

**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.

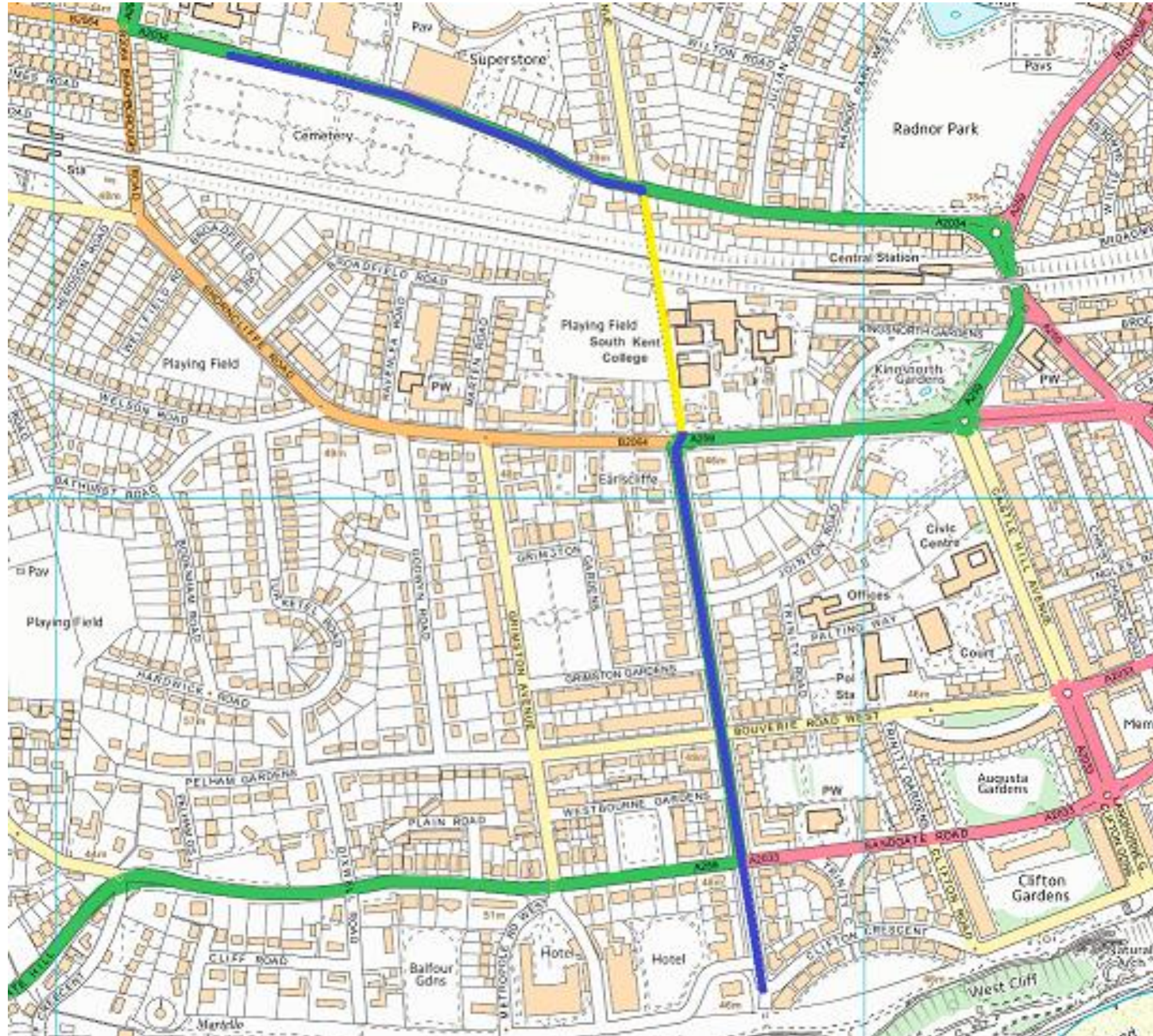
Future Meeting if applicable: None	Date:
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Appendices


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

Appendix A – Site & Location Plan

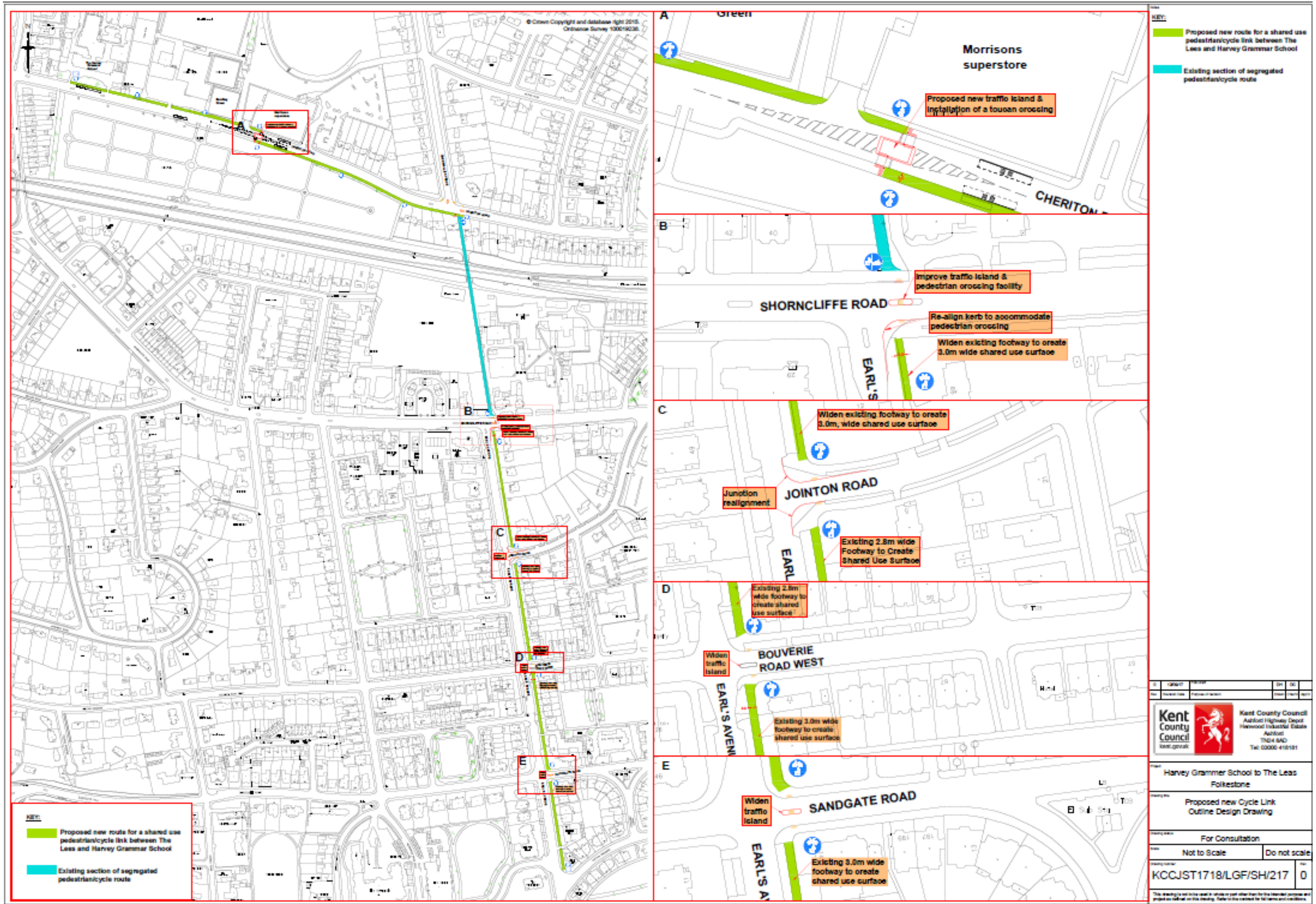


KEY

Proposed shared pedestrian/cycle route 

Existing segregated pedestrian / cycle route 

Appendix B – Consultation, Outline Design



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>	<p>Strongly agree</p>	
<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>	<p>disagree</p>	<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>	<p>strongly</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</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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