



Agenda

Meeting: **Shepway Joint Transportation Board**
Date: **27 November 2017**
Time: **6.00 pm**
Place: **Boulogne Room - Civic Centre Folkestone**

To: **The members of the Shepway Joint Transportation Board**

The Board will consider the matters listed below at the date, time and place shown above. The meeting is open to the press and public.

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

1. **Apologies for absence**

2. **Declarations of interest**

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

3. **Minutes (Pages 3 - 8)**

To consider and approve the minutes of the meeting held on 11 September 2017.

4. **Highway Works Programme (Pages 9 - 22)**

Report JTB/17/04 updates Members on the identified schemes approved for construction in 2017/18.

5. **New Shared Use Pedestrian Footway/Cycleway, Cheriton Road and Earls Avenue, Folkestone (Pages 23 - 34)**

Report JTB/17/05 shows the results of the proposed shared use pedestrian footway/cycleway – Cheriton Road and Earls Avenue, Folkestone.

Queries about the agenda? Need a different format?

Contact Kate Clark – Tel: 01303 853267
Email: committee@shepway.gov.uk or download from our website
www.shepway.gov.uk

Shepway Joint Transportation Board - 27 November 2017

*Explanations as to different levels of interest

(a) A member with a discloseable pecuniary interest (DPI) must declare the nature as well as the existence of any such interest and the agenda item(s) to which it relates must be stated. A member who declares a DPI in relation to any item must leave the meeting for that item (unless a relevant dispensation has been granted).

(b) A member with an other significant interest (OSI) under the local code of conduct relating to items on this agenda must declare the nature as well as the existence of any such interest and the agenda item(s) to which it relates must be stated. A member who declares an OSI in relation to any item will need to remove him/herself to the public gallery before the debate and not vote on that item (unless a relevant dispensation has been granted). However, prior to leaving, the member may address the meeting in the same way that a member of the public may do so.

(c) Members may make voluntary announcements of other interests which are not required to be disclosed under (a) and (b). These are announcements made for transparency reasons alone, such as:

- membership of outside bodies that have made representations on agenda items, or
- where a member knows a person involved, but does not have a close association with that person, or
- where an item would affect the well-being of a member, relative, close associate, employer, etc. but not his/her financial position.

Voluntary announcements do not prevent the member from participating or voting on the relevant item

Folkestone

Hythe & Romney Marsh
Shepway District Council



Minutes

Shepway Joint Transportation Board

Held at:	Council Chamber - Civic Centre, Folkestone
Date	Monday, 11 September 2017
Present	Councillors Mrs Ann Berry, Miss Susan Carey, Peter Gane, Tony Hills, Frank Hobbs, Mrs Jennifer Hollingsbee (In place of Ms Janet Holben), Rory Love, Dick Pascoe and Stuart Peall
Apologies for Absence	Ms Janet Holben, David Monk, Mrs Susan Wallace and Martin Whybrow
Officers Present:	Kate Clark (Committee Services Officer), Fred Miller (Transportation Manager) and David Petcher (Highways Engineer)
Others Present:	Pauline Rockett (District Manager – Shepway (KCC)) and James Bowen (Operations Engineer – KCC)

7. **Declarations of interest**

There were no declarations of interest.

8. **Minutes**

The minutes of the meeting held on 3 July 2017 were submitted, approved and signed by the Chairman.

9. **Highway Works Programme**

Report JTB/17/03 updates members on the identified schemes approved for 2017/18.

Members considered the report and made the following comments:

- Street lighting on Main Road needs to be more specific. Subsequently Pauline Rockett, KCC District Manager, Shepway confirmed this is in Sellindge.

- Local Growth Fund Works, an update is required on the current position along with plans of the cycle path. Pauline Rockett will assist on this. Councillor Stuart Peall pointed out that the 'No Cycling' sign that appeared on the cycle route in Sandgate was a surprise and it is important that this does not happen again.
- Casualty Reduction Matters, Alkham Valley Road jw A260 Canterbury Road. Councillor Dick Pascoe requires an update as mentioned in the minutes from the meeting on 3 July 2017.
- Developer Funded Works, Horn St/Church Rd. Members agreed that this junction change is not clearly marked and signs need to be reinstalled. There seems to be confusion at this junction which has resulted in several near misses. Pauline Rockett will look at reinstallation of signs with reference to a safety auditor.
- Developer Funded Works, Church Road. Members asked if the road markings could be relooked at near the entrance to enable vehicles to exit more safely.

Councillors Peall and Carey are keen to know about the yellow lines in Elham. David Petcher, Highways Engineer intends to provide information at the next JTB meeting.

Resolved:

To receive and note report JTB/17/02

10. Shepway Winter Plan - Draft

Report JTB/17/03 is the handbook that supplements Kent County Council Highways and Transportation's Winter Service Policy Statement which was endorsed and adopted by Kent County Council (KCC) Environment, Highways and Waste Policy Overview and Scrutiny Committee (EHW POSC).

With regard to gritting Pauline Rockett advised that all hill routes in Shepway will be treated identically to Detling Hill and Bluebell Hill. She also said that the Dungeness Power Station approach road has been incorporated into the gritting timetable.

Members were told that farmers' assistance is in place and have been contracted for their services.

Discussions centred around salt bags which are provided to Parish Councils. Notification will be sent to Parish Councils to ascertain their requirements.

Reference was made to the Highways England's Winter arrangements plan and how this would relate and compare to KCC's Winter Plan. Councillor Tony Hills will raise this question with the Environment and Transport Cabinet Committee of which he is a member.

Councillor Rory Love was keen to point out that District and County Councils recognise the impact and importance of local residents and how they can help during the Winter months. Pauline Rockett agreed and that through social media and advertising this is publicised.

Resolved:

That report JTB/17/03 be received and noted.

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To: Shepway Joint Transportation Board

By: KCC Highways and Transportation

Date: 27th November 2017

Subject: Highway Works Programme 17/18

Classification: Information Only

Summary: This report updates Members on the identified schemes approved for construction in 2017/18

1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2017/18

Footway and Carriageway Improvement Schemes – see Appendix A

Drainage Repairs & Improvements – see Appendix B

Street Lighting – see Appendix C

Transportation and Safety Schemes – see Appendix D

- **Integrated Transport Schemes** – Appendix D1
- **Local Growth Fund** – Appendix D2
- **Casualty Reduction Measures** – Appendix D3

Developer Funded Works – Appendix E

PROW – see Appendix F

Bridge Works – see Appendix G

Traffic Systems – see Appendix H

Combined Member Grant – see Appendix I

Conclusion

1. This report is for Members information.

Contact Officers:

The following contact officers can be contacted on **03000 41 81 81**

Toby Howe	Highway Manager (East)
Pauline Rockett	Shepway District Manager
Alan Casson	Road and Footway Asset Manager
Katie Moreton	Drainage Manager
Sue Kinsella	Street Lighting Manager
Toby Butler	Intelligent Transport Systems Manager
Andrew Hutchinson	PROW
Katie Moreton	Interim Structures Manager
Jamie Hare	Development Agreement Manager
Nikola Floodgate	Schemes Planning & Delivery Manager

Appendix A – Footway and Carriageway Improvement Schemes

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

Machine Resurfacing – Contact Officer Byron Lovell			
Road Name	Parish	Extent of Works	Current Status
A259 Park Farm Road	Folkestone	A259 Churchill Ave junction with Park Farm Road	Completed
Broadmead Road	Folkestone	Near Railway Bridge	Completed
A20 Ashford Road	Sellindge	Junction with Otterpool Lane	Completed
B2011 Dover Hill, Folkestone	Folkestone	Crete Road East to the escape lane on downhill section approximately 200m from junction	Completed
Footway Improvement - Contact Officer Neil Tree			
Road Name	Parish	Extent and Description of Works	Current Status
Sandgate Road (Phase 1)	Folkestone	Footway on north side only. From the junction with Cheriton Place to its junction with Bouverie Place. (Footway Reconstruction)	Completed
Sandgate Road (Phase 2)	Folkestone	Footway on north side only. From the junction with Manor Road to its junction with Cheriton Place. (Footway Reconstruction)	Programmed for commencement in the New Year. In conjunction with planned pedestrian crossing.
Bournemouth Road	Folkestone	Entire length (Footway Protection)	Re-programmed for February / March 2018

Castle Hill Avenue	Folkestone	Entire length from the junction with Shornecliffe Road to its junction with Bouverie Rd West inclusive central footway (Footway Protection)	Re-programmed for February / March 2018
Surface Treatments - Contact Officer Jonathan Dean			
Micro Surfacing			
Road Name	Parish	Extent And Description Of Works	Current Status
Holloway Lane / Little Everden Road	Swingfield	From The Street To Junction With Chalksole Green Lane	Completed
Firs Close	Cheriton	Full Length	Completed
Fairway Avenue	Cheriton	Full Length	Completed
Arpinge Lane	Arpinge	Teddars Leas Road To Crete Road West	Completed
B2075 Station Road	Lydd	Kitewell Lane To Peak Industrial Park (Bridge Deck)	Completed
B2063 Military Road/Risborough Lane	Sandgate Folkestone	Oxenden Road To Shornecliffe Road	Completed
Reece Lane	Acrise Elham	A260 Canterbury Road To Ladwood	Completed
Whiteways Scott's Lane	Stowting	Stowting Court Road To Mill Lane	Completed
Surface Treatments - Contact Officer Jonathan Dean			
Surface Dressing			
Road Name	Parish	Extent And Description Of Works	Current Status
Grove Lane	Brenzett/Brookland	Junction Of Bowdell Lane And Brack Lane	Completed
Beckett Road	Brookland	A259 Rye Road To Harvey Road	Completed

Beacon Lane	Ivychurch	Hook Wall to Clubbs Lane	Completed
Dean Bottom	Elmsted	Glory Lane To the lane leading to Great Holt Farm	Completed
Broad Street	Lyminge	Speed Terminals at Green banks To Sandling Road	Completed
Brack Lane	Brookland	Kennards Lane Through To Snargate Lane	Completed
A261 Hythe Road	Lympne Saltwood	From the A20 junction to Ashford Lodge.	Completed
A20 Ashford Road	Saltwood Postling	Sandling Road To Stanford Intersection (Missing Bridge Deck)	Completed

Appendix B – Drainage Repairs & Improvements

Drainage Repairs & Improvements - <i>Contact Officer Katie Lewis</i>			
Road Name	Parish	Description of Works	Current Status
Palmbeach Avenue	Hythe	Installation of new drainage system	Works Completed
Stowting Hill	Stowting	Installation of kerbing and minor resurfacing works	Works Complete
Church Hill	Hawkinge	Investigation into improvements to the drainage system	At design stage
Bunkers Hill	Elham	Installation of new drainage system	Works commence 06/11/17

12hAppendix C – Street Lighting

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

Street Lighting Column Replacement – *Contact Officer Sue Kinsella*

Road Name	Parish	Description of Works	Status
Morrison Road	Folkestone	Replacement of 3 no street lights Complete with LED Lanterns	Works Programmed for Completion by January 2018
Birkdale drive	Folkestone	Replacement of 2 no street lights	Completed
Church road	New Romney	Replacement of 1 no street light	Completed
South Road	Hythe	Replacement of 1 no street lights complete with LED Lanterns	Works Programmed for Completion by January 2018
Broadview	Folkestone	Replacement of 1 no street light	Completed
Cherry garden lane	Folkestone	Replacement of 1 no street light	Completed
Coniston road	Folkestone	Replacement of 7 no street lights	Completed
Corone Close	Folkestone	Replacement of 1 no street light	Completed
Carey Close	New Romney	Replacement of 1 no street light	Completed
Charles Cobb Close	Dymchurch	Replacement of 1 no street light	Completed
Dallas Brett Crescent	Folkestone	Replacement of 1 no street light	Completed
Downs road	Folkestone	Replacement of 1 no street light	Completed
Dymchurch road	New Romney	Replacement of 1 no street light	Completed
Encombe	Folkestone	Replacement of 1 no street light	Completed
Ellis Drive	New Romney	Replacement of 1 no street light	Completed
Grasmere Gardens	New Romney	Replacement of 8 no street light	Completed
Grand Parade	New Romney	Replacement of 1 no street light	Completed
Greenly Way	New Romney	Replacement of 4 no street light	Completed
Harriot Close	New Romney	Replacement of 1 no street light	Completed
Holywell Avenue	New Romney	Replacement of 2 no street lights	Completed

Laurel Close	Folkestone	Replacement of 1 no street light	Completed
Links Way	New Romney	Replacement of 1 no street light	Completed
Lydd road	New Romney	Replacement of 4 no street light	Completed
Lynwood	Folkestone	Replacement of 9 no street light	Completed
LITTLESTONE ROAD	New Romney	Replacement of 1 no street light	Completed
MARSH CRESCENT	New Romney	Replacement of 1 no street light	Completed
MOUNTFIELD ROAD	New Romney	Replacement of 3 no street lights	Completed
MABLEDON CLOSE	New Romney	Replacement of 2 no street lights	Completed
PADDOCK CLOSE	Folkestone	Replacement of 1 no street light	Completed
PILGRIM SPRING	Folkestone	Replacement of 1 no street light	Completed
ROLFE LANE	New Romney	Replacement of 1 no street light	Completed
RICHMOND DRIVE	New Romney	Replacement of 1 no street light	Completed
STATION ROAD	New Romney	Replacement of 1 no street light	Completed
SUGAR LOAF WALK	Folkestone	Replacement of 2 no street lights	Completed
SALBRIS CLOSE	Hythe	Replacement of 2 no street lights	Completed
TILE KILN LANE	Folkestone	Replacement of 2 no street lights	Completed
TURN PIKE HILL	Hythe	Replacement of 1 no street light	Completed
TYSON ROAD	Folkestone	Replacement of 1 no street light	Completed
WILBERFORCE ROAD	Folkestone	Replacement of 1 no street light	Completed
WELLS CLOSE	New Romney	Replacement of 1 no street light	Completed
SHEPWAY	Folkestone	Replacement of 1 no street light	Completed

CLOSE			
CROFTERS CLOSE	Hythe	Replacement of 6 no street light	Completed
JOYES ROAD	Folkestone	Replacement of 11 no street light	Works Programmed for Completion by January 2018
MAIN ROAD	North Downs West	Replacement of 56 no street light	Works Programmed for Completion by January 2018

Appendix D – Transportation and Safety Schemes

Appendix D1 – Integrated Transport Schemes

All other LTP funded non-casualty reduction schemes

Integrated Transport Schemes – Contact Officer Darren Hickman			
Location	Parish	Description of Works	Current Status
Sandgate Road	Folkestone	Provision of new zebra crossing	Design complete for construction in March 2018

Appendix D2 – Local Growth Fund

Appendix D2 – Local Growth Fund

Local Growth Funded Works (also Section 106 Agreement contribution)- Contact Officer Jamie Watson			
Scheme Name	Parish	Description of Works	Current Status
Folkestone Harbour to Hythe/Sandgate Phase 1	Folkestone and Sandgate	Cycle route - signs, lines, bollards and localised footway widening between Marine Walk, Folkestone and Princes Parade, Sandgate Esplanade, Sandgate	Designs complete. Handed over to contractor for delivery. Delivery is proposed for Mid Feb/March 2017.
Hythe to Dymchurch Phase 2	Hythe	Cycle route between West Parade, Hythe via St Leonard’s Road, The Green recreation Ground Reachfields and A259 Dymchurch Road to Dymchurch Redoubt	Outline designs ongoing. For delivery 17/18 if funding available.
Folkestone Central cycle routes	Folkestone	Cycle facility improvements along Earl’s Avenue, under railway line to Cornwallis Avenue, along Cheriton	Outline design. Part delivery of minor alterations in Feb/Mar 16/17 and further

Phase 3		Road to junction with Beachborough Road / Cherry Garden Avenue	designs and works planned for 17/18
Sandgate Esplanade	Sandgate	Provision of a new zebra crossing	in construction now and due to be completed early December
Rolfe Lane	New Romney	Upgrade of pedestrian links between the School and new housing development on Cockreed Lane	Outline design for delivery in 2018
Church Road	Cheriton	New dropped kerb pedestrian crossing and junction re-alignment outside school	In design, not likely to be constructed before April 2018

Appendix D3 – Casualty Reduction Measures

Identified to address a known history of personal injury crashes. The sites below are from the 2016 crash cluster sites.

Casualty Reduction Schemes – <i>Contact Officer Darren Hickman</i>			
Location	Parish	Description of Works	Current Status
Lydd Road j/w B2075 Old Romney (Hammonds Corner)	Old Romney	Surveys and junction modelling for a scheme to be delivered in 2019/20.	Commission for detailed modelling and options report
A259 Rampart Road j/w Stade Street	Hythe	Recovery of road markings	to be delivered 2018/19
B2011 Dover Hill	Folkestone	Reduction in speed limit	to be delivered 2018/19
A20 Cheriton Road jw Cherry Garden Ave	Folkestone West	Surveys and junction modelling in view of delivering a scheme in 2017/18 to mitigate crashes at this location if suitable option is achievable	Survey work ongoing
Alkham Valley Road jw A260 Canterbury Road	Folkestone	Surveys and junction modelling in view of delivering a scheme in 2017/18 to mitigate crashes at this location if suitable option is achievable	Detail design ongoing. Scheme in consultation with Highways England due to possible impact on A20. Alternative options being investigated
A259 Cheriton Road	Folkestone	Upgrade existing zebra crossing equipment	Outline design

Appendix E – Developer Funded Works

Developer Funded Works (Section 278 Works) Contact Officer Dean Heynes			
Road Name	Parish	Description of Works	Current Status
A259 Seabrook, Olivia Court, Ref: 3040	Seabrook	New entrance and footway adjacent to new flats	Awaiting on date for remedials
Horn St/Church Rd Ref: 3035	Cheriton	Widening of Horn St and formation of new entrance to development, change of priority at junction of Horn St and Church Rd, signals to Horn St Bridge and signalised crossing to Church Rd	Operational and going into maintenance. Signs put out, remedials agreed – awaiting on date. Expected end of November 2017.
Shorncliffe Rd	Folkestone	Formation of two new entrances and resurfacing of footpath	Completed end of November 2017
Military Rd	Folkestone	Formation of new entrances into development site	Completed end of November
Church Rd Ref:3041	Cheriton	Widening of Church Rd and formation of new entrance to development on Stadium site	Complete on maintenance

Appendix F – PROW

Public Rights of Way – Contact Manager- David Fleck			
Path No	Parish	Description of Works	Current Status
No planned works			

Appendix G – Bridge Works

Bridge Works – Contact Officer Katie Moreton			
Road Name	Parish	Description of Works	Current Status

High Knocke Estate / A259	Shepway	Reconstruction of existing culvert supporting High Knocke Estate Road. Lane closure on High Knocke Estate Road and A259 under traffic light control.	Construction phase commenced 11 September 2017 Completion due early December 2017.
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Appendix H - Traffic Systems

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

Traffic Systems - Contact Officer: Toby Butler		
Location	Description of Works	Current Status
A259 Seabrook Road near Horn Street, Sandgate	Refurbishment of signal controlled crossing	Proposed 27/11/17 for 3 weeks

Appendix I – Member Highway Fund

Member Highway Fund programme update for the Shepway District.

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

- in design
- at consultation stage
- Handed over for delivery
- Recently completed on site.

The list is up to date as of **1st November 2017**.

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

- Contributions Members have made to other groups such as parish councils
- Highway studies
- Traffic/ non-motorised user surveys funded by Members.

More information on the schemes listed below can be found via Kent Gateway, the online database for all Combined Member Grant schemes and studies, or by contacting the Traffic and Safety Engineer for the Combined Member Grant Shepway District.

Susan Carey

Details of Scheme	Status

David Monk

Details of Scheme	Status

Rory Love

Details of Scheme	Status

Tony Hills

Details of Scheme	Status

Martin Wybrow

Details of Scheme	Status

Richard Pascoe

Details of Scheme	Status

1.1 Legal Implications

1.1.1 Not applicable.

1.2 Financial and Value for Money Considerations

1.2.1 Not applicable.

1.3 Risk Assessment

1.3.1 Not applicable.

Contacts: Toby Howe / Pauline Rockett 03000 418181

**New shared use pedestrian footway/cycleway – Cheriton Road and Earl's Ave,
Folkestone**

To: **Shepway Joint Transportation Board - 27 November 2017**

Main Portfolio Area: **Growth, Environment & Transport**

By: **Roger Wilkin, Director of Highways, Transportation & Waste**

Classification: **For Recommendation**

Division: **Folkestone West**

**Summary: Report on the results of the proposed shared use pedestrian
footway/cycleway – Cheriton Road and Earl's Ave,
Folkestone.**

1. Executive summary

- 1.1 This report details the responses to the consultation on the proposed changes to provide a new 'shared use' pedestrian footway/cycleway on Cheriton Road and Earl's Avenue, Folkestone, Kent. The public consultation was open from 9th October to 5th November 2017.
- 1.2 The consultation was well received by local residents in the area with the feedback showing majority support for the scheme.
- 1.3 The most significant concern noted was that respondents felt cyclists and pedestrians should be separated and a segregated cycle route preferably on the carriageway should be implemented instead.
- 1.4 In response, KCC has analysed the comments submitted by respondents to the consultation questionnaire to ascertain whether changes to the design of the scheme would be required as a result of comments and queries. Having considered all responses, it is considered the scheme as proposed should proceed without changes.

2. Introduction

- 2.1 Kent County Council (KCC) is keen to encourage cycling in the county and ensure that Kent's roads are safe for all road users.
- 2.2 Kent County Council is proposing to install a shared use pedestrian footway/cycleway from the Harvey Grammar School to the Seafront incorporating a new toucan crossing on Cheriton Road outside Morrisons superstore to help pedestrians and cyclists cross the road.
- 2.3 At present central Folkestone has limited designated cycle routes and the links for pedestrians and cyclists in a north/south direction are poor, partly due to the railway line, which splits the town.
- 2.4 This scheme plans to create a new cycle route linking to the existing cycle route at the junction with Cornwallis Ave, continuing through to The Leas.

2.5 The proposed scheme will include:

- Improved signage on existing routes
- Upgrading the existing footway to allow for shared pedestrian and cycle use.
- New/upgraded pedestrian/cycle toucan crossing
- Widened and re-aligned footways and kerbs on Cheriton Road, outside Morrisons and a section on Earl's Ave

3. Consultation process

3.1 Consultation for the proposed 'shared use' pedestrian/cycle route on Cheriton Road and Earl's Ave ran from 9th October to 5th November 2017. The consultation was hosted upon the KCC Consultation Website, with an online questionnaire which was also available in paper form on request.

3.2 Publicity material was circulated directly to homes and businesses along the route and was made publicly available in Folkestone and Sandgate libraries on Monday 9th October. Posters were also put up along the route promoting the consultation on Monday 9th October. The consultation document is attached at appendix 2.

3.3 Anyone who had engaged in similar KCC consultations previously received notification of this one, and an extensive list of stakeholders received emailed copies of the information. A press release advertising the consultation was prepared and elected County and District Members were contacted individually, as were bus companies.

4. Consultation Results

4.1 Thirty six responses to the consultation were received and are summarised in the table below:

4.2 *To what extent do you agree or disagree with our proposal to provide a new 'shared use' pedestrian/cycle route along Cheriton Road*

Response	Local resident	Local community group	Parish town council	Other	Total
Strongly agree	12	1	1	3	17
Tend to agree	7			2	9
Neither agree nor disagree					
Tend to disagree	1			2	3
Strongly disagree	4	1		2	7
Total	24	2	1	9	36

Table 1 Demographic of all respondents in each support level category

4.3 Responses showed significant support for the new ‘shared use’ pedestrian/cycle route along Cheriton Road and Earl’s Ave with 72% in favour of the proposal. 28% of respondents disagree with the scheme although only 20% strongly disagree.

4.4 There was a good local representation to the consultation. A total of twenty four local residents responded, nineteen of those support the proposed shared pedestrian/cycle route and five were not supportive.

4.5 *To what extent do you agree or disagree with the installation of a Toucan crossing outside Morrisons supermarket?*

Response	Local resident	Local community group	Parish town council	Other	Total
Strongly agree	16		1	3	20
Tend to agree	5			2	7
Neither agree nor disagree		1		2	3
Tend to disagree	1				1
Strongly disagree	3	1			4
Prefer not to say	1				1
Total	26	2	1	7	36

Table 2 Demographic of all respondents in each support level category

4.6 The responses showed significant support for the installation of a new toucan crossing along Cheriton Road with 75% in favour of the proposal. Only 14% of respondents disagree, 8% neither agree nor disagree and 3% answered ‘don’t know’.

4.7 Full details of the written responses and analysis of those responses are given in **Appendix 2**.

4.8 The ten consultees who either tended to disagree or strongly disagreed with the proposed shared pedestrian/cycle route raised common issues including the dangers to the pedestrian of sharing space with cyclists, cyclists should be on the carriageway only and cyclists ‘taking over’ when using this shared space. It is likely that these consultees would have preferred a segregated facility rather than a shared route as is currently proposed.

4.9 There are a number of factors to consider in terms of the suitability of shared or segregated routes. It is evident that cyclists travel faster on segregated routes when compared to shared use routes. Where pedestrians walk in groups they are also more

likely to ignore segregation unless widths are generous which they would not be in this instance. Narrow segregated routes have higher levels of non-compliance and we have anecdotal evidence that cyclists show more considerate behaviour on unsegregated routes. On balance it is felt that the scheme as proposed should proceed to implementation.

5.0 Next Steps

5.1 If the project is approved, the scheme will be progressed to detailed design, with a view to construction in March of 2018.

6.0 Financial

6.1 KCC have secured funding from the South East LEP Local Growth Fund of £135,000 to design and construct this project.

7.0 Legal implications

7.1 There are no Traffic Regulation Orders (TRO) required for this scheme and no other legal implications that we are aware of at this stage.

8.0 Conclusions

8.1 The consultation on the scheme has highlighted that there is positive support for the construction of a shared use pedestrian/cycle route on both Cheriton Road and Earl's Ave, Folkestone.

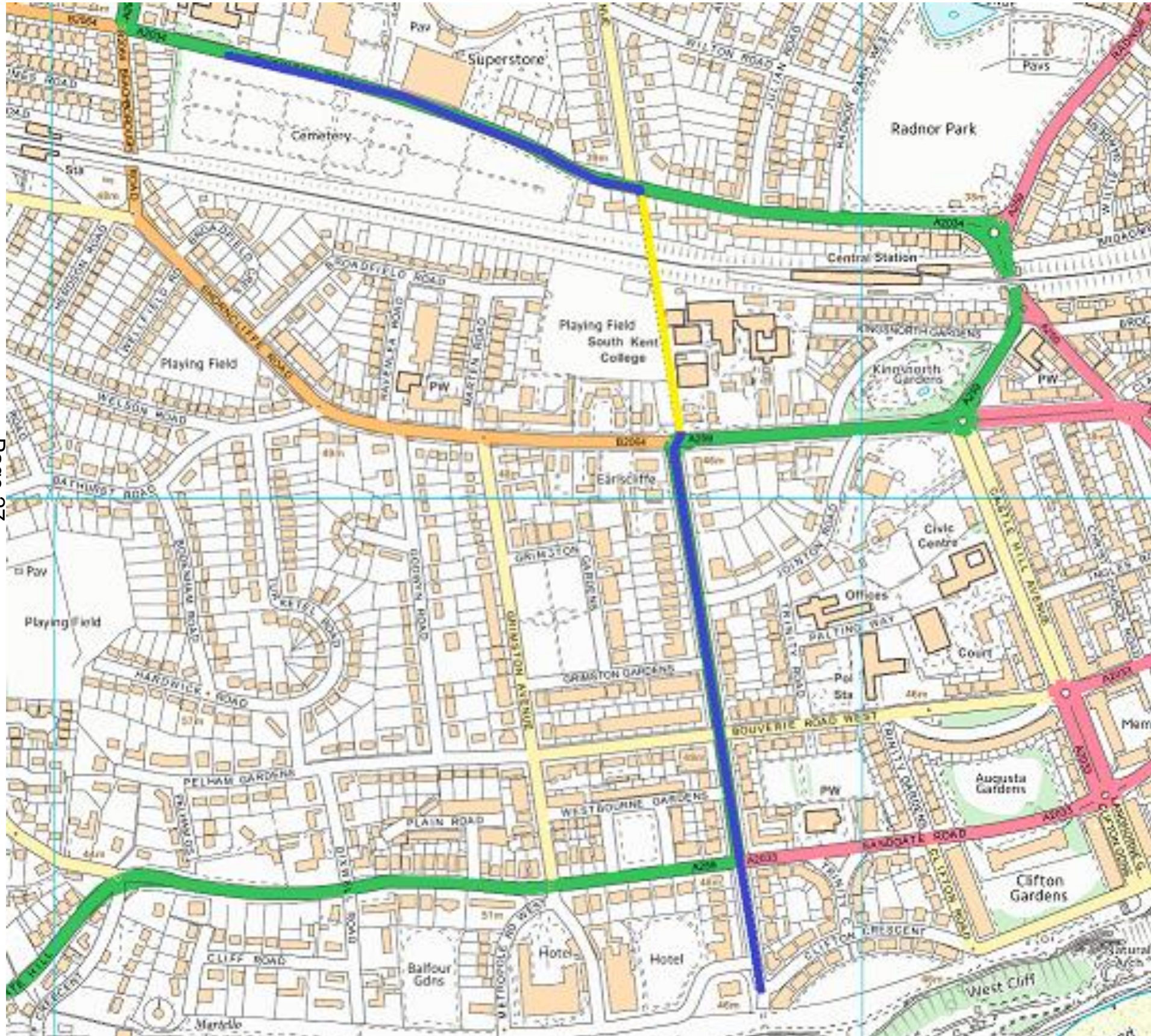
Future Meeting if applicable: None	Date:
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Contact Officer:	Damien Cock – Schemes Project Manager e mail: damien.cock@kent.gov.uk tel: 03000 418181
Reporting to:	Tim Read - Head of Transportation

Appendices

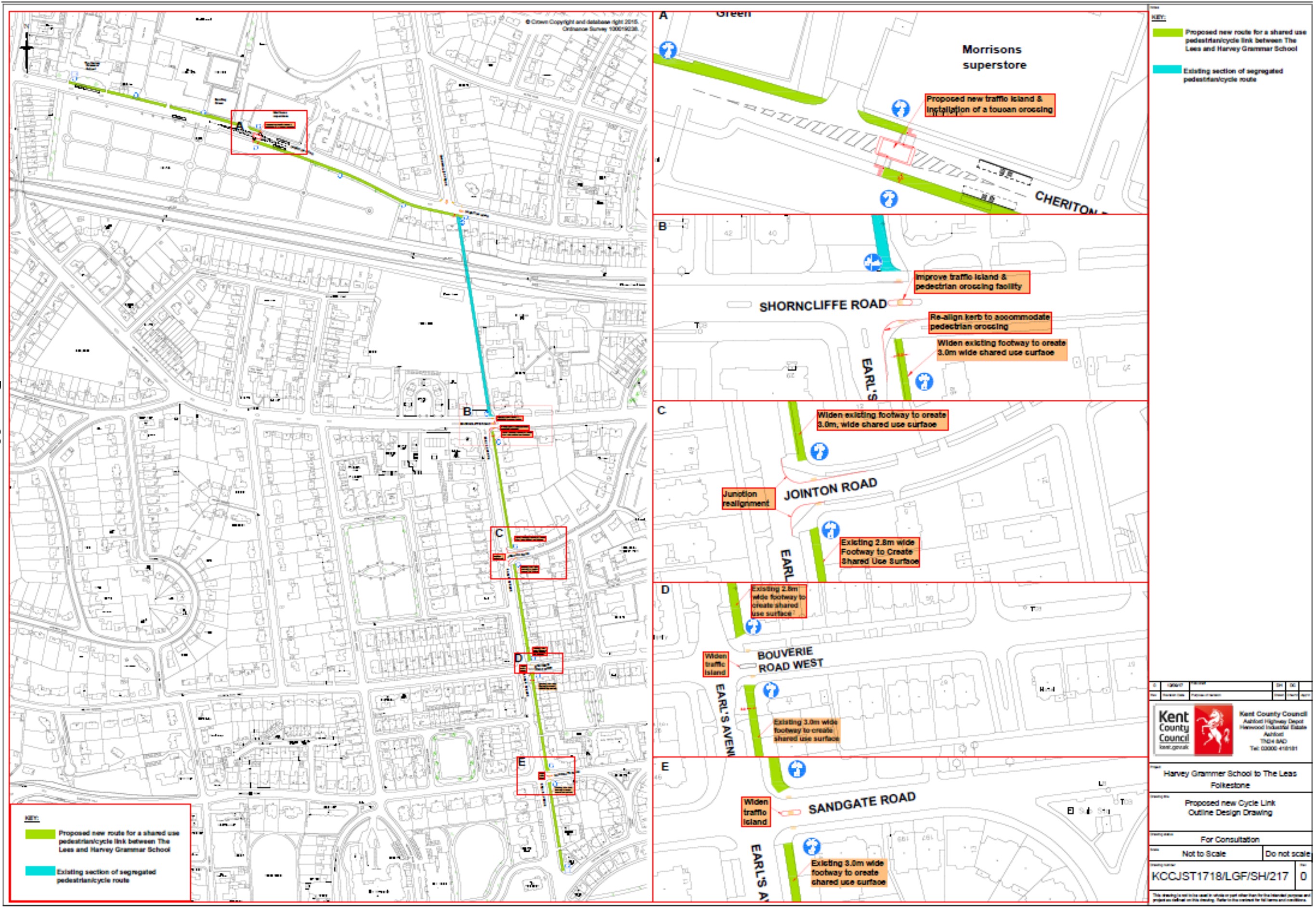
Appendix A	Site & Location Plan
Appendix B	Consultation – Outline Design
Appendix C	Detailed Consultation Responses and analysis

Appendix A – Site & Location Plan



- KEY
- Proposed shared pedestrian/cycle route 
 - Existing segregated pedestrian / cycle route 

Appendix B – Consultation, Outline Design



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Appendix C: Analysis of Responses

Full comments from Question 3a:

Respondents' comments	In support of the scheme	KCC comments
<p>Vehicles need help getting out of Morrisons' car park, this will make the situation even more difficult.</p>	<p>Strongly disagree</p>	<p>The proposed shared footway/cycleway route ends at the toucan crossing location fifty metres from the junction of Morrisons. The cyclist crosses the road here and continues on the other side of the carriageway to the existing segregated cycleway/footway at junction of Cornwallis Avenue.</p>
<p>The Consultation Leaflet states: "The cycle route design will meet all national minimum design standards, including: - Widening of the existing footpaths to a minimum of 2.5m".</p> <p>In fact this is not the case.</p> <p>The current standards for a two way cycle track are outlined in IAN 195/16 2.2.11 which gives a desirable minimum width of 3.0m with an absolute minimum of 2.5m for sections up to 100m. That is for a cycles only route, with level space on both sides. A shared route in an environment with adjacent vertical structures would require additional space to be effective.</p> <p>It seems doubtful that the scheme as a whole has been designed to the standards set out in IAN19/16, particularly that of the cycle design vehicle outlined in 2.2.4.</p> <p>www.standardsforhighways.co.uk/ha/standards/ians/pdfs/ian195.pdf</p>	<p>Tend to agree</p>	<p>KCC utilise the Department for Transport standards whilst designing schemes - LTN 2/04 - Adjacent and Shared Use Facilities for Pedestrians and Cyclists states:-</p> <p>6.2.14 Shared use facilities have operated satisfactorily down to 2.0m wide with considerable use by pedestrians and cyclists up to around 200 per hour. However, this width should be considered to be an absolute minimum, and the desirable minimum is 3.0m. The minimum widths should be considered as a starting point, with higher standards adopted if possible. Again, local conditions and opinion will need to be taken into account.</p> <p>The proposed shared footway/cycleway on this scheme has been designed at the desirable minimum width of 3.0m, there is only three small sections on Earl's Ave in between junction of Shornecliffe Road to junction of Jointon Road where tree roots may prevent KCC from widening the existing footway to 3m, hence the absolute minimum width of 2.5m may be utilised.</p>

<p>Cycleways should be on the road not in an area used predominantly by pedestrians. IT IS DANGEROUS .</p>	<p>Tend to disagree</p>	<p>Dedicated cycling facilities, whether on- or off-carriageway, are offered to all cyclists as an optional facility to be used at their discretion. Off-carriageway facilities, such as those proposed, are more attractive to those less confident about cycling on the roads as they feel much safer with a physical separation from traffic. Mandatory, on-carriageway cycle lanes could be provided without any segregation measures, but this would not provide the desired level of comfort to the less confident to encourage them to cycle the route.</p>
<p>Positive Feedback Comments</p> <p>1/.Any proposal that may encourage cycling instead of car use providing it's safe to do so.</p> <p>2/. Improved cycle/footpaths suggest a safer way of getting from point to point. Not sure of the impact pedestrians and cyclists may have being potentially close together.</p> <p>3/. For somebody who regularly cycles in Folkestone any improvements to the cycle network are welcome</p> <p>4/. A shared use facility will benefit all users and encourage cycling improving the fitness and wellbeing of the cyclist.</p> <p>5/. We as a family, with a 9 year old boy regularly cycle around the area including the proposed route up to the sea front to the harbour and along the coast to Hythe. Therefore we fully support this initiative that will enhance the safety of this route along the section that is</p>	<p>Tend to agree</p> <p>Tend to agree</p> <p>Strongly agree</p> <p>Strongly agree</p> <p>Strongly agree</p>	<p>New cycling facilities are introduced to encourage more people to consider active travel as an option instead of using motorised methods. This route is particularly intended for those less confident in mixing with motorised vehicles, who would like to consider healthier, more sustainable travel methods, but don't feel safe doing so on the carriageway.</p>

<p>planned, and promote cycling generally. We are fortunate in having a great cycling area for all abilities, so thank you and good luck with the proposal.</p> <p>6/. Support any plans to provide safe cycleways and pathways from Cheriton Road to the seafront.</p>	Strongly agree	
<p>It is hell on earth when cyclists are allowed to use the same space as pedestrians. It not does not work. Cyclists act as if they own it all, and we have to get out of their way.</p> <p>They are already cycling on the pavements from Cheriton Post Office to Morrisons. Give them an inch, and they will take a mile.</p> <p>Pavements are for pedestrians. It is meant to be our safe space.</p> <p>You are obviously cyclists yourselves, or car drivers. Get out and walk sometime: then you will see how dreadful it has become.</p> <p>I know there is a powerful cycle forum in Shepway, but I hoped the County Council would have some sense.</p>	disagree	<p>An unsegregated shared use path is a facility used by pedestrians and cyclists without any measures of segregation between modes. It is designed to enable pedestrians and cyclists to make use of the entire available width of the path. Key reasons for preferring unsegregated paths are:</p> <ul style="list-style-type: none"> • Evidence shows that cyclists travel faster on segregated shared use routes • Where pedestrians walk in groups (esp at weekends and school journeys) they are more likely to ignore segregation unless widths are adequate • More considerate behaviour is observed on unsegregated routes • Segregated routes can encourage territorial behaviour • Narrow segregated routes have higher levels of non-compliance • Unsegregated routes may be cheaper to construct and maintain due to less complex engineering and a narrower width (up to three times less if segregation by kerb is used). • Unsegregated routes require fewer signs and markings, thereby offering a less urban and intrusive solution.
<p>Given the speed the students ride their bicycles i feel it is inherently unsafe to have pedestrians & cyclists on the same piece of tarmac without makings to separate</p>	strongly	<p>Observation of user habits in segregated footway/cycleways regularly shows that pedestrians tend not to stay within the footway section of the facility. When</p>

<p>the 2 groups</p>	<p>disagree</p>	<p>cyclists come across pedestrians walking in the cycling section, they are forced to confront the pedestrians or cycle out of their lane to pass. With a shared use facility, all users enjoy equal access to the whole area, allowing them to make their own decisions on how to negotiate other users. The expected low numbers of pedestrians along this road would result in a similarly low number of conflicts between pedestrians and cyclists.</p>
<p>Shared footways / cycleways do not work and are dangerous for pedestrians</p>	<p>Strongly disagree</p>	<p>Observation of user habits in segregated footway/cycleways regularly shows that pedestrians tend not to stay within the footway section of the facility. When cyclists come across pedestrians walking in the cycling section, they are forced to confront the pedestrians or cycle out of their lane to pass. With a shared use facility, all users enjoy equal access to the whole area, allowing them to make their own decisions on how to negotiate other users. The expected low numbers of pedestrians along this road would result in a similarly low number of conflicts between pedestrians and cyclists.</p>
<p>A bad idea as in my opinion the cyclists take over</p>	<p>Strongly disagree</p>	<p>See above response from KCC</p>
<p>Cyclists generally are not considerate of pedestrians especially the older pedestrians. A broad line down the centre of the footways with</p>	<p>Strongly disagree</p>	<p>See above response from KCC</p>

<p>clearly marked cyclist and pedestrian right of way. Regular "policing" of the footways with on spot fines for breaches of rights. Cyclists must be required to be fitted with lights for evenings and a warning bell to alert those of us with limited hearing.</p>		
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