2	16/40	40%	29
Shorncliffe Road 2S	4/8	8/12	8/12	4/6	0/2	24/40	60%	14
Risborough Way 1B	4/8	8/12	12/12	4/6	1/2	31/40	73%	8
Risborough Lane 1B	4/8	5/12	4/12	3/6	0/2	16/40	40%	29
Cheriton Road 7B	7/8	6/12	5/12	4/6	1/2	23/40	58%	16
Station Road 1B	5/8	8/12	12/12	5/6	1/2	31/40	78%	4
Radnor Park Road 1E	4/8	5/12	4/12	3/6	1/2	17/40	43%	28
Radnor Park 1B	2/8	11/12	9/12	6/6	2/2	30/40	75%	6
Cheriton Road 1N	5/8	9/12	7/12	4/6	1/2	26/40	65%	12
Cheriton Road 3S	4/8	9/12	8/12	2/6	0/2	23/40	58%	16

Cherry Garden Avenue 1E	3/8	6/12	3/12	3/6	0/2	15/40	38%	32
Beachborough Way 1B	3/8	6/12	5/12	2/6	0/2	16/40	40%	29
Cheriton Road 4B	5/8	6/12	8/12	4/6	1/2	24/40	58%	16
Coolinge Lane 3B	7/8	11/12	11/12	4/6	2/2	35/40	88%	1
Coolinge Lane 4E	6/8	8/12	11/12	3/6	1/2	29/40	73%	8
Shorncliffe Road 2N	3/8	6/12	9/12	2/6	0/2	20/40	50%	23
Shorncliffe Road 3B	7/8	9/12	11/12	4/6	1/2	32/40	80%	3
Cheriton Road 6B	5/8	9/12	5/12	3/6	2/2	24/40	60%	14
Coolinge Lane 2W	4/8	3/12	8/12	3/6	2/2	20/40	50%	23

Table 4.2. WRAT scores for the Hythe walking routes

Route ref.	Attractiveness	Comfort	Directness	Safety	Coherence	Total (score)	Total (%)	Ranking
Portland Road 1N	6/8	11/12	8/12	3/6	1/2	29/40	73%	16
Lucy's Walk 1B	5/8	11/12	12/12	6/6	1/2	35/40	88%	6
Wakefield Walk 1B	6/8	12/12	12/12	6/6	2/2	38/40	95%	1
High Street 1B	7/8	9/12	9/12	5/6	1/2	31/40	78%	12
Hugh Street 2B	7/8	9/12	10/12	5/6	1/2	32/40	80%	10
High Street 3B	8/8	10/12	9/12	5/6	0/2	32/40	80%	10
The Green 1B	4/8	9/12	11/12	6/6	1/2	31/40	78%	12
Cinque Ports Avenue 1B	8/8	11/12	11/12	5/6	0/2	35/40	88%	6
St Leonards Road 2E	5/8	9/12	11/12	5/6	0/2	30/40	75%	15
St Leonards Road 1B	8/8	11/12	10/12	5/6	0/2	34/40	85%	8
A259 1N	5/8	7/12	6/12	3/6	0/2	21/40	53%	23
A259 1S	6/8	10/12	6/12	3/6	0/2	25/40	63%	20
A259 2N	7/8	11/12	7/12	1/6	0/2	26/40	65%	17
A259 3B	4/8	6/12	8/12	2/6	0/2	20/40	50%	24
Stade Street	5/8	9/12	7/12	3/6	0/2	24/40	60%	22
Ped link to Bank Street	6/8	11/12	9/12	3/6	2/2	31/40	78%	12
Bank Street 1B	4/8	8/12	9/12	5/6	0/2	26/40	65%	17
Prospect Road 1B	4/8	8/12	9/12	5/6	0/2	26/40	65%	17
Marine Walk St 1B	7/8	8/12	12/12	6/6	0/2	33/40	83%	8
Moyle Tower Road 1B	2/8	7/12	10/12	6/6	1/2	26/40	65%	17
Ladies Walk 1B	5/8	12/12	12/12	6/6	2/2	37/40	93%	2

Seafront footway 1B	6/8	11/12	12/12	6/6	2/2	37/40	93%	2
Royal Military Canal 1S	7/8	11/12	11/12	6/6	1/2	36/40	90%	4
Royal Military Canal 1N	7/8	12/12	11/12	6/6	0/2	36/40	90%	4

Summary of findings

4.12 The average WRAT percentage score for the routes assessed in Folkestone and Hythe is 69%, which is just below the 70% the DfT's LCWIP guidance regards as the minimum level of provision which should be provided. However, when separating Folkestone and Hythe, the average score in Hythe is 76% and the average score in Folkestone is 60%. The highest and lowest scoring sections of routes that were audited are as follows:

- Highest Scoring – Wakefield Walk in Hythe has the highest score for the whole study area due to it being a pedestrian link with no traffic conflicts. It is also a well-maintained footpath.
- Lowest Scoring – The lowest score within this study area was Cherry Garden Avenue on the western side which scored 30%. The road scored poorly on directness in addition to traffic volumes and speed.

4.13 Generally commentary of the existing performance of the assessed walking network when applying the five core design outputs is set out below.

Folkestone walking routes (summary of findings)

Comfort

4.14 Many of the routes assessed did not have adequate footway widths. Cherry Garden Avenue, Coolinge Lane, Risborough Lane, Radnor Park Road, Beachborough Way and Shorncliffe Road all scored poorly and have footways of less than 1.5m thus pedestrians are required to 'give and take' frequently and walk on roads. Additionally, some roads do not have footways present, for instance Coolinge Lane and Shorncliffe Road.

4.15 The routes scored better for footway parking, with many roads having no instances of vehicles parking on footways which could be due to the high number of connector roads.

Attractiveness

4.16 The score for attractiveness varies with roads scoring the lowest for aspects related to traffic noise and pollution which may be due to the number of connector roads present in the study area. The study area scored better on other aspects, such as fear of crime with many roads having no / minor evidence of vandalism and some level of natural surveillance. However, the only pedestrian link in Radnor Park scored lowly in this area.

Directness

4.17 In regard to their directness, roads generally scored well. The lowest overall score was in relation to gaps in traffic which is due to the number of connector roads and traffic volumes and thus there is some level of delay associated with crossing the road. Conversely, the highest

score was for location of crossings with many crossings in the study area following desire lines although some roads could still improve in this area.

Safety

4.18 Safety in regard to visibility generally scored well throughout the study area although certain roads could benefit from improvements. Traffic volume and traffic speed scored relatively poorly on average within the study area. This is due to the high number of connector roads in the study area, whilst local streets also score lowly and may be used as alternative routes to the main connector roads.

Coherence

4.19 On average, coherence scored poorly with many roads having insufficient or incorrect dropped kerbs and tactile paving.

Recommendations to improve the Folkestone walking network

4.20 The following improvements are suggested for the study area:

- Radnor Park pedestrian link – a new path is needed to create this link with lighting along its length to improve security.
- Cheriton Gardens, junction with Cheriton Road and Shorncliffe Road – install zebra crossing on eastern side of Cheriton Gardens to ensure pedestrians on both sides of road are able to cross safely. There is potential to add a controlled crossing for pedestrians to increase the safety and attractiveness of this route for pedestrians.
- Risborough Lane, junction with Cheriton High Street – tighten junction arms and have controlled pedestrian crossings on all arms of the junction. This will improve the pedestrian environment and provide safer access to All Souls primary school.
- Risborough Land – reduce junction radii from Taylor Road.
- Junction of Beachborough Road and Shorncliffe Road – tighten junction and put controlled pedestrian crossings on all arms of the junction. This will improve access to Folkestone West train station and improve a key route for pedestrian access to schools.
- Cherry Garden Avenue – Very high speed, high traffic route. Recommendations to improve the pedestrian environment by widening the footway through removing centre island and removing the right-turn lane at the junction with Cheriton Road with associated crossing improvements.
- Ensure there are adequate dropped kerbs and tactile paving throughout the study area to enhance the quality of the pedestrian environment and aid permeability for all users. Particularly at the following locations:

  – Cheriton Road
  – Coolinge Road
  – Cherry Garden Avenue
  – Shorncliffe Road

Hythe walking routes (summary of findings)

Comfort

4.21 Comfort scored well on average across the whole study area, with a low gradient and lack of footway parking being the highest scoring factors within 'Comfort.' Within Hythe there is a

low gradient, with the gradient only increasing towards the north of town and outside the WRAT study area. Limited footway parking was also observed during site visits, which increased the score as it provides pedestrians with greater visibility and permeability.

4.22 Footway width scored the lowest within 'Comfort' because, in some locations footway width is less than 1.5m. An example of this is on the western side of the High Street, where the footway is less than 1.5mwhich is exacerbated by bollards.

Attractiveness

4.23 Factors of attractiveness scored high, particularly on maintenance and traffic noise and pollution. Hythe has a low level of traffic, with many of the streets within this study area being local streets and traffic free pedestrian links. This creates an overall more attractive environment for pedestrians with less interaction / conflict with traffic. The footways are also well maintained, with no litter or overgrown vegetation.

4.24 Where attractiveness scored less well was in relation to fear of crime. This was due to many of the pedestrian links having a lack of active frontage and, in some places, a lack of lighting which makes these links feel unsafe to use at all times of the day and night.

Directness

4.25 Due to a high number of local streets and pedestrian links, directness scored well in relation to footway provision being on desire lines. In many places there are a lack of crossings, either controlled or pedestrian islands, however, the low levels of traffic and speed created a naturally permeable environment where crossing points are not always necessary. However, some additional crossing points have been recommended as a result of this study to create links for pedestrians on desire lines, including those with mobility impairments.

Safety

4.26 As with Directness, the low levels of traffic volumes and speed create a safer environment with pedestrians as there is a lower risk of conflict. However, visibility is hampered in some places due to the high levels of parking alongside the footway which reduces the visibility for pedestrians who are crossing the road.

Coherence

4.27 Coherence, on average, scored the lowest score out of all the factors assessed. Throughout the study area there is a lack of dropped kerbs and tactile paving, which, in some places, are missing and in other places inconsistent. Recommendations have been made to improve consistency of dropped kerbs and tactile paving at all crossing points.

4.28 Table 4.1 presents design recommendations for walking route improvements and associated estimated costs.

Table 4.3. Design recommendations for walking route improvements and associated estimated costs

Route	Design recommendations	Cost estimate (2014 prices, need to add indexation)	Assumptions	Delivery timescale	Challenges
Folkestone assessed routes	Radnor Park pedestrian link – a new path is needed to create this link with lighting along its length to improve security. Cheriton Gardens, junction with Cheriton Road and Shorncliffe Road – install zebra crossing on eastern side of Cheriton Gardens to ensure pedestrians on both sides of road are able to cross safely. There is potential to add a controlled crossing for pedestrians to increase the safety and attractiveness of this route for pedestrians. Risborough Lane, junction with Cheriton High Street – tighten junction arms and have controlled pedestrian crossings on all arms of the junction. This will improve the pedestrian environment and provide safer access to All Souls primary school. Risborough Land – reduce junction radii from Taylor Road. Junction of Beachborough Road and Shorncliffe Road – tighten junction and put controlled pedestrian crossings on all arms of the junction. This will improve access to Folkestone West train station and improve a key route for pedestrian access to schools.				

	Cherry Garden Avenue – Very high speed, high traffic route. Recommendations to improve the pedestrian environment by widening the footway through removing centre island and removing the right-turn lane at the junction with Cheriton Road with associated crossing improvements. Ensure there are adequate dropped kerbs and tactile paving throughout the study area to enhance the quality of the pedestrian environment and aid permeability for all users. Particularly at the following locations: – Cheriton Road – Coolinge Road – Cherry Garden Avenue – Shorncliffe Road				
Hythe assessed routes	The Green – a new path could be created between the car park and Portland Road with associated crossing improvements to avoid the requirement for pedestrians to walk through the car park. Seafront path – lighting to be provided on the path as opposed to the road only. All pedestrian links to have sufficient lighting to improve security and ensure these links are available for use at all times of the day. These links include:				

	– Ladies Walk, – Lucy's Walk, – Wakefield Walk, – The Green and – Paths alongside Royal Military Canal. Dropped kerbs and tactile paving should be consistent throughout the study area. Areas where requirement for improvements have been identified include: – Entrance to Hythe Bay School – Royal Military Canal Path (junctions with Twiss Road and Stade Street) Guard railing to be removed along A259 to improve safety and permeability. Additional crossing to Waitrose from A259 to be considered to improve crossings on desire line. Junction of A259 with High Street roundabout – very narrow pedestrian island between bus stop and carriageway. Remove this pedestrian island and provide a controlled crossing for pedestrians on A259 facilitating single stage crossing movements. Wayfinding throughout the study area – particularly between the seafront and High Street.	Cost on wayfinding covered under Table 4.1			

5 PRIORITISING IMPROVEMENTS (STAGE 5)

5.1 This chapter sets out the approach of prioritising the cycling and walking infrastructure improvements in the short, medium and long term.

- Short term (typically <3 years) – improvements which can be implemented quickly or are under development
- Medium term (typically <5 years) improvements where there is a clear intention to act, but delivery is dependent on further funding available
- Long term (typically > 5 years) more aspirational improvements or these awaiting a defined solution.

5.2 It is therefore suggested that the LCWIP for Folkestone and Hythe covers a ten-year period initially, 2020 – 2030.

5.3 All planned infrastructure changes that impact on residents will go through the appropriate consultation process required with direct discussion with affected users groups and with reference to relevant design guidance, e.g. consultation with mobility groups such as RNIB (Royal National Institute of Blind People).

5.4 The schemes were assessed and prioritised following the process set out in the LCWIP Technical Guidance. The prioritised schemes will be consulted upon with stakeholders and the top raking schemes will be put forward to KCC for consideration as delivery priorities within the next LTP plan document as/when this is taken forward by KCC.

5.5 The LTP is a key policy document and gives strategic direction for Kent's transport investment. However, this is not a delivery plan; schemes in the LTP provide the basis for future funding bids, as opportunities arise, and discussions with third parties where funding may be provided such as by transport operators, providers and developers.

Walking and Cycling Prioritisation and rationale of schemes

5.6 Cycling schemes have been prioritised against a range of criteria as follows:

- Existing Route Comfort and attractiveness were assessed during the route project/scheme selection process. An identified project which improves the route comfort and attractiveness for users is likely to attract and encourage increased future usage and therefore where a benefit is identified, a project/scheme is scored positively
- Links with existing route/network is an important consideration when assessing whether a project is likely to make improvements which will encourage increased usage of cycle paths and pedestrian footpaths.
- Whether a project/scheme leads to creating a Road safety improvement is an important aspect of assessing its effectiveness. Where projects are likely to improve security and safety measures for cyclists and pedestrians by raising awareness of cyclists/pedestrians in the area, reducing speeds of other modes of transport, or segregating the active mode from traffic, this project will score more positively.

5.7 The process undertaken to prioritise the identified projects follows the principles set out in the Department for Transport's (DfT) Local Cycling and Walking Infrastructure Plan Technical guidance (Chapter 7) 1 whilst also taking into consideration the DfT Active Mode

Appraisal guidance (AMAT) and a range of local assessments. This includes assessing the effectiveness of the project when assessed against a range of criteria, including links to local policies.

5.8 The prioritisation process also makes an assessment of each project based on an economic assessment which considers whether the project is value for money and can attract funding and overall deliverability. This assesses the timescales for delivery of the project over the short, medium and long term, and deliverability of the projects based on likely political support and feasibility.

5.9 Feasibility of delivery is one of the key aspects, there are a number of factors including land ownership, impact on other users, costs, ongoing maintenance, and the quality of the land, heritage factors and demand.

5.10 A summary of the criteria used to appraise each proposed intervention is provided below:

Effectiveness

- Population who would benefit
- Expected increase in cycling (links to trip attractors)
- Expected Increase in cycling (links to developments)
- Expected safety improvement

Policy

- Performance against Local Transport Plan objectives
- Performance against council priorities
- Performance against Local Plan objectives
- Importance of intervention for particular user groups

Deliverability

- Feasibility
- Dependency on other schemes
- Political acceptance

Economic

- Cost of construction
- Funding availability - potential for external funding (e.g. developer)
- Expected benefit to cost

Table 5.1. Prioritised cycling schemes (Folkestone)

Cycling Measures Prioritisation																			
				Prioritisation Criteria														**Total Score**	**Ranking (ranking for route)**
				Effectiveness				**Policy**				**Deliverability**			**Economic**				
				1	**2**	**3**	**4**	**1**	**2**	**3**	**4**	**1**	**2**	**3**	**1**	**2**	**3**		
Folkestone	All routes	Area-wide	Wayfinding	2	2	2	1	2	2	2	2	3	3	3	3	1	2	30	2 (2)
Folkestone	Route A	Radnor Park Roundabout	Roundabout realigned with the existing footway widened to create a new shared use facility	2	2	1	1	2	2	2	2	1	3	1	1	1	1	22	24 (9)
Folkestone	Route A	Cheriton Road	Reduce the width of the carriageway on Cheriton Road and remove the central reservation. Install fully segregated bi-directional cycle track. Extend to the existing shared use facility at Cornwallis Avenue with a new tiger crossing installed to provide cyclists with a safe point to cross	2	2	2	3	3	2	2	2	2	3	1	1	1	2	28	8 (4)

Folkestone	Route A	Cheriton Road	Widen the southern footway between Morrisons and the junction with Cheriton Road and Cherry Garden Avenue to extend existing shared use facilities	2	2	2	3	3	2	2	2	2	3	1	2	2	2	30	2 (2)
Folkestone	Route A	Junction Cheriton Road / Cherry Garden Avenue	Tighten this junction with all footways widened and converted to shared use and crossings upgraded to toucans	2	2	2	2	3	2	2	2	1	3	1	1	1	1	25	20 (6)
Folkestone	Route A	Junction Cherry Garden Avenue and Coombe Road	Reduce the carriageway width between Cherry Garden Avenue and Coombe Road and remove the central reservation, with a fully segregated bi-directional cycle track to be installed on the northern side of the carriageway	2	2	2	3	3	2	2	2	2	2	1	1	1	1	26	15 (5)
Folkestone	Route A	Cheriton Road	New crossing so cyclists traveling westbound can safely cross the road and continue their journey	2	2	2	1	2	2	2	2	2	2	2	2	1	1	25	20 (6)
Folkestone	Route A	Junction with Risborough Lane	The junction with Risborough Lane tightened and footways extended with all crossing facilities upgraded and ASLs/ early release signals installed	2	2	2	1	2	2	2	2	2	3	2	1	1	1	25	20 (6)
Folkestone	Route A	Throughout the route	Wayfinding to be installed throughout route and guardrail rationalised	3	2	2	1	2	2	2	2	3	3	3	3	1	2	31	1 (1)

Folkestone	Route B	Risborough Way/Shorncliffe Road	20 mph limit	2	2	2	1	2	2	2	1	3	3	3	3	1	2	29	5 (1)
Folkestone	Route B	Shorncliffe Road/Beachborough Road	Upgrade existing crossing facilities at the junction of Shorncliffe Road and Beachborough Road to accommodate cyclists	2	2	2	1	2	2	2	2	2	3	2	2	1	1	26	15 (6)
Folkestone	Route B	Shorncliffe Road	Existing cycle lanes on Shorncliffe Road upgraded and segregated from traffic where feasible. Crossing installed at Earls Avenue	3	2	2	3	3	2	2	2	2	3	1	2	1	1	29	5 (1)
Folkestone	Route B	Shorncliffe Road/Beachborough Road	Side road entry-treatments	3	2	2	1	2	2	2	2	2	3	2	2	1	1	27	12 (4)
Folkestone	Route B	Shorncliffe Road/Beachborough Road	Reduction/ removal of car parking on the northern side of the carriageway	3	2	2	1	2	2	2	2	3	3	1	3	1	1	28	8 (3)
Folkestone	Route B	Shorncliffe Road/Beachborough Road	Install traffic calming measures	3	2	2	1	2	2	2	2	2	3	2	2	1	1	27	12 (4)
Folkestone	Route B	Shorncliffe Road/Beachborough Road	Introduce side-road entry treatments	3	2	2	1	2	2	2	2	2	3	1	2	1	1	26	15 (6)
Folkestone	Route C	Bouverie Road/ Earls Avenue	Traffic calming to be installed near the junction with Earls Avenue, slowing approaching	3	2	2	1	2	2	2	2	2	3	2	1	1	1	26	15 (2)

			vehicles and, allowing cyclists to cross the junction safely																
Folkestone	Route C	Bouverie Road/ Grimstone Avenue	20 mph limit	3	2	2	2	2	2	2	2	3	3	2	3	1	1	30	2 (1)
Folkestone	Route C	Bouverie Road/ Grimstone Avenue	Cycle symbols	3	2	2	1	1	1	1	1	3	3	3	3	1	1	26	15 (2)
Folkestone	Route D	Radnor Park Road	Installing a shared use facility on the western side of Radnor Park Road, extending to the existing zebra crossing located south of Bournemouth Road	2	2	1	2	2	2	2	2	3	3	3	2	1	1	28	8 (2)
Folkestone	Route D	Radnor Park Road	Upgrade the existing crossing to a tiger crossing	2	2	1	2	2	2	2	2	3	3	3	3	1	1	29	5 (1)
Folkestone	Route D	Radnor Park Road	Install southbound (up hill) cycle lane on Radnor Park Road, between Park Farm Road and Bournemouth Road	2	2	2	2	2	2	2	2	2	3	2	2	1	1	27	12 (4)
Folkestone	Route D	Radnor Park Road/ Pavilion Road	Improve junction layouts, introduction of segregated cycle contra-flow facilities on gyrator one-way sections or removal of current one-way system with segregated cycle facilities incorporated	2	2	2	3	3	2	2	2	1	3	1	3	1	1	28	8 (2)
	Route D	Radnor Park Road	Side road entry-treatments	2	2	2	1	2	2	2	2	2	3	2	2	1	1	26	15 (5)

Table 5.2. Prioritised cycling schemes (Hythe)

Cycling Measures Prioritisation																			
					Prioritisation Criteria														
					Effectiveness				**Policy**				**Deliverability**			**Economic**			**Total Score**	**Ranking (ranking by route)**
					1	**2**	**3**	**4**	**1**	**2**	**3**	**4**	**1**	**2**	**3**	**1**	**2**	**3**		
Hythe	All routes	Area-wide	Wayfinding		3	2	2	1	2	2	2	2	3	3	3	3	1	2	31	(1)
Hythe	Route E	West Parade	20mph limit		3	3	2	2	2	2	2	2	3	3	2	3	1	1	31	(1)
Hythe	Route E	West Parade	Cycle logos		3	3	2	1	1	1	1	1	3	3	3	3	1	1	27	(2)
Hythe	Route F	Ladies Walk	Street lighting be installed		3	3	3	2	2	2	2	2	3	3	2	2	1	1	31	(1)
Hythe	Route F	Moyle Tower Road/ South Road/ Prospect Road	20mph limit		3	3	2	2	2	2	2	2	3	3	2	3	1	1	31	(1)
Hythe	Route G	Lucy's Walk	Footway widened to a minimum of 3.5m		3	3	3	2	3	2	2	2	3	3	2	2	1	1	32	(1)
Hythe	Route G	Lucy's Walk	Street lighting installed		3	3	3	2	2	2	2	2	3	3	2	2	1	1	31	(2)
Hythe	Route H	South Road/ Twiss Road	20mph limit		3	3	2	2	2	2	2	2	3	3	2	3	1	1	31	(1)
Hythe	Route H	South Road/ Twiss Road	Parking restrictions on western side of South Road and at junctions		3	2	2	1	2	2	2	2	3	3	1	3	1	1	28	(2)

Hythe	Route H	Twiss Road	Traffic calming		3	2	2	1	2	2	2	2	2	3	2	1	1	1	26	(3)
Hythe	Route I	Princes Parade	Existing crossing facilities upgraded and layout of junction with Princes Parade reviewed		3	3	3	2	3	2	2	2	3	3	3	3	1	1	34	(1)
Hythe	Route I	Twiss Road	Parking restrictions be provided within 6m of all side road junctions		3	2	2	2	2	2	2	2	3	3	2	3	1	2	31	(2)
Hythe	Route I	Twiss Road	20mph limit		3	3	2	2	2	2	2	2	3	3	2	3	1	1	31	(2)
Hythe	Route J	Wakerfield Walk	Widen the existing footway to a minimum of 3.5m		3	3	3	2	3	2	2	2	3	3	2	2	1	1	32	(1)
Hythe	Route J	Wakerfield Walk	Installing street lighting		3	3	3	2	2	2	2	2	3	3	2	2	1	1	31	(2)
Hythe	Route K	St Leonards Road/ Portland Road	20mph limit		3	3	2	2	2	2	2	2	3	3	2	3	1	1	31	(1)
Hythe	Route K	St Leonards Road/ Portland Road	Parking restrictions to be introduced within 6m of all side road entry junctions		2	3	2	1	1	1	1	1	3	3	3	3	1	1	26	(2)
Hythe	Route K	St Leonards Road/ Portland Road	Cycle logos to be installed		2	3	2	1	1	1	1	1	3	3	3	3	1	1	26	(2)

			along the carriageway																	
Hythe	Route L	Park Road	20mph limit		3	3	2	2	2	2	2	2	3	3	2	3	1	1	31	(1)
Hythe	Route L	Park Road	Parking be restricted within 6m of all side road junctions		2	3	1	1	1	1	1	1	3	3	3	3	1	1	25	(2)
Hythe	Route L	Park Road	Cycle logos be installed on the carriageway		2	3	1	1	1	1	1	1	3	3	3	3	1	1	25	(2)
Hythe	Route M	Prospect Road/Bank Street	New surfacing between Prospect Road and Bank Street		3	2	1	1	1	1	1	2	3	3	1	2	1	1	23	(4)
Hythe	Route M	Prospect Road/Bank Street	Dropped kerb to be installed to allow cyclists to re-join the carriageway		3	2	3	1	1	1	1	2	3	3	3	3	1	1	28	(2)
Hythe	Route M	Stade Street/ Bank Street	Cycle logos		2	3	2	1	1	1	1	1	3	3	3	3	1	1	26	(3)
Hythe	Route M	Stade Street/ Bank Street	The speed limit be reduced to 20mph throughout the route		3	3	2	2	2	2	2	2	3	3	2	3	1	1	31	(1)
Hythe	Route N	Royal Military Canal Footpath	Widening the existing footway to a minimum of 3.5m		3	3	3	2	3	2	2	2	3	3	2	2	1	1	32	(2)

Hythe	Route N	Royal Military Canal Footpath	Street lighting installed along the entire length of this route		3	3	3	2	2	2	2	2	3	3	2	2	1	1	31	(3)
Hythe	Route N	Royal Military Canal Footpath	Raised table at junction with Twiss Road		3	3	3	2	2	2	2	2	3	3	2	3	1	2	33	(1)
Hythe	Route O	A259	Shared use path on the southern side of the carriageway extended until the existing zebra crossing opposite the Red Lion pub		3	3	3	2	2	2	2	2	3	3	3	2	1		31	(2)
Hythe	Route O	A259	Existing crossing facilities upgraded to accommodate cyclists		3	3	3	2	2	2	2	2	3	3	3	3	1	2	34	(1)
Hythe	Route O	Throughout route	20mph limit		3	3	2	2	2	2	2	2	3	3	2	3	1	1	31	(2)
Hythe	Route O	Hillside/ Church Road	Street lighting installed		3	3	3	2	2	2	2	2	3	3	2	2	1	1	31	(2)
Hythe	Route P	Bartholomew Street / Dental Street	20mph limit		3	3	2	2	2	2	2	2	3	3	2	3	1	1	31	(1)
Hythe	Route P	Bartholomew Street / Dental Street	Parking be restricted within 6m of all side road junctions		3	3	2	1	1	1	1	1	3	3	3	3	1	1	27	(3)

Hythe	Route P	Bartholomew Street / Dental Street	Street lighting		3	3	3	2	2	2	2	2	3	3	2	2	1	1	31	(1)
Hythe	Route Q	High Street	Permit two-way cycling on High Street		3	3	2	1	2	2	2	2	2	3	2	3	1	1	29	(2)
Hythe	Route Q	High Street	20mph limit		3	3	2	2	2	2	2	2	3	3	2	3	1	1	31	(1)
Hythe	Route Q	High Street	Public realm enhancements including potential shared space		3	2	2	2	2	2	2	3	2	3	2	1	1	1	28	(3)
Hythe	Route R	Station Road	Tightening and realignment of existing roundabout		3	2	2	2	2	2	2	2	1	3	1	2	1	1	26	(2)
Hythe	Route R	Station Road	Cycle lanes installed on roundabout and continue until junction with Dental Street		3	2	2	2	2	2	2	1	1	1	1	3	1	1	24	(3)
Hythe	Route R	Station Road	20mph limit		3	3	2	2	2	2	2	2	3	3	2	3	1	1	31	(1)
Hythe	Route S	Sun Lane	20mph limit		3	3	2	2	2	2	2	2	3	3	2	3	1	1	31	(1)
Hythe	Route S	Sun Lane	Street lighting to be installed along the northern end of Sun Lane		3	3	3	2	2	2	2	2	3	3	2	2	1	1	31	(1)
Hythe	Route T	Prospect Road	Widening of existing footway to minimum 3.5m		3	3	3	2	3	2	2	2	3	3	2	2	1	1	32	(1)

Hythe	Route T	Stade Street/Rampart Street	Junction with Stade Street and Rampart Street tightened and footway extended		2	2	2	2	3	2	2	2	1	3	1	1	1	1	25	(2)
Hythe	Route U	Royal Military Canal Footpath	Lighting installed		3	3	3	2	2	2	2	2	3	3	2	2	1	1	31	(1)

Table 5.3. Walking Scheme Prioritisation

Walking Measures Prioritisation																			
				Prioritisation Criteria														**Total Score**	**Ranking**
		Road / Route Description	**Identified Measure**	**Effectiveness**				**Policy**				**Deliverability**			**Economic**				
				1	**2**	**3**	**4**	**1**	**2**	**3**	**4**	**1**	**2**	**3**	**1**	**2**	**3**		
Folkestone		Radnor Park pedestrian link	New path to create link. Lighting installed on this	3	2	2	1	2	2	2	2	3	3	1	2	1	1	28	
Folkestone		Cheriton Gardens, junction with Cheriton Road and Shorncliffe Road	Install zebra crossing on eastern side of Cheriton Gardens	3	3	2	2	2	2	2	2	3	3	2	3	1	1	31	
Folkestone		Risborough Lane, junction with Cheriton High Street	Tighten junction arms and install controlled pedestrian	3	2	2	3	2	2	2	3	3	3	2	1	1	1	30	

			crossings on all arms of the junction																
Folkestone		Risborough Lane, junction with Cheriton High Street	Reduce junction radii from Taylor Road	3	2	2	2	2	2	2	2	3	3	3	3	1	1	31	
Folkestone		Junction of Beachborough Road and Shorncliffe Road	Tighten junction and install controlled pedestrian crossings on all arms of the junction	3	2	2	2	2	2	2	2	3	3	3	3	2	1	32	
Folkestone		Cherry Garden Avenue	Widen the footway through removing centre island and removing the right-turn lane at the junction with Cheriton Road. Install crossing	3	3	3	2	2	2	2	2	1	3	1	1	1	1	27	
Folkestone		Cheriton Road	Dropped kerbs and tactile paving	3	3	3	2	2	2	2	2	3	3	3	3	1	3	35	
Folkestone		Coolinge Road	Dropped kerbs and tactile paving	3	3	3	2	2	2	2	2	3	3	3	3	1	3	35	
Folkestone		Cherry Garden Avenue	Dropped kerbs and tactile paving	3	3	3	2	2	2	2	2	3	3	3	3	1	3	35	
Folkestone		Shorncliffe Road	Dropped kerbs and tactile paving	3	3	3	2	2	2	2	2	3	3	3	3	1	3	35	
Hythe		The Green	Create a new path to avoid car park	3	2	2	2	2	2	2	2	3	3	3	2	1	1	30	
Hythe		The Green	Zebra crossing from The Green to Portland Road	3	2	2	2	2	2	2	2	3	3	3	2	1	1	30	
Hythe		Seafront Path	Lighting be provided along path	3	2	2	2	2	2	2	2	1	3	1	1	1	1	25	

Hythe		A259	Guard railing removed with additional crossing to Waitrose	3	2	2	2	2	2	2	2	3	3	2	2	1	1	29	
Hythe		Junction of A259 with High Street roundabout	Remove narrow pedestrian island and provide a single-stage controlled crossing for pedestrians on A259	3	2	2	3	2	2	2	2	1	3	2	1	1	1	27	
Hythe		Ladies Walk	Install/ upgrade lighting	3	2	2	2	2	2	2	2	3	3	2	2	1	1	29	
Hythe		Lucy's Walk	Install/ upgrade lighting	3	2	2	2	2	2	2	2	3	3	2	2	1	1	29	
Hythe		Wakefield Walk	Install/ upgrade lighting	3	2	2	2	2	2	2	2	3	3	2	2	1	1	29	
Hythe		The Green	Install/ upgrade lighting	3	2	2	2	2	2	2	2	3	3	2	2	1	1	29	
Hythe		Paths alongside Royal Military Canal	Install/ upgrade lighting	3	2	2	2	2	2	2	2	3	3	2	2	1	1	29	
Hythe		Hythe Bay School entrance	Dropped kerbs and tactile paving	3	2	3	2	2	2	2	2	3	3	3	3	1	3	34	
Hythe		Royal Military Canal Path (junctions on Twiss Road and Stade Street)	Dropped kerbs and tactile paving	3	2	3	2	2	2	2	2	3	3	3	3	1	3	34	

6.0 Policy Integration

6.1 While the preparation of LCWIPs is non-mandatory, local authorities who have prepared plans will be well placed to make the case for future investment. The district council is serious about increasing the number of trips made by walking and cycling and view this as an essential component of creating better places and improving the quality of people's lives. It is important to move away from a culture where the car is the dominant mode of transport, towards one where the car is one transport choice within a range of realistic travel options. Subsequently the Council has developed an LCWIP in order to plan strategically for walking and cycling networks, and to ensure the district is well placed for future funding opportunities relating to cycling and walking.

6.2 The LCWIP is a live document to be reviewed and updated where there are significant changes such as Local Plan updates or major developments being implemented.

Using the planning process

6.3 There are ambitious plans for growth in Folkestone & Hythe District as set out in the emerging Places and Polices Local Plan and Core Strategy Review. It is anticipated that both plan documents will be adopted by the Council in 2020. This will bring new houses and new jobs to the district and a further increase in the overall population. The Local Plan provides an opportunity to plan for new growth with active travel as a key principle. This, and all subsequent reviews of the Local Plan and its associated documents will include the role of Active Travel in enabling the growth in population and jobs.

6.4 The district council can also influence the Active Travel arrangements through the Development Control Process. Relevant planning applications should be accompanied by a Travel Plan (TP) to outline a developer's proposals for walking and cycling infrastructure that will be built as part of the scheme.

6.5 The proposed cycle network aims to identify network development opportunities arising from planned developments and allocations within the Council's Local Plan. It is envisaged that this plan will be integral in the negotiation of developer contributions for new cycling infrastructure, as part of future developments in the district.

Links to wider strategies and complementary measures

Recommendations

- Council will consider adoption of LCWIP as a Supplementary Planning Document (SPD) (As standalone or as part of other emerging SPDs)
- To consult on LCWIP and promote its adoption by elected members as supporting evidence to the Development Plan
- Linking the LCWIP to the Carbon Neutral by 2030 Pledge
- Linking the LCWIP to the Corporate Plan objectives. Recommendation would be that if and when the LCWIP is adopted it is reviewed every 5 years

Funding and implementation

6.6 Securing substantially increased funding for cycling across the district is key to truly integrating cycling into all local transport and planning projects, to ensuring that cycling

provision is ambitious and designed to a high standard, and to ensuring that cycling is integral to other transport networks.

6.7 Delivery of key elements of this cycle network is dependent on available funding. A variety of funding sources are available to us, but at time of publication there is no specific government funding for delivering LCWIPs. All applications for external funding will be sourced alongside key stakeholders.

6.7 Securing substantially increased funding for investment in cycling infrastructure in the urban centres of Folkestone and Hythe (and more generally across the district) is key to truly integrating cycling into all local transport and planning projects, to ensuring that cycling provision is ambitious and designed to a high standard, and to ensuring that cycling is integral to other transport networks.

6.8 The identified infrastructure will be delivered via a variety of mechanisms, including delivery by the Council and its partners and through development proposals. As well as its own internal resources, the Council will pursue external funding, particularly given that many of the proposed actions will have positive benefits for many stakeholders

6.9 The Community Infrastructure Levy (CIL) is a mechanism introduced under the Planning Act 2008 which aims to provide a more consistent approach to determining financial contributions from new development towards local infrastructure provision. The proceeds of the levy can contribute towards local and sub-regional infrastructure to support the development of an area in line with local authorities' development plans, which can include roads and transport schemes. These projects are to be identified in a future revision to the Infrastructure Delivery Plan.

6.10 These mechanisms together will assist to enable FHDC to seek appropriate contributions to the provision of walking and cycling infrastructure identified in the LCWIP through CIL.

Monitoring

6.11 The emerging Places and Policies Local Plan includes requirements under policy T1 (Street Hierarchy and Site Layout) that new development pays appropriate attention to creating a design/layout that is safe for all street users in order to encourage walking and cycling. Direct reference is also made in paragraph 13.25 to the requirement for a site promoter to prepare and submit Travel Plans, Transport Assessments and Transport Statements to demonstrate how a scheme of proposed development shall mitigate the negative transport impacts of development in order to ensure that sustainable development is delivered. The effectiveness of these policies are monitored annually as part of the Authority Monitoring Report.

6.12 Folkestone & Hythe District Council will also consider incorporating an adopted LCWIP and/or identified projects from the LCWIP into a specific Supplementary Planning Document/s (SPD) where it is able to support adopted Local Plan policies, but this will be required to go through public consultation stages. It is also recommended that this LCWIP will be updated periodically, to ensure that the identified projects are still relevant. This will enable the review of the relevant Local Plan policies to incorporate recommendations and/or projects contained within the most up-to-date LCWIP.

6.13 As important as building a route itself, is maintenance post construction. The value of an enhanced network of facilities is greatly reduced if the network is not maintained.

6.14 Arrangements for ongoing maintenance should be included when considering the design detail, e.g. materials used, extreme weather, landscaping.

6.15 Active travel corridors need special consideration in terms of ongoing maintenance. With sufficient funds this could include regular sweeping, surface repairs, gritting in cold weather, drain clearance and lighting repairs.

6.16 Monitoring and evaluating the benefits of investment in delivering the cycle network will be critical, and will enable organisations such as councils to make the case for future investment in the area. Monitoring will be carried out for individual schemes and the whole programme of network improvements.