

Dear Delegate,

### **Background**

As you will now be aware, Shepway District Council (SDC) is currently preparing its Core Strategy, the lead document for its Local Development Framework. As part of the process of developing the evidence base for the Core Strategy, the District Council recently commissioned Scott Wilson Ltd to prepare its Transport Strategy.

As part of that process, Scott Wilson recently held two workshops at the Leas Cliff Hall in Folkestone to discuss the Transport Strategy, to consider the key transport related issues and the opportunities that may result from the implementation of the Core Strategy.

The purpose of this note is to summarise the main discussion points which were included in the two workshop sessions and you are either receiving this note because you were invited to or attended one or both of the workshop sessions. As such, we would also therefore like to thank you for your extremely valued input into this process.

### **Workshop 1 – Issue Identification**

The first transport workshop was held on 17<sup>th</sup> June 2010 and was attended by 33 delegates. A presentation explained the purpose of the session, including an introduction to the role of the Core Strategy within the context of the Transport Strategy, which Scott Wilson is preparing. The key purpose was for the session to be ‘issues led’, allowing all of the attendees the opportunity to identify and explain the transport issues which occur within the district from their own viewpoints, whether that be as a resident, employee, employer, group representative or transport professional, amongst others.

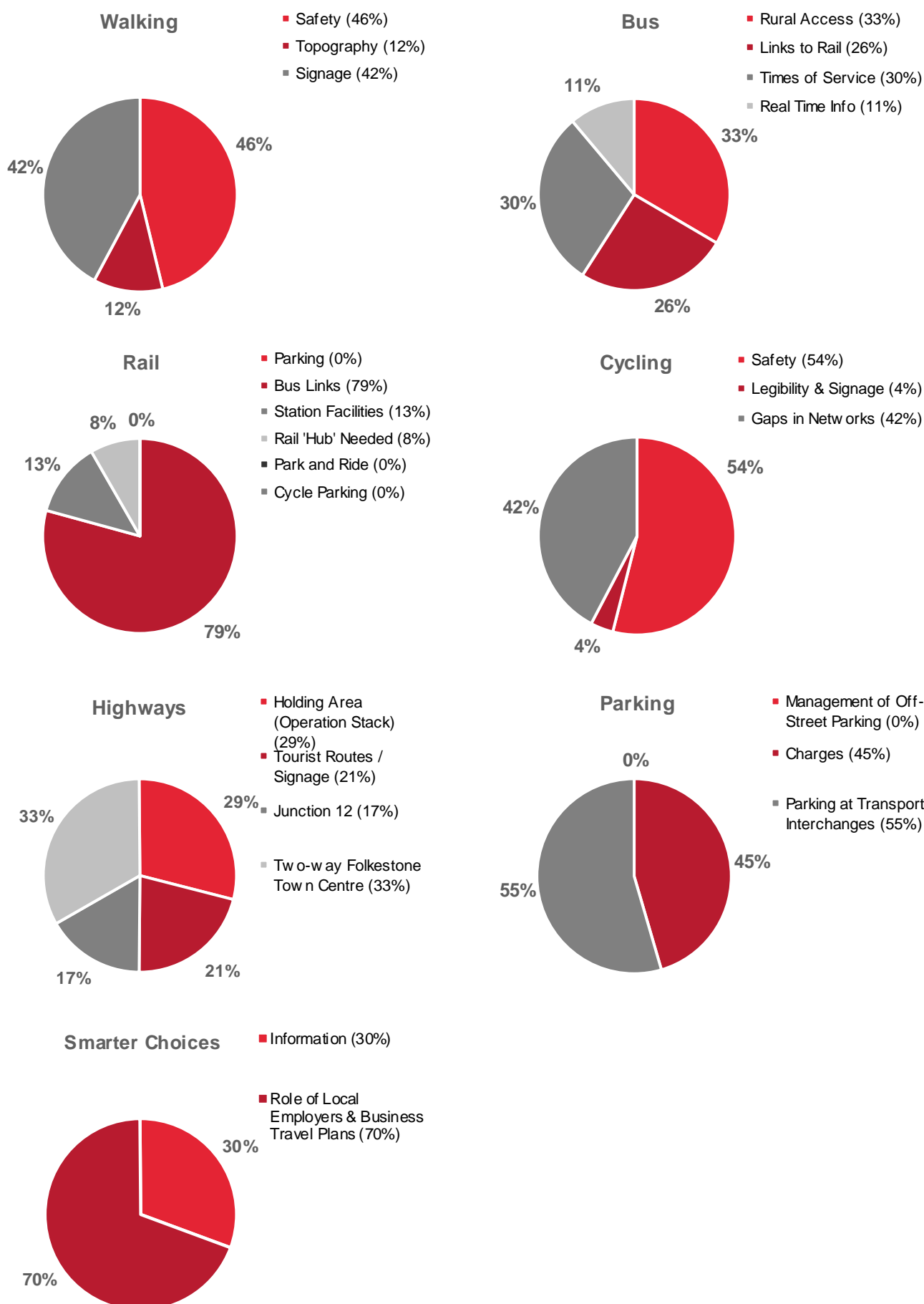
Fundamentally, the ‘transport’ for Shepway district was broken down into groups, for the purposes of the workshop discussions:

- Walking
- Bus
- Rail
- Cycling
- Highway Access
- Public Car Parking
- Ports & Airports
- Smarter Travel

The attendees were divided up into four groups and given the opportunity to discuss transport issues which related to each of the topic areas summarised above. Within each category, specific issues were identified and at the end of the workshop a prioritisation activity allowed the relative importance of some of these issues to be considered, with the exception of Ports and Airports.

The results of this activity are displayed on the following page as pie charts, with a higher percentage correlating to a perceived higher priority.

# Shepway District Council - Transport Strategy Workshop Feedback



It is noted that during the activity the issues which received the highest priority ratings, in terms of number of votes, are as shown below. These are presented in ranked order.

1. Bus links at rail stations;
2. Role of local employers & Business Travel Plans;
3. Safety for cycling; and
4. Parking at transport interchanges.

### Workshop 2 – Part 1 (Strategy Options and Delivery)

The second transport workshop was held on 21<sup>st</sup> July 2010 and was attended by 34 delegates. The purpose of the session was to build on the findings of the previous workshop and begin to consider the potential options which may be able to be delivered through the Transport Strategy process, specifically in relation to the transport issues which were previously identified.

As such, the same mode based theme was followed and as part of the opening presentation, some initial Measures and Actions were summarised for each of the modes based on the work that has been undertaken following the first workshop. These measures are summarised below:

#### ***Walking***

- **W1** Improve road crossing points
- **W2** Improve signage and reduce clutter
- **W3** Complete selected links
- **W4** Enhance the environment of the centres
  - Folkestone / Hythe pedestrianised areas
  - Role of shared space

#### ***Bus***

- **B1** Routes
  - Focus on five key corridors
  - Enhance off peak services on selected routes (eg. route number 72)
- **B2** Undertake a network review
  - SEN / Home to School transport / Main bus network / Social services
- **B3** Build on work of QBP to improve facilities
  - On route, at stops & stations
  - Information, real-time & wifi
- **B4** Review priorities for the bus eg. Tontine Street

#### ***Smarter Choices***

- **SM1** Encourage travel plans for businesses, health facilities and service providers
  - Co-ordinator role
  - Transport management associations
- **SM2** Work with schools and colleges to deliver their travel plans
- **SM3** Support car sharing and car clubs

#### ***Rail***

- **R1** Promote integration of rail stations
  - Folkestone Central – primary station
  - Folkestone West – promote use
  - Sandling – sustain use

- Westenhanger – promote access
- **R2** Promote rail station travel plans
- **R3** Build on accessibility provided through HS1
- **R4** Consider the role of the RHD line

### **Cycling**

- **C1** Connect selected links
- **C2** Enhance road crossing facilities
- **C3** Enhance signage
- **C4** Promote parking facilities at destinations
- **C5** Consider cycle hire – tourists
- **C6** Promote safety awareness

### **Highways**

- **H1** Carry out a highway review
  - Junctions / Links
  - Safety (under review)
  - Folkestone two-way option
- **H2** Promote improved network management
  - ITS and signage
- **H3** Review the holding area options
  - Need / Location / Allocation

### **Parking**

- **P1** Encourage better utilisation of car parks
- **P2** Manage on street parking
- **P3** Consider the demand for park and ride

### **Ports & Airports**

- **PA1** Promote connections
  - Existing links outside of the district
    - Rail and Coach services
  - Review potential new links
    - Folkestone / Boulogne ferry
    - Remembrance Line
- **PA2** Support access to Lydd airport

Following the presentation, the attendees were again divided up into four groups. In this case, each group was tasked with discussing two of the modes. The main feedback for each of these modes, based on the workshop table discussions is summarised below:

### **Walking**

- Promotion of health and well-being was recognised
- Provision of suitable directions for pedestrians from the new developments to areas of interest, and importance of short connections within the development sites themselves
- Importance of safe and secure routes was recognised
- Information concerning links to and from bus stops / rail stations are important
- Discussions concerning mixed pedestrian / cycle routes

### **Bus**

- Availability of information on bus services needs to be improved
- Potential of a two-way Tontine Street for buses should be investigated
- Road layouts in new developments need to facilitate bus movements
- Importance of access to hospitals, and patient transport was discussed and recognised

### **Smarter Choices**

- Benefits of School Travel Plans were identified
- Benefits of Business Travel Plans were identified
  - There was a concern that there would be limited incentives for existing businesses to prepare, implement and manage a Travel Plan
- Possible co-ordination of Travel Plans between different sites or for grouped areas (eg. a business park) was suggested
- Enforcement measures and penalties were identified as being important to ensuring that Travel Plans were as effective operationally, as they were designed to be
  - There was some criticism that Travel Plans were (or used to be at least) part of the planning process, but not fully implemented / monitored thereafter

### **Rail**

- Access to / from Folkestone Central train station to the town centre needs to be improved
- HS1 has an important role to play in getting people to and from the district
  - Connectivity to areas of interest should therefore be improved
  - Parking demand has increased following the opening of HS1
- More parking could be provided at Westenhanger station as a way to reduce pressure at Folkestone West and Central stations
- Links to bus services could be investigated, to facilitate interchange between bus and rail services

### **Cycling**

- There is a need for more cycle shelters – they should be open and secure
- Cycle parking facilities should be provided at Folkestone Bus Station
- Leisure and family cycling should be encouraged
  - It was recognised that on-road routes may not be suitable for inexperienced cyclists
  - The health benefits of cycling should be promoted
- Opportunities for cycle hire would facilitate promotion of this mode of transport
  - There may be an opportunity to introduce cycle hire shops at transport interchanges / HS1 rail stations

### **Highways**

- The potential introduction of a seasonal park and ride was discussed
- Alternative holding areas for Operation Stack were identified, e.g. site in proximity to Sellindge
- Congestion in the Hythe and Lympne area was identified
  - Existing congestion at Scanlons Bridge
  - Congestion during school runs
  - Potential congestion associated with Nickolls Quarry and Sainsburys developments

### **Parking**

- Reducing parking charges within the car parks seen as key to increasing car park usage

- It was agreed that this would need to be supported by better management / enforcement of on-street parking
  - Charging for the use of on-street parking was discussed
- Park and Ride was considered as not being suitable for Shepway
- Park and Rail was discussed as being a possible option (via Westenhanger station)

### **Ports & Airports**

- Potential links between Folkestone and Boulogne were discussed and recognised
  - Folkestone harbour could provide an interchange between France and London / UK
- Access to Gatwick and Manston Airports was seen as more important than access to Lydd Airport

## **Workshop 2 – Part 2 (Core Strategy Strategic Development Sites)**

In addition to the above, a second session to the workshop was also undertaken whereby each of the Strategic Developments which are identified as part of the Core Strategy site allocations were also discussed. In this case, the following developments were considered:

- Workshop Group 1 – Folkestone Seafront
- Workshop Group 2 – Risborough and Napier Barracks
- Workshop Group 3 – Folkestone Racecourse, Sellindge and Former Lympne Airfield
- Workshop Group 4 – New Romney and Hawkinge

The main feedback for each of these groups, based on the workshop table discussions is summarised below:

### ***Folkestone Seafront***

- Access was recognised as being the most important consideration
- Pedestrian connections to the town, both via direct links and through the use of the lift
- Cycle connections also identified. Requirements for links to NCN2 and clear signage
- Segregation of pedestrians and cyclists was recommended, for safety reasons
- Highway access was raised as a concern (given the scale of the proposed development)
- Opportunities to revise the town centre one-way configuration seen as key to highway access
- New bus service to serve the development was considered to be unlikely to be effective

### ***Risborough and Napier Barracks***

- Horn Street rail bridge was identified as a constraint on the network. It is likely that it will need to be investigated and improved should development go-ahead
- Accessibility within the site should be extended towards public transport interchanges and local services
- There may be issues concerning re-development of a military site
- Some of the highways surrounding the site are not to adoptable standards
- There may be a requirement to re-route buses through the development site
- Contributions may be sought to improve public rights of way in the vicinity of the site, and at local public transport hubs

### ***Folkestone Racecourse, Sellindge and Former Lympne Airfield***

- Concerns over the capacity of the local road network to accommodate traffic associated with the development

- Access into Stone Street (towards Westenhanger train station) should be improved
- Transport links should be improved to / from Westenhanger station
- Bus service to Hythe could be improved, especially at weekends
- Number 10 service is not well used
- New / improved cycle routes are required

### ***New Romney and Hawkinge***

- Potential congestion into Hythe
- Good links are provided to Folkestone
- Potential requirement for a New Romney bypass, although this was thought to be unlikely
- Recent improvements to the road network at Hawkinge may be able to accommodate additional traffic

### **Summary**

This workshop summary note has been prepared for the information and records of those who have been involved through the process by either being present at one or both of the workshops or by having been invited to attend.

It is only possible to provide a summary of the key discussion points, but please be assured that all of the comments made are highly valued and are being considered as the Transport Strategy is being prepared.

Thank you therefore, for your time and help with this.