

APPENDIX 1: EXTRACTS FROM CONSULTATION QUESTIONNAIRE WITH PROPOSED DISTRICT COUNCIL RESPONSES

Kent Cycling and Walking Infrastructure Plan (KCWIP)

Consultation Questionnaire

The following questions focus on each of the cycling routes proposed within the KCWIP. You will have the opportunity to answer a question on the overall KCWIP further on in the questionnaire.

You only need to respond to routes which you have an interest in. If you do not wish to respond on a particular route, please leave the questions blank and move on until you reach a route that you would like to comment on.

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Route 4 - Canterbury to Folkestone

Q42. To what extent do you agree or disagree with the proposed Canterbury to Folkestone cycling route? Select **one** option. You will be given the opportunity to feedback on the proposed improvements in Q43.

<input type="checkbox"/>	Strongly agree
<input type="checkbox"/>	Tend to agree
<input checked="" type="checkbox"/>	Neither agree nor disagree
<input type="checkbox"/>	Tend to disagree
<input type="checkbox"/>	Strongly disagree
<input type="checkbox"/>	Don't know

Q42a. Please tell us the reason for your answer in the box below.

If your comment / suggestion relates to a specific location or alignment of the route, please make this clear in your response. You will be asked in Q43 for any feedback on the proposed improvements. We ask you not to identify yourself or anyone else within your response.

Proposed Folkestone & Hythe District Council response:

Consideration of the connections provided by both National Cycle Routes 16 and 17 are of relevance when considering the additionality that could be provided by the proposed route between Canterbury and Folkestone (see map at **Appendix 6**). Route 16 is a 43.6-mile route on the National Cycle Network, connecting Stansted to Great Totham, providing a route between Canterbury and Dover. Route 17 is a 43.2-mile route on the National Cycle Network which will run from Kent to the south coast, providing a route between Canterbury and Folkestone. In spatial terms the proposed route broadly runs central in a north-south axis between National Cycle Routes 16 and 17. There might be greater merit in auditing and looking for potential east-west connections between key urban centres and either Route 16 and/or Route 17, or connections to both.

Q43. We are proposing a number of high-level improvements along the Canterbury to Folkestone route. If you would like to provide any feedback on these or would like to suggest any other improvements, please tell us in the box below. If your comment / suggestion relates to a specific location or improvement, please make this clear in your response. We ask you not to identify yourself or anyone else within your response.

Proposed Folkestone & Hythe District Council response:

See comments above concerning an audit of potential connections.

Route 8 - Ashford to Folkestone

Q50. To what extent do you agree or disagree with the proposed Ashford to Folkestone cycling route? Select **one** option. You will be given the opportunity to feedback on the proposed improvements in Q51.

<input type="checkbox"/>	Strongly agree
<input type="checkbox"/>	Tend to agree
<input checked="" type="checkbox"/>	Neither agree nor disagree
<input type="checkbox"/>	Tend to disagree
<input type="checkbox"/>	Strongly disagree
<input type="checkbox"/>	Don't know

Q50a. Please tell us the reason for your answer in the box below.

If your comment / suggestion relates to a specific location or alignment of the route, please make this clear in your response. You will be asked in Q51 for any feedback on the proposed improvements. We ask you not to identify yourself or anyone else within your response.

Proposed Folkestone & Hythe District Council response:

The proposed scheme drawing provided indicates there will be the implementation of a 'new advisory cycle lane at B2067'. In reality, advisory cycle lanes should be thought of as indicators of the space cyclists need when they are being overtaken, not necessarily as exclusive space for cyclists. Moreover, the rather narrow carriageway width of the B2067, coupled with the fact that for much of its length the national speed limit applies, means the provision of an advisory cycle lane will not provide the same benefit that an off-road dedicated cycle route would provide. Notwithstanding this, the presence of advisory markings should ensure motorists have a stronger awareness of cycle users and the need to provide them with the space required when they are being overtaken.

Q51. We are proposing a number of high-level improvements along the Ashford to Folkestone route. If you would like to provide any feedback on these or would like to suggest any other improvements, please tell us in the box below. If your comment / suggestion relates to a specific location or improvement, please make this clear in your response. We ask you not to identify yourself or anyone else within your response.

Proposed Folkestone & Hythe District Council response:

There will be a need to ensure close alignment between the objectives of Route R8 'on the ground' and the associated off-site network improvements that could reasonably be secured as developer contributions to be funded (or directly related/implemented) by the Otterpool Park Garden Town. KCC representatives should closely engage with the promoters of the Otterpool Park Garden Town to better understand how the Garden Town will contribute towards cycle infrastructure provision from a network perspective.

The District Council supports the concept of the proposed cycle route but wishes to take the opportunity to make reference to the Royal Military Canal Greenway scheme that has been the subject of previous initial discussions with associated partners, most principally Ashford Borough Council.

A topic paper was prepared in November 2017 to examine the opportunity to create a path/cycleway, now referred to by the participating partners as a (Shared Use) Greenway, along the Royal Military Canal (RMC) from West Hythe to Iden Lock, just outside the Ashford Borough boundary. The creation of a route would involve widening and improving the existing 2m wide Public Right of Way (PROW) footpath to provide a *new traffic-free shared path*. There is currently a six-mile cycle path from Seabrook to West Hythe (in Folkestone & Hythe District), and interest in creating a link from Iden Lock to Rye (in the Rother District), if the section through the Ashford Borough can be completed. The ambition is that proposed Greenway phases will eventually connect to the wider network of shared use routes across Kent and East Sussex including Natural England's Coastal Path, National Cycle Route 2 from Folkestone and Dover to Camber, Rye and Hastings and Regional Route 11 linking Ashford and Lydd. Details of the indicative route are provided in the document 'Royal Military Canal Greenway – Working Document' (Ashford Borough Council and Sustrans, November 2017) (extracted map is provided at **Appendix 7**). From a strategic perspective this route is a high priority for the District Council.

The Canal Path passes over a remarkable and scenic landscape between the historic "Cinque Ports" of Hythe and Rye. There are consistent themes and requirements along the path, and an important consideration is the tourism, leisure and business opportunities that the route could engender. The proposed Greenway provides many opportunities, as bulleted out below:

- Increased visitor numbers and economic opportunities for local villages along the route.
- Increasing canal-side recreation and amenities for local communities and visitors.
- Health, fitness and wellbeing.
- Raising the profile of the Royal Military Canal as an International tourism destination linking the Cinque Ports of Hythe and Rye.
- Increasing the understanding of the canal's historical significance and providing opportunities for creative learning.
- Supporting economic development and tourism offer for villages on the Romney

Marsh.

- Development of sizeable new habitats and improvements to the ecology of a valuable green corridor
- Provide traffic free and quieter lane commuting route for walkers and cyclists.
- Linking Greenway opportunities to amenities such as food and drink establishments, B&B, shops and local businesses.
- Improved access for all including mobility vehicles, pushchairs, bicycles and joggers.

It will also be important to consider more extensive access for cycling connectivity into the heart of the Romney Marsh area, for example between the route of the Royal Military Canal Greenway and outward connections to the settlements of New Romney and Lydd, as well as the provision of additional connections to National Cycle Route 2.

Route 13 - Folkestone to Hythe

Q60. To what extent do you agree or disagree with the proposed Folkestone to Hythe cycling route? Select **one** option. You will be given the opportunity to feedback on the proposed improvements in Q61.

<input checked="" type="checkbox"/>	Strongly agree
<input type="checkbox"/>	Tend to agree
<input type="checkbox"/>	Neither agree nor disagree
<input type="checkbox"/>	Tend to disagree
<input type="checkbox"/>	Strongly disagree
<input type="checkbox"/>	Don't know

Q60a. Please tell us the reason for your answer in the box below.

If your comment / suggestion relates to a specific location or alignment of the route, please make this clear in your response. You will be asked in Q61 for any feedback on the proposed improvements. We ask you not to identify yourself or anyone else within your response.

Proposed Folkestone & Hythe District Council response:

The Folkestone to Hythe desire line for cycling is particularly prominent, as it has the potential to serve commuting and leisure journeys. This route is also to be reflected in the updated Folkestone & Hythe LCWIP that is currently being prepared by AECOM.

The award to the District Council in March 2023 of £25,000 from the Active Travel Capability Fund is facilitating an update of Local Cycling and Walking Infrastructure Plan.

Amongst other things, the revised draft shall reflect planned network enhancements, for example the Active Travel tranche 2 Cheriton Road scheme, and the Folkestone: A Brighter Future Levelling Up Fund project, which is to provide improved infrastructure and associated wayfinding between Folkestone Central station and the town centre. The update will also identify 'gaps' in the walking and cycling infrastructure and propose where future attention for network enhancements could be focussed. One such example could be the requirement to better connect the walking and cycling infrastructure between Folkestone town centre and the harbour area.

The LCWIP update will present an opportunity to work on early feasibility design on a select number of high priority schemes (schemes to be agreed with KCC) in readiness for future Active Travel bid submissions and/or to secure other sources of funding.

The District Council would consider the use of Community Infrastructure Levy receipts to part-fund the delivery of this route, and this could provide an important component of match-funding for any future Active Travel bid. From a strategic perspective this route is a high priority for the District Council. This route will pass through what will, with current and future developments along the seafront, be a very busy and heavily trafficked area, particularly around the harbour area, with many more residents, businesses and tourists visiting, trading from and living in the area. It is likely that further improvements will be needed to this route to manage competing demands on the public realm and to create an attractive route that reflects the importance of this area to the regeneration of Folkestone. The district council would welcome the opportunity to work with the county council on these improvements and the wider Folkestone-Hythe route, recognising its high significance to the district.

Q61. We are proposing a number of high-level improvements along the Folkestone to Hythe route. If you would like to provide any feedback on these or would like to suggest any other improvements, please tell us in the box below. If your comment / suggestion relates to a specific location or improvement, please make this clear in your response. We ask you not to identify yourself or anyone else within your response.

Proposed Folkestone & Hythe District Council response:

It is logical that this route follows National Cycle Network (NCN) route 2 for much of its length. The proposed interventions are logical, in particular R13-13 and R13-14, which would improve cycling infrastructure in the Folkestone Seafront area. However, this route passes through what will, with current and future developments along the seafront, be a very busy and heavily trafficked area, particularly around the harbour area, with many more residents, businesses and tourists visiting, trading from and living in the area. It is likely that further improvements will be needed to this route to manage competing demands on the public realm and to create an attractive route that reflects the importance of this area to the regeneration of Folkestone. The district council would welcome the opportunity to work with the county council on these improvements and the wider Folkestone-Hythe route, recognising its high significance both to the district and nationally

as part of National Cycle Route 2.

Section 4 – The Kent Cycling and Walking Infrastructure Plan (KCWIP) Overall

Q66. Is there anything else you would like to tell us about the KCWIP?

Write your answer in the box below. We ask you not to identify yourself or anyone else within your response.

Proposed Folkestone & Hythe District Council response:

The District Council is currently updating the Folkestone & Hythe LCWIP, and so there is an opportunity for the LCWIP to pick up on more localised matters that could both feed into the KCWIP, but also where the strategic overview of the KCWIP can influence the LCWIP. It is plausible that the concept design(s) to be prepared in support of the LCWIP could add a degree of refinement to the Folkestone to Hythe route, principally in relation to the end sections of the route where localised improvements will be needed. As has already been suggested, the District Council would consider the use of Community Infrastructure Levy receipts to part-fund the delivery of this route, and this could provide an important component of match-funding for any future Active Travel bid. From a strategic perspective this route is a high priority for the District Council. As outlined in the response to Question 61, this route passes through what will, with current and future developments along the seafront, be a very busy and heavily trafficked area, particularly around the harbour area, with many more residents, businesses and tourists visiting, trading from and living in the area. It is likely that further improvements will be needed to this route to manage competing demands on the public realm and to create an attractive route that reflects the importance of this area to the regeneration of Folkestone. The district council would welcome the opportunity to work with the county council on these improvements and the wider Folkestone-Hythe route, recognising its high significance both to the district and nationally as part of National Cycle Route 2.

Q67. Would the active travel improvements proposed in this consultation for the KCWIP encourage you to...? Select **one** option for each row.

	Yes	No	Don't know	Not applicable / responding on behalf of an organisation
Walk more often				X
Cycle more often				X

Closing date for responses: 10 January 2024