

Proposed new roundabout at the Cheriton Rd/ Cheriton Gds/ Shorncliffe Rd junction.

Your comments

“Roundabouts are unsafe and a barrier to active travel.”

“Honestly, adding a roundabout will NOT be beneficial and this is just a clear waste of money. It’s not like you are even making the roads into the roundabout two-way, so what is the point!”

“It was previously a roundabout, and it makes more sense for it one be one again. It will certainly help in lessening traffic along Cheriton Road and Millfield where drivers currently have no option other than to follow the one way system.”

“I live in the area where the roundabout is proposed and I feel that the current triangle arrangement works very well. The crossings are clear and well used and it is easy to see pedestrians waiting to cross.”

“Difficult to cross on this roundabout”

“I support the idea of new crossings, and the change of the zebra crossing by the railway bridge at Central Station to a “toucan”. Currently, it can get very congested with vehicles at that point, when a train has just come in and people are piling over the crossing. This then extends back onto the roundabout which can be dangerous.”

“Would not bother with new roundabout.”

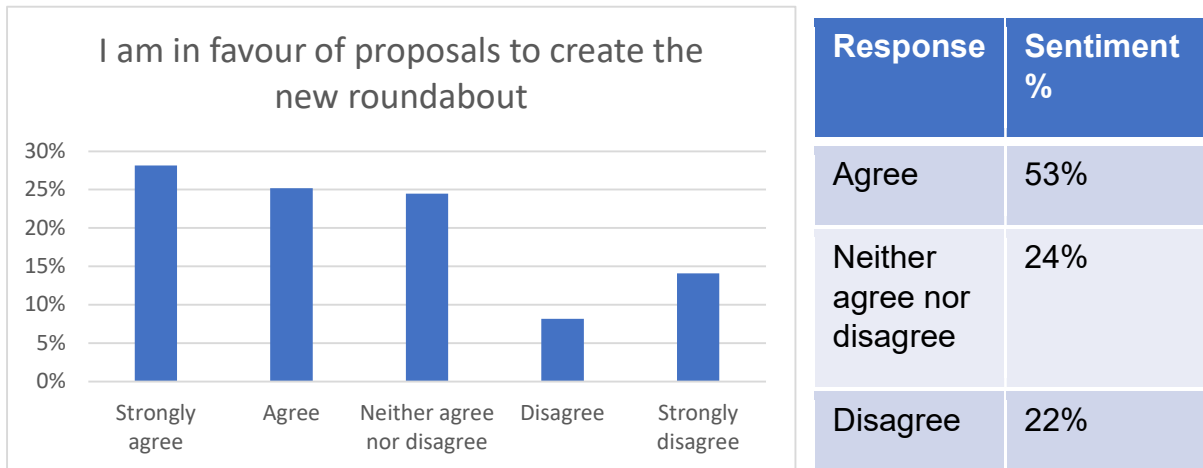
“Roundabout & road design are disruptive & unnecessary.”

“No value to roundabout at Shorncliffe Road junction.”

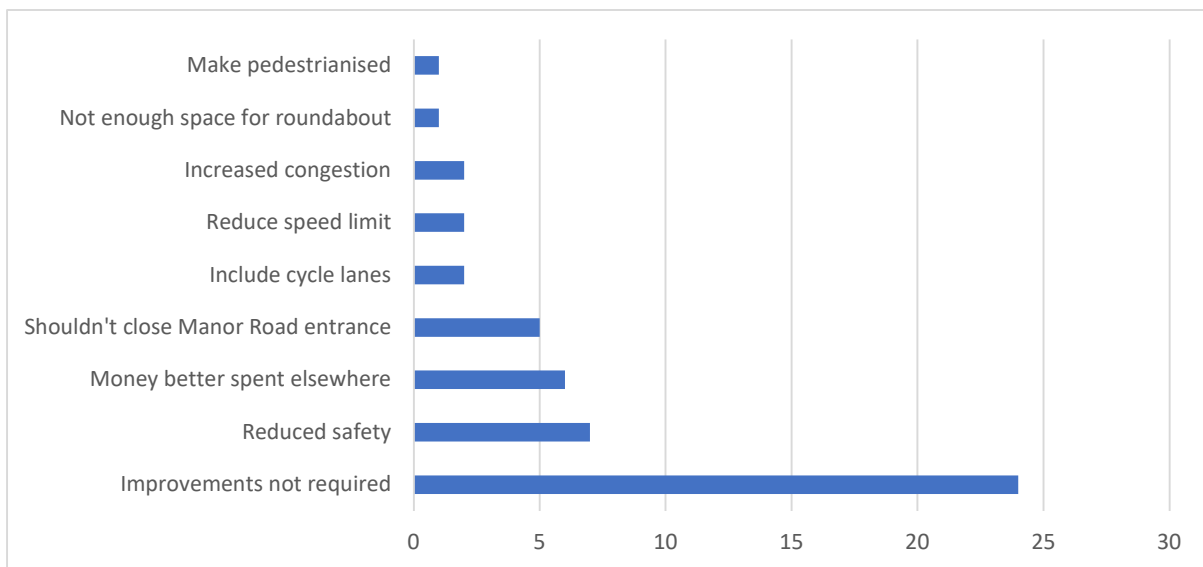
“Do NOT create a roundabout for a problem that does not exist.”

“Remove the proposed roundabout - just improve sightlines for the existing junction.”

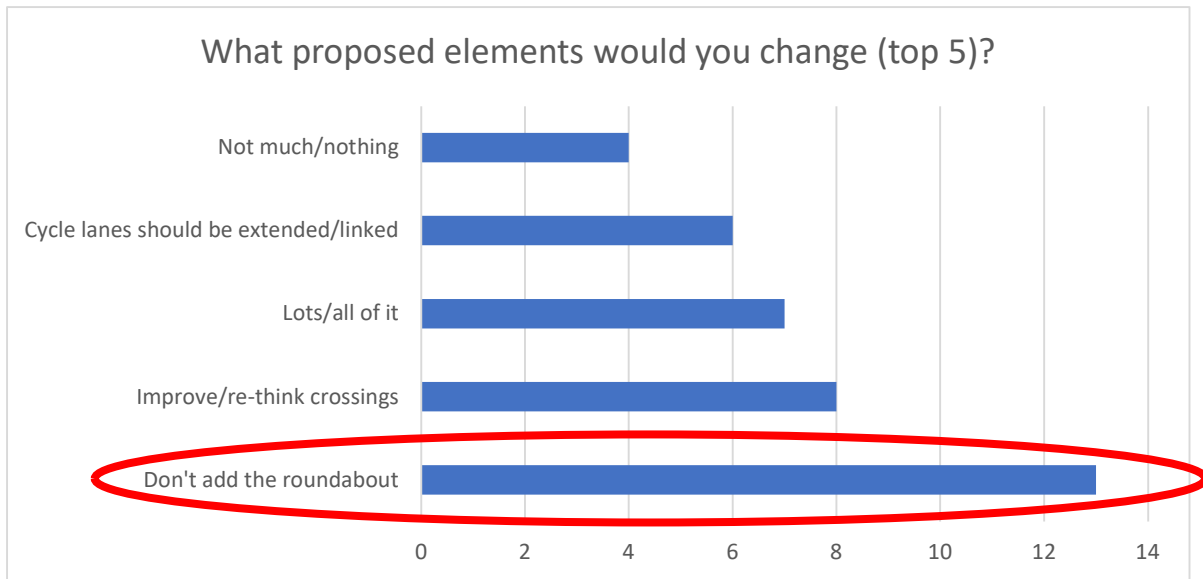
Overall feedback



53% of respondents agreed with the statement 'I am in favour of the proposals to create the new roundabout at the Cheriton Rd/ Cheriton Gds/ Shorncliffe Rd junction'. While this represents a slight majority, it was the least positively responded to question in the feedback survey.



Most of those who disagreed with the proposed roundabout felt that it simply wasn't required. Others thought that it would reduce safety (especially for cyclists) and the money could be better spent elsewhere.



Towards the end of the feedback survey, respondents were asked which elements they would like to change. The largest category of these responses cited the proposed roundabout.

Our response

Following the feedback received during the engagement event and as a result of further design considerations, delivery of a roundabout at the junction of Cheriton Rd/Cheriton Gardens and Manor Road will be removed from the overall scheme. Our design consultants are currently in the process of working up new plans incorporating the feedback, to design an alternative scheme that is deliverable but still presents improvement to the junction for pedestrians and cyclists. Drawings will be shared at our next public engagement event late Autumn.

Proposed closure of north entrance of Manor Rd to vehicles

Your comments

"I am not too keen on closing off Manor Road as a result as parking down this street is quite difficult in itself. Trying to then find a parking space along this street and turning around again when one isn't available could become a challenge."

"Needs to have access to Claremont & Manor Road which has care homes, dentist"

"Also you are proposing to close the end of Manor Road which may cause problems for the various businesses in Manor Road - some of them are Care/retirement homes which may need emergency services more often and these would then have to use side roads full of parked cars to try to get to the main road causing delays instead driving straight to the bottom and quickly joining Cheriton Road to the hospital."

"It all hinges on whether or not the proposed development on manor road is going ahead. The new development which we are very much against, together the phase 1 roundabout will make manor road more unpleasant than it is already with regard to traffic access and egress, not to mention the added complication of parking in the road, bearing in mind there is both a GP & dental surgery which are all well frequented."

"The closure of Manor Road. Parking in all of these areas creates a challenge due to the lack of it. For example, I go to Manor Surgery for my GP and its always a challenge to find somewhere to park along this street and surrounding streets."

"Has the closure of manor road been properly evaluated. It has a lot of day traffic and there seems to be no turning space."

"Manor Road should have access for emergency services due to care homes there, GP etc."

"I am not sure closing Manor Road off achieves an incredible amount either except for making it harder for residents to access the wider road network - given that the street has a number of dentist and doctor's surgeries I would imagine road access would be a sensitive issue."

"We believe that the council has not taken into account the proposed development, residential and retail for the end of manor road which would be blocked off if this roundabout were to go ahead"

High-level feedback

While there was no specific question of the survey specifically asking about the closure of Manor Road to vehicles, some respondents did raise concerns that it had not properly been thought through.

Comments centred around access to community services such as GPs and dentists, while some responses questioned whether access for emergency vehicles would be maintained.

Our response

The closure of Manor Road was linked to the design proposal of a new roundabout at Cheriton Road/Cheriton Gardens. This element of the scheme is to be removed and redesigned, where Manor Road will remain open to vehicles. Drawings will be shared at our next public engagement event in the Autumn.

Consider changes to the types of crossings

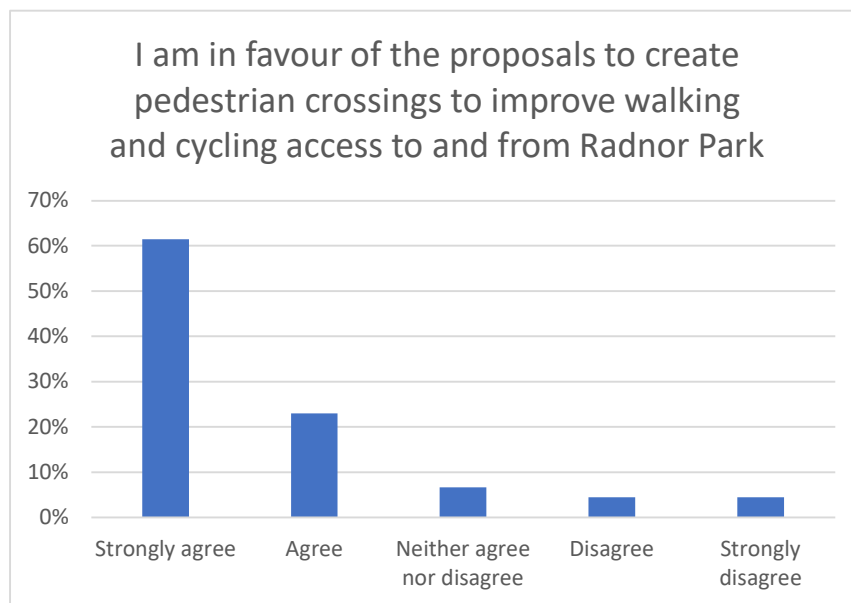
Your comments

"...please consider the detail of the proposed crossings in terms of locations, who will use them, why, and when, and how this interfaces with car travel to avoid conflicts."

"A more intuitive arrangement for road crossings would serve this area better - too much priority given to road traffic currently."

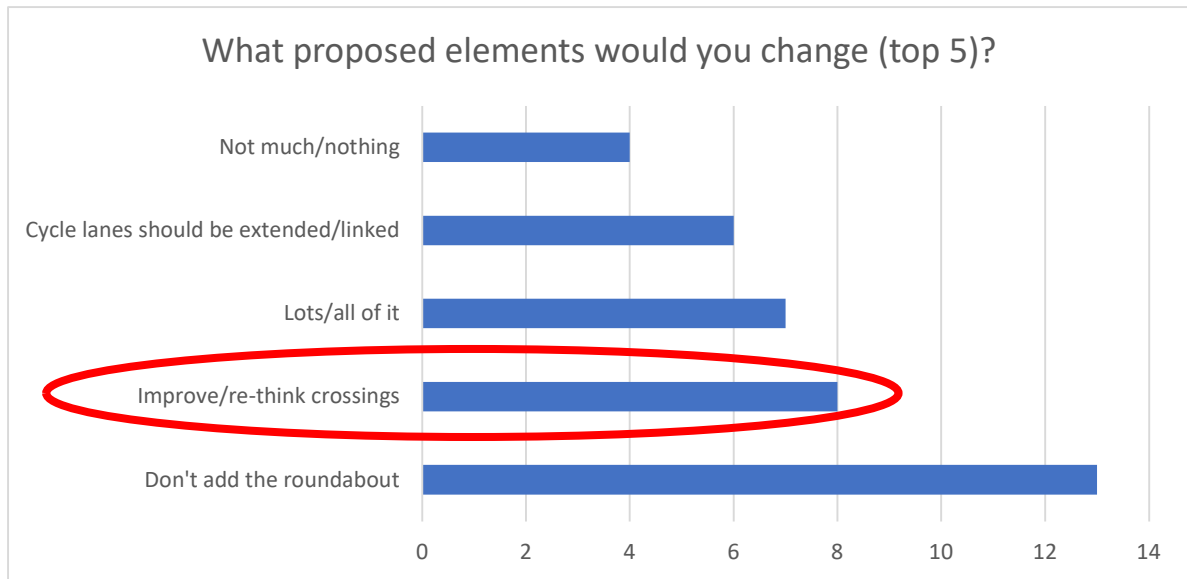
"I would re-examine the proposals for the toucan crossings, I live very close by and walk this road every day and I cannot see any pressing requirement for them. There is nothing they can do which couldn't be overcome with parallel crossings in keeping with the remainder of the scheme."

High-level feedback



Response	Sentiment %
Agree	84%
Neither agree nor disagree	7%
Disagree	8%

84% of respondents agreed with the proposals to create pedestrian crossings to improve access to Radnor Park. However, some respondents suggested that the proposed types of crossings were reconsidered.



Our response

As part of the design process the suitability and type of crossing have been assessed to best serve the expected desire lines (the route most often used) for pedestrian and cycle movements and with consideration of the constraints that may impact on accessibility and safety for all road users. We have tried to offer separation between cyclist and pedestrians wherever possible.

There are number of upgrades across the scheme that will help with pedestrian, cyclists and traffic movements.

Linking together of cycle lanes/creating a map of this

Your comments

“There's currently a plan for a much-improved cycle route from Cheriton, Cheriton Rd sports grounds, Broadmead Village, Radnor Park and the Sports Centre to the town centre. However, the route then ends by the station and the missing link from the station to the town centre will be more dangerous and less convenient than now. This does not fit in with FHDC, KCC or HMG's active travel aims, it is not joined up thinking with other cycle routes being built at great expense.”

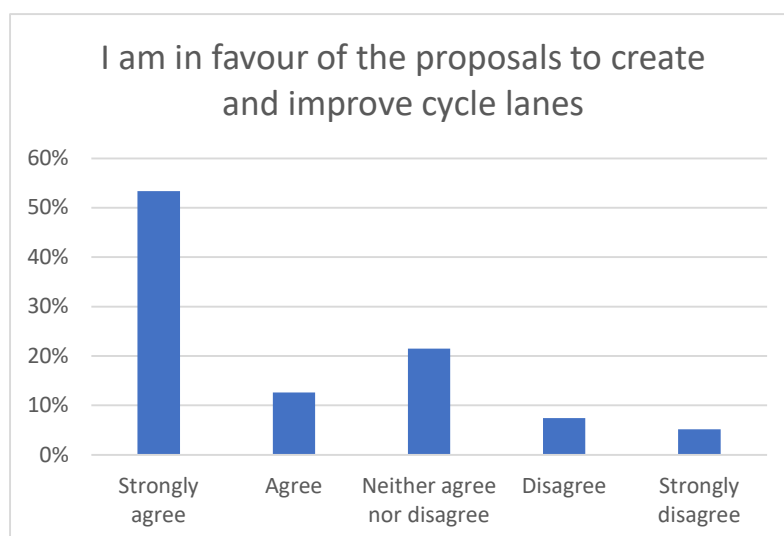
“...There is no legal way of cycling from the west of Folkestone to the east without cycling along the dangerous multi-lane Middelburg Square. Understandably most people cycle along the pedestrian precinct.”

“The pedestrian and cycle access from the station into town is far from easy or obvious”

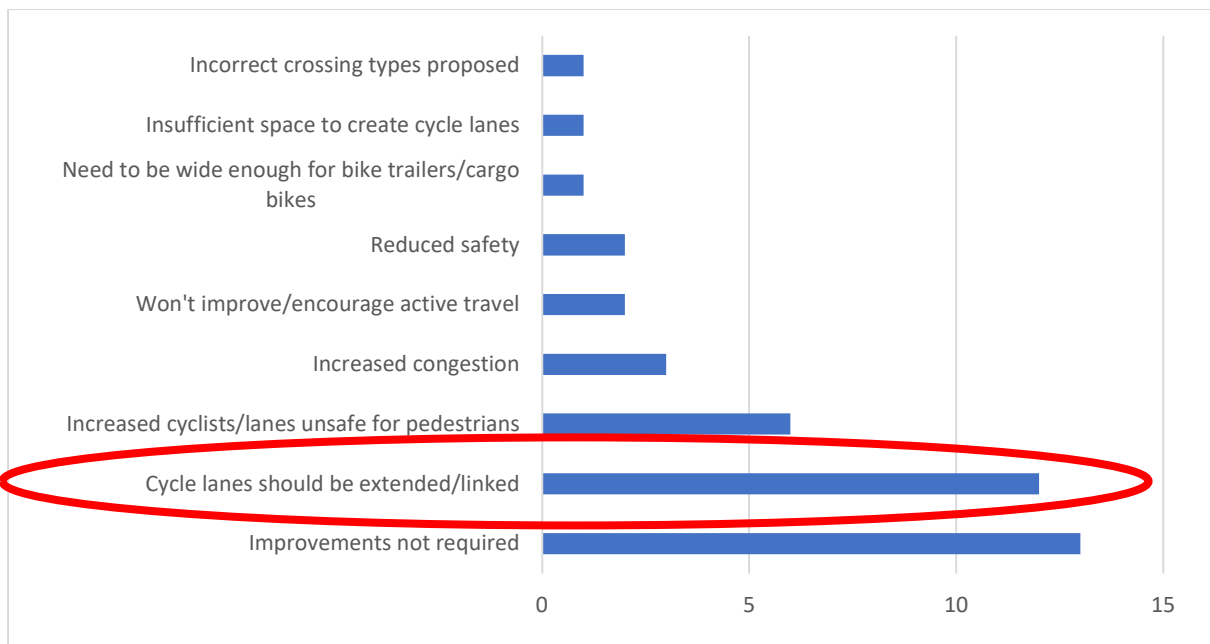
“There is a real absence of clear cycle lanes throughout the whole of Folkestone currently, it seems disjointed. Any improvements in linking up the network would be of real benefit. I would not encourage my children to cycle along the roads around town currently, but would be happy if there were cycle lanes. I tend to walk into town or take the bus (from East Folkestone), but would be tempted to cycle if there were clear and safe lanes and cycle parking facilities in town.”

“I would love to cycle to the station but it doesn't feel safe currently. Having moved from London, it's a shame to see very few cycling facilities (cycle lanes and secure parking). More people should cycle, we cycle our child to nursery everyday and it's disheartening to see so many people dropping of their children in the car.”

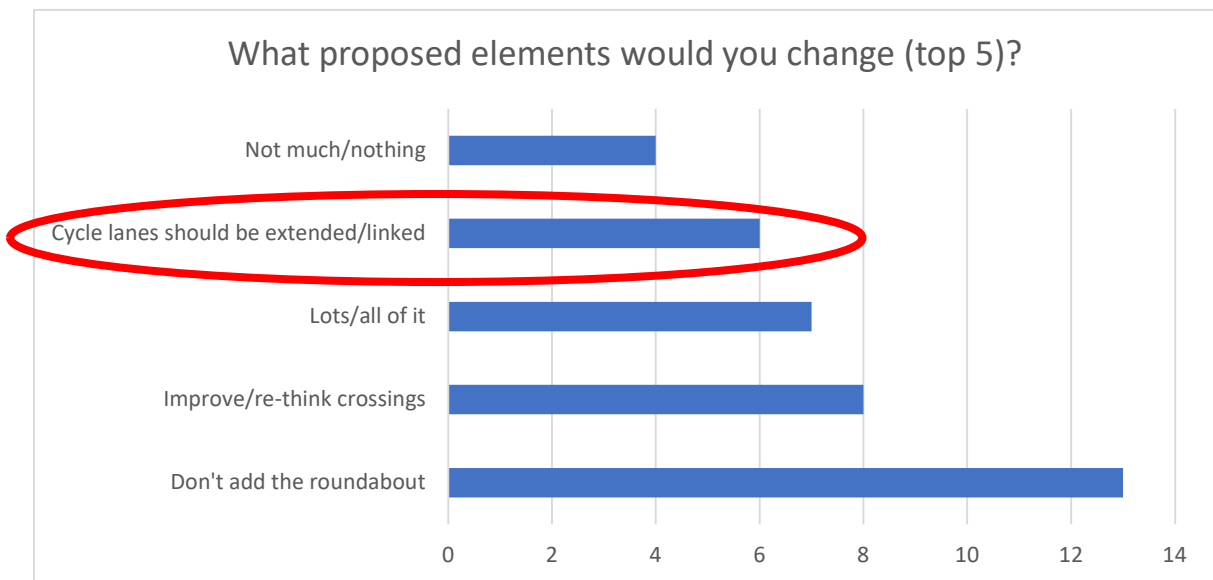
High-level feedback



Response	Sentiment %
Agree	66%
Neither agree nor disagree	21%
Disagree	13%



66% of respondents agreed that they were in favour of the creation and improvement of cycle lanes. Within the comments in relation to this aspect of the scheme, a number of respondents stated that the scheme was not going far enough with the cycle lanes and the scheme did not appear to be linked to other proposed schemes.



Towards the end of the feedback survey, respondents were asked which elements they would like to change. The 4th largest category of these responses stated that cycle lanes should be extended or linked.

Our response

In early 2023 the district council was awarded £25,000 from the Active Travel England Capability Fund to update the draft Local Cycling and Walking Infrastructure Plan (LCWIP) prepared in 2019. A map of existing and planned schemes will be presented within the final report to be prepared by late January 2024.

In addition, Explore Kent has developed an online map resource to show walking and cycle routes covering the eastern part of the district, developed by district council officers together with those from the county council. The online resource can be viewed here: (<https://explorekent.org/activities/explore-folkestone-walking-cycling-routes/>)

Spend the money elsewhere or don't proceed with the scheme at all

"Honestly, adding a roundabout will NOT be beneficial and this is just a clear waste of money. It's not like you are even making the roads into the roundabout two-way, so what is the point! I believe, you can find better things to spend the levelling up money on. The road has worked as it is and as far as I'm aware it is not the location where the most accidents happen- maybe the focus should be spending money on clear points where accidents commonly occur (like the junction from alkham toward hawkinge and others) if you want to improve the roads. Maybe even resurface some roads given they should be resurfaced more that they are (hence the potholes)."

"I think the levelling up money should be spent of things that are required in the town. Not new roundabouts which are NOT necessary/have no purpose. Not ideas which will only cause greater congestion or out people's safety at risk by placing crossings too close to junctions and entrances/exits on roundabouts., etc. Please, please, please Folkestone and Hythe Council stop wasting our money and start looking after things better and listening to people more/asking us before you try to 'solve problems' that don't even exist. Most items in this phase are a waste of tax payers money. Far more important local issues could be tackled."

"Would the money not be better spent improving the existing roads and the potholes which are causing considerable expense to motorists."

"Expand to Castle Hill Ave to the Leas, to route visitors to the beautiful & unique Leas."

"Phase one should be the town centre. Lowering the corporate tax to invigorate local shops and create new jobs to free up social and and housing care commitments by the council."

"More ambition - think strategically about how to create a network of green, bio diverse walking and (segregated) cycling routes; be braver on cars - including removing more car parking (with dedicated blue badge provision) and creating one-way routes."

"I would like to see improvements to crossings on the junction near All Souls school where B2064 and B2063 meet."

Our response

In 2021, a Place Plan for Folkestone Town Centre was developed which identified key interventions to support the ongoing regeneration of the town centre. In September 2021, cabinet members approved the development of a bid to the governments Levelling Up Scheme. The focus and scope of this bid was informed by the Place Plan, working up schemes (proposed design and estimated costs) that would meet the defined criteria of the funding programme. In February, 2023, Folkestone & Hythe District Council was informed it was successful in its bid and awarded £20m to deliver the projects [as set out in the bid](#). Government grant funding is such as that any grants awarded can only be spent on the projects defined within the original bid submission and cannot be diverted to other activity the council may be responsible for.

Wayfinding and signage

Your comments

“Improved signage for pedestrians from the train station are a good idea since the tourism boost.”

“More logical pedestrian route and clear signage and repeated points. We should absolutely be encouraging use of the train station, buses, active travel, including visitors and commuters. I’m not a cyclist, but there don’t appear to be any clear routes currently from Folkestone Central station. I did notice a new bike storage facility which looks excellent.”

“To encourage people to visit Folkestone by train, we need to make the route into town from the station more lovely and inviting, and less dangerous and intimidating.”

“There are already pedestrian crossings at Cheriton Gardens & Shorncliffe Road. These are adequate. Cost & disruption during construction are unnecessary. You may wish to improve signage at that junction.”

“Directed signed from BR/Park more important than crossing. Clear visible signs more important”

“Cheriton Gardens is the main route into town which needs clear signage that it is the quickest way to the town and the leas. Signage to direct visitors from the train station would be better, perhaps using the seagull stencils painted on the pavement used during the Triennial from the train station would be a simple clear way to the town centre and leas/sands/Harbour Arm etc.”

“Ok parts include: bike racks at station, paving at station road updated, added greenery in SUITABLE locations and some seating along the route, and improved signage from the station to town and beach etc., for tourist but these should be in-keeping with the existing older black and white signs nr Kingsnorth gardens, for example.”

“Firstly the signage towards the railway station for pedestrians and cyclists need to be improved. I get frequently approached by visitors, asking for direction to the railway station. The general approach to the town is not appealing to visitors “

“Also please include very clear signage.”

Our response

The programme includes delivery of improved wayfinding and from the railway station through to the town centre (throughout the defined programme area). This will be developed through the detailed design process"

Improve public engagement, including making maps/the experience more user-friendly

Your comments

“[we need] More & easier to access public consultation. The maps etc in the room are too small & at the wrong height to people to see easily.”

“What we need is a VR experience so as to get a feel.”

“The engagement event was well-run and I appreciate all the staff taking time to talk to us and answer our questions. Good venue - thank you”

“Not enough consultation (face-to-face). Very few people were aware of this consultation. It was mentioned in the local press on the final day! Big posters should be put on Folca and all empty building to inform people and the consultation should be all week and weekend to give everyone the opportunity to view maps and have their say. Not everyone can access the internet!”

“I hope more locals make the effort to comment. It's always the same residents who come to this. Don't forget the mass of locals living in rented flats. The rarely engage or are engaged with. Homeowners have more sway in this town.”

“Thank you for your work on improving the public realm for us and for reaching out to the community. It is hard to tell currently from the artist impressions provided how much of a change it will make, but from your descriptions, this sounds like a significant improvement.”

“There has been an abysmal level of public consultation on this project. Plans for the town centre especially Folca should have been displayed for at least one month perhaps in a marquee outside Folca. Far more public involvement please!

Advertise the proposals and give residents at least a week to meet the company running the consultation.”

Our response

We understand the difficulties in trying to decipher technical drawings and have made steps to improve the experience for the next phases of the public engagement programme.

We are excited to have partnered with Digital Urban who are leading experts in creating open digital 3D models and virtual reality experiences. We have asked Digital Urban to create a ‘digital twin’ of Folkestone town centre to help the community get a better feel for what the area might look like in the future.

The next engagement event is planned for Thursday 16 November to Saturday 18 November. We have decided to expand the event to include a Saturday due to feedback from the community. The events coincide with the launch of the Folkestone

Book Festival and the Folkestone Christmas lights switch-on which we hope will mean more of the community will engage with us.

Once we have confirmed venues, we will publicise the event widely on our social media channels, in the media, at the bus station and at Bouverie Place to ensure that the local community are aware of the event. We will also send targeted emails to local groups and businesses to let them know how they can get involved.

Proposed additional seating along the phase one route

Your comments

“Anything to make it more pleasant to walk, rather than feeling like you are walking down an A road to get to the Harbour or town centre.”

“Why do we need to sit on Cheriton Road? This is a vanity project and complete waste of money.”

“I cannot see that Cheriton Road is a great place to sit even with green spaces. Will just be ignored, vandalised, and not maintained.”

“I would like to see some benches/seating on Station Approach near the taxi rank. I appreciate it might encourage ASB but elderly people waiting for taxis outside the station need somewhere to sit. I recently witnessed some people get off the train and have to wait over 20 minutes for taxis and they struggled to stand for that amount of time.”

“We all want this small & charming location to be as green & lovely as possible for both residents & tourists but to create a seating area is unnecessary. Direct tourists to the town & seaside. An occasional bench for the elderly is OK but this is a thoroughfare.”

“Fully support greening Cheriton Road. I am glad to see references to seating (not just benches)”

“Similar to the landscaped green spaces, I think they can create a welcoming environment and the seating and planting will improve the 'look and feel' of Cheriton Road”

“If people are walking from the Station it is good to have seating around”

“I do not like the idea of having seating along Cheriton Road. It is a residential street. I do not think you should be encouraging people to sit peering into people's homes.”

“This sounds wonderful too. Seating would make it more inclusive for people with a disability and the older generations. It would also provide places to socialise.”

“seating attracts anti social behaviour , seats have been removed in the town due to this”

“Yes! Would love to see this introduced more widely as part of a green network. Making places more bio diverse and green, with shade and seating, helps more people access it, improves health, builds community cohesion and enhances civic pride.”

“The area itself is not suitable for seating locations. Also the distance between the Railway station and town centre is not warranting any seating areas.”

“I do not think having seating along Cheriton Road is a very good idea at all.”

“I need to be convinced that widening the footway along Cheriton Road to introduce a 'green street' with various seating locations and planting wouldn't have an impact on creating traffic jams?!”

“At my age, 74, seating would be very welcome”

Our response

Phase 1 aims to deliver interventions that improve the experience of travelling to and from the station to the town centre. This includes a mix of planting and landscaping, and where appropriate, adding seating at intervals along the way. Your feedback has been shared with our design consultants as they look to define the detailed design ahead of delivery, whilst recognising the need for a balance with the overall programme costs.

Consider a 20mph speed limit throughout the scheme

Your comments

“Hopefully it will make it safer but please let's have a 20 mile per hour speed limit for cars”

“Again, lets have 20 mile an hour limit”

“Reduce traffic speeds to 20 miles an hour throughout the town! No one should be speeding through Folkestone as they currently do.”

“I am in favour of multiple pedestrian priority crossings (ie zebras), supported by a max 20mph on all roads surrounding the park and in metropolitan Folkestone more widely.”

“Max 20mph on all roads surrounding kingsnorth gardens (and more widely) would help. Would also love a direct pedestrian priority green route from Castle Hill to Kingsnorth - and ideally as part of a wider green route connecting the Leas to Radnor Park.”

“The speed limit across the whole of Folkestone needs to be reduced to 20mph - and that speed needs to be enforced. Vehicles travel far too fast in Folkestone. Why on earth can we drive at 30mph in the centre of the town?! It's dangerous and intimidating for anyone who's not in a motor vehicle.”

“I would like to see the green street a 20mph shared space zone. Slowing traffic is essential to safety which is in itself integral to getting people to walk/use public transport.”

“Have you considered 20MPH speed limits throughout?”

“The speed limit needs to be reduced to 20mph across Folkestone. But the environment needs to be changed to encourage people to drive slower - general traffic lanes need to be made narrower, less straight clear and smooth, with more obstacles. When it's easy to speed, people will. We need to make drivers feel like they have to drive slowly and carefully.”

Our response

Reducing vehicle speeds throughout the project area has been a focus of the project team. The measures being implemented have been designed to improve the environment for walkers and cyclists and encourage those in vehicles to drive at slower speeds. This will be achieved through the widening of footways (and subsequent narrowing of roads), provision of crossing points and improved cycle infrastructure.

Appendix A – detailed feedback

Overview

The FABF project conducted a public engagement exercise from Monday 3 July to Sunday 23 July, with the public able to view plans for phase one and complete an online or hard-copy survey during this time. A total of 135 surveys have been completed both in hard-copy and online during this engagement window.

A face-to-face public engagement event was held at Bouverie House Business Centre on Wednesday 5 and Thursday 6 July. Over the two days, 259 visitors attended the event.

A further 92 comments were provided in relation to specific areas of the scheme on sticky notes attached to maps at the face-to-face event. Five emails were submitted to the newly created public engagement mailbox detailing feedback on the scheme. All feedback submitted has been carefully considered by the project team.

Feedback summary

73% of respondents either agreed or strongly agreed that they are in favour of the overall proposals of phase one. In general, the majority of respondents are in favour of all elements of the scheme, but some areas more than others. The most widely supported elements of phase one are pedestrian crossings to improve walking and cycling access to Radnor Park and Folkestone Central, and the proposed landscaped green spaces throughout the phase area.

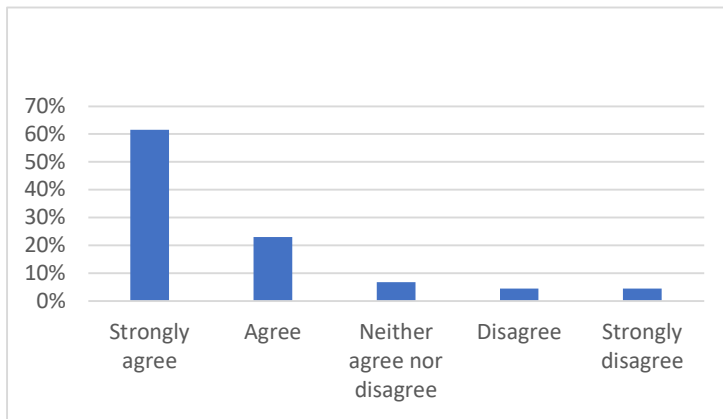
The least-widely supported element of the scheme (but still favoured by the narrow majority of respondents; 53%) is the proposed roundabout at the Cheriton Road/ Cheriton Gardens/ Shorncliffe Road junction.

The green infrastructure, planting and proposed trees are most widely liked elements followed by better cycle lane provision and making the area a more attractive, inviting and enjoyable environment.

Detailed feedback

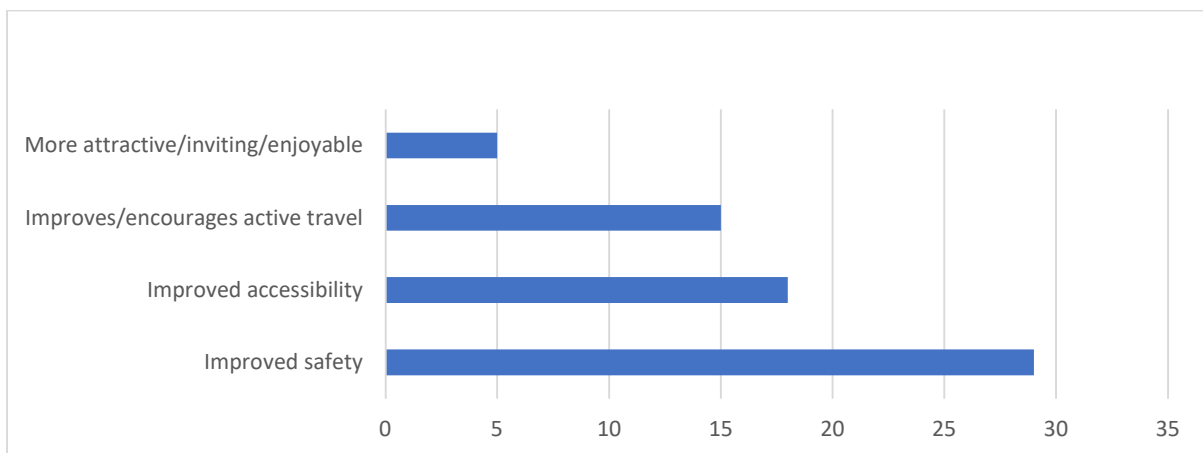
The online survey posed seven Likert scale questions, asking respondents to what extent they agreed with elements of the scheme, as well as the scheme overall.

Q1. I am in favour of the proposals to create pedestrian crossings to improve walking and cycling access to and from Radnor Park

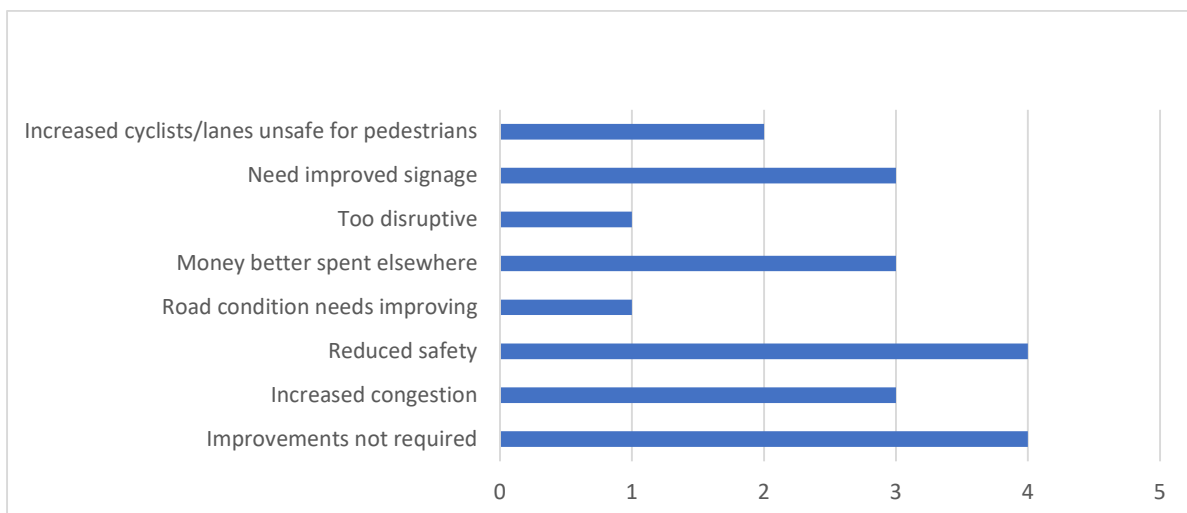


Response	Sentiment %
Agree	84%
Neither agree nor disagree	7%
Disagree	8%

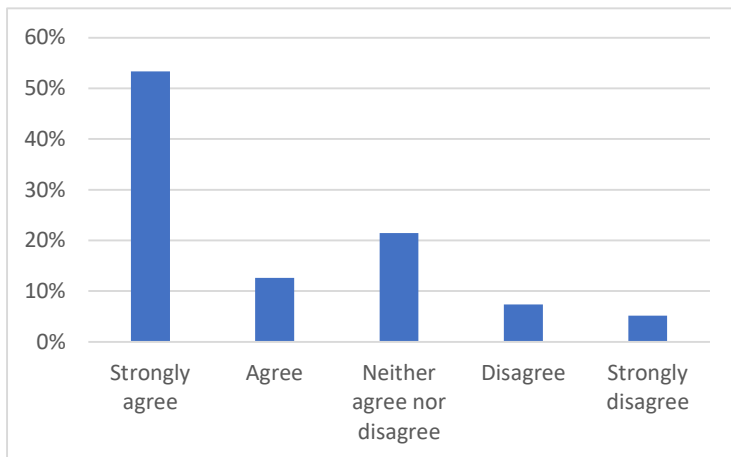
Q1 supportive comments



Q1 non-supportive comments

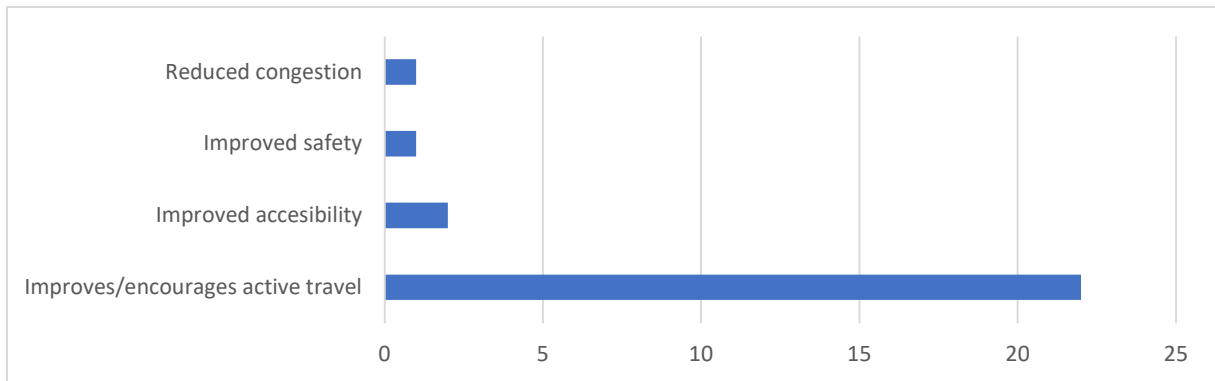


Q2. I am in favour of the proposals to create and improve cycle lanes.

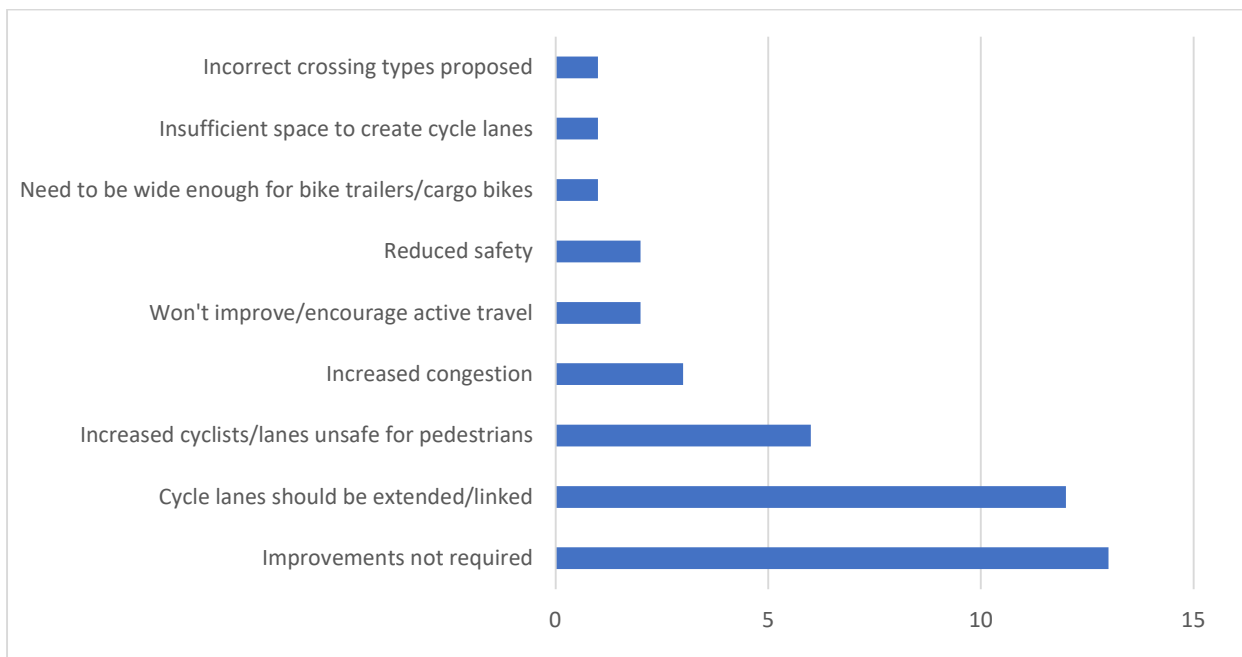


Response	Sentiment %
Agree	66%
Neither agree nor disagree	21%
Disagree	13%

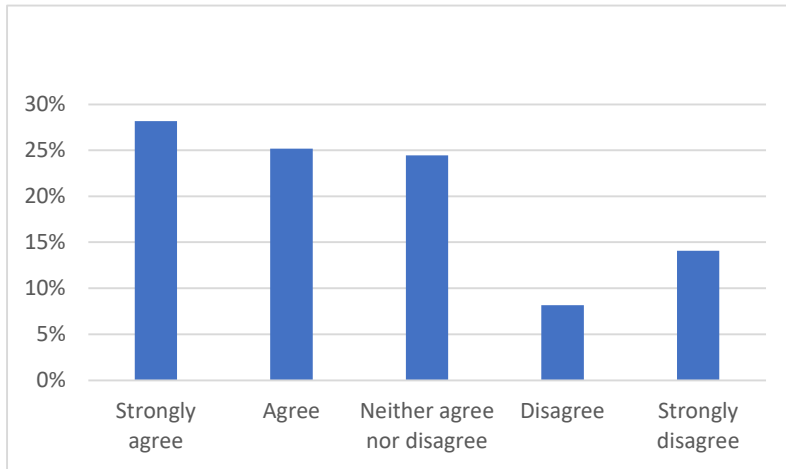
Q2 supportive comments



Q2 non-supportive comments

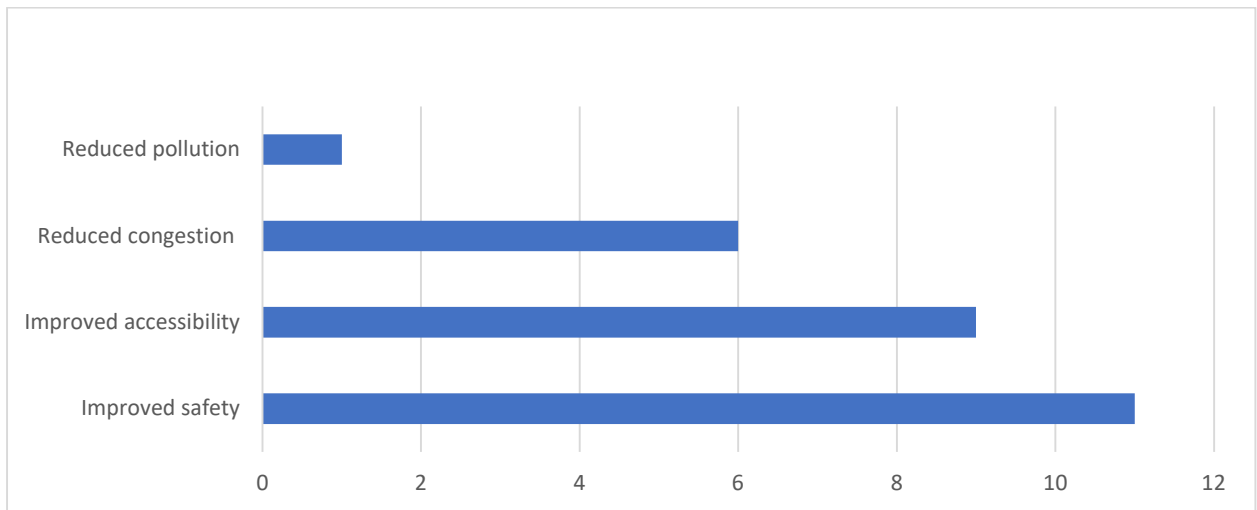


Q3. I am in favour of proposals to create a new roundabout at the Cheriton Rd/ Cheriton Gardens/ Shorncliffe Rd junction.

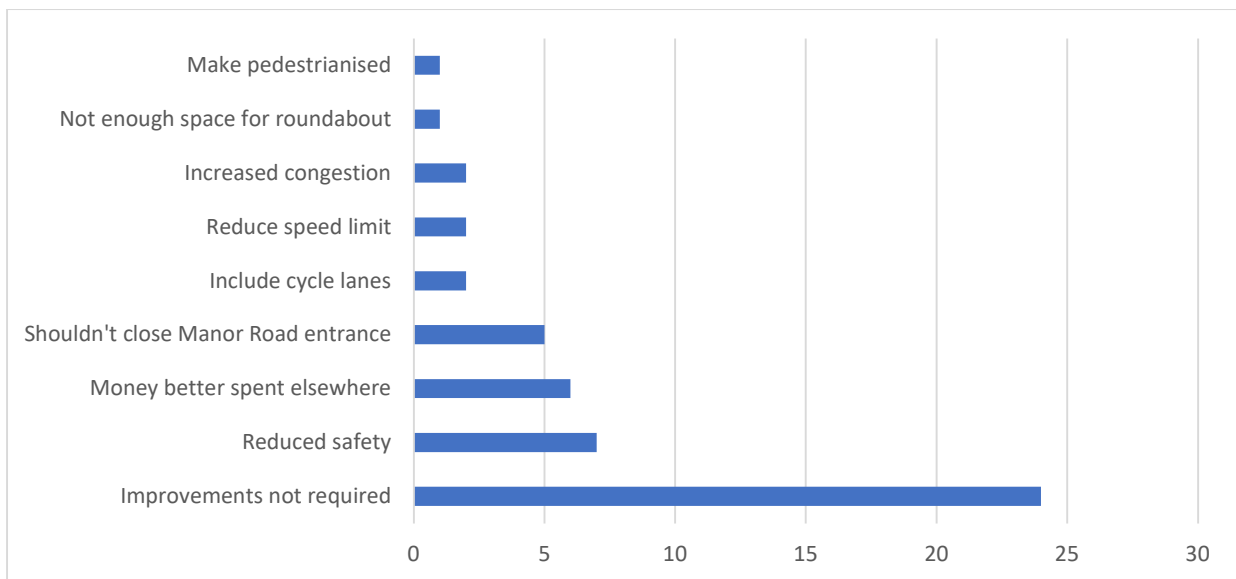


Response	Sentiment %
Agree	53%
Neither agree nor disagree	24%
Disagree	22%

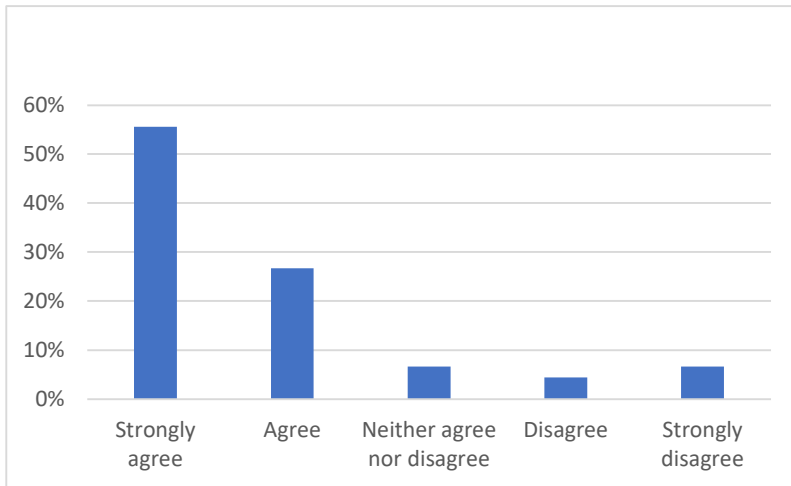
Q3 supportive comments



Q3 non-supportive comments

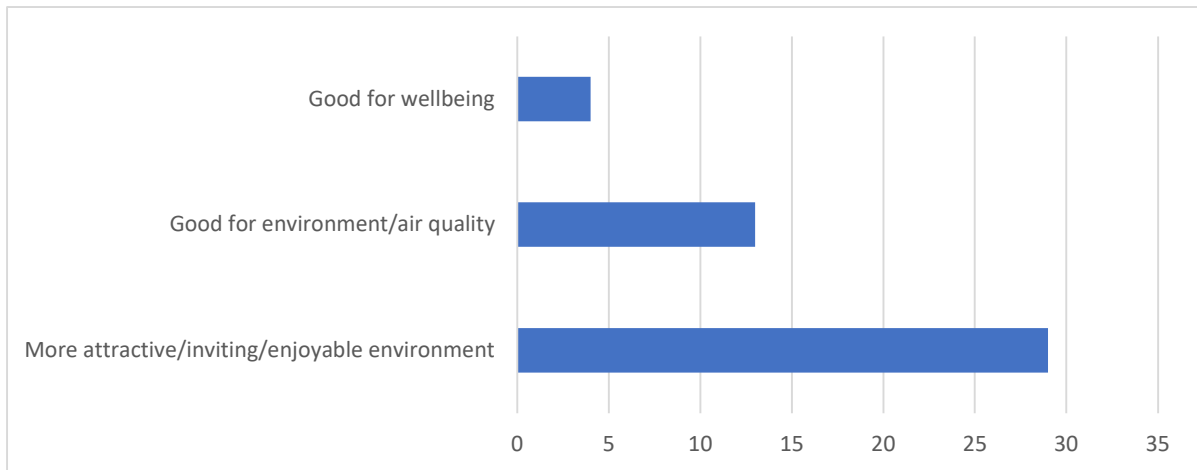


Q4. I am in favour of the proposed landscaped green spaces throughout phase one.

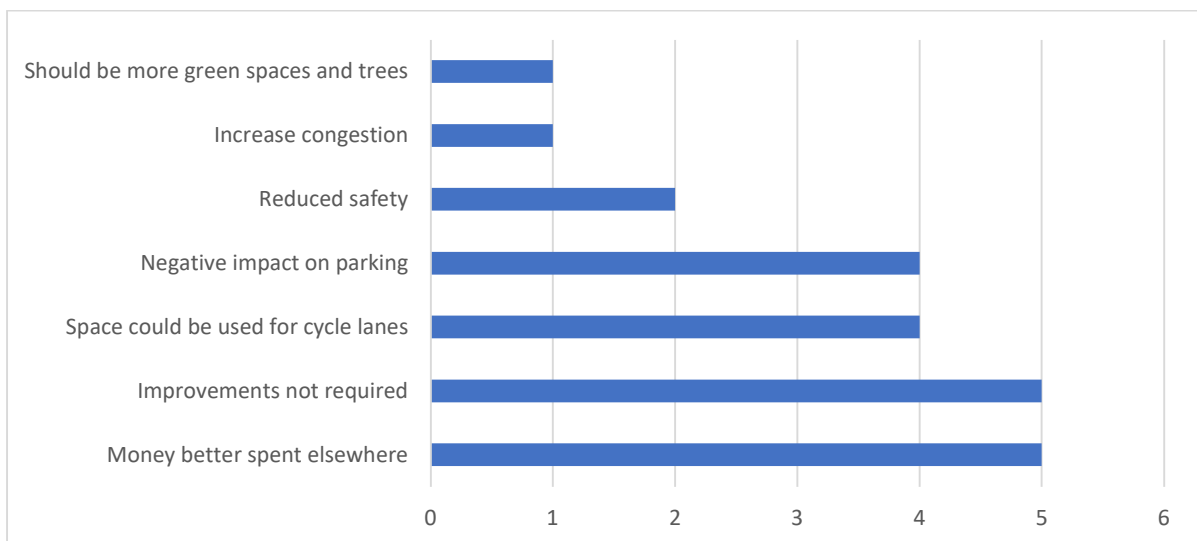


Response	%
Agree	82%
Neither agree nor disagree	7%
Disagree	11%

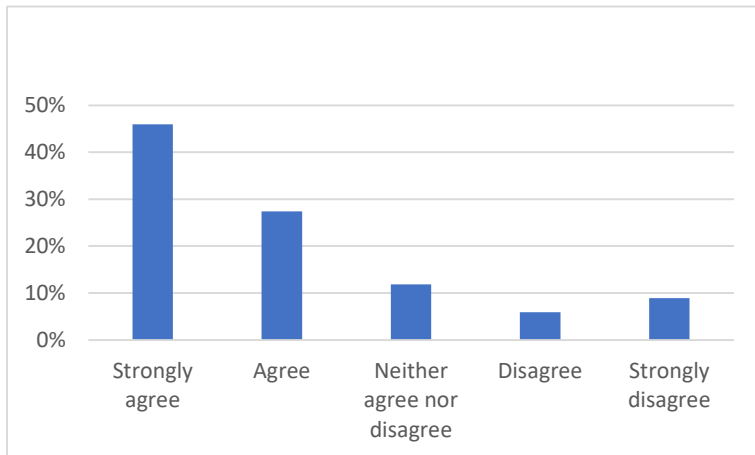
Q4 supportive comments



Q4 non-supportive comments

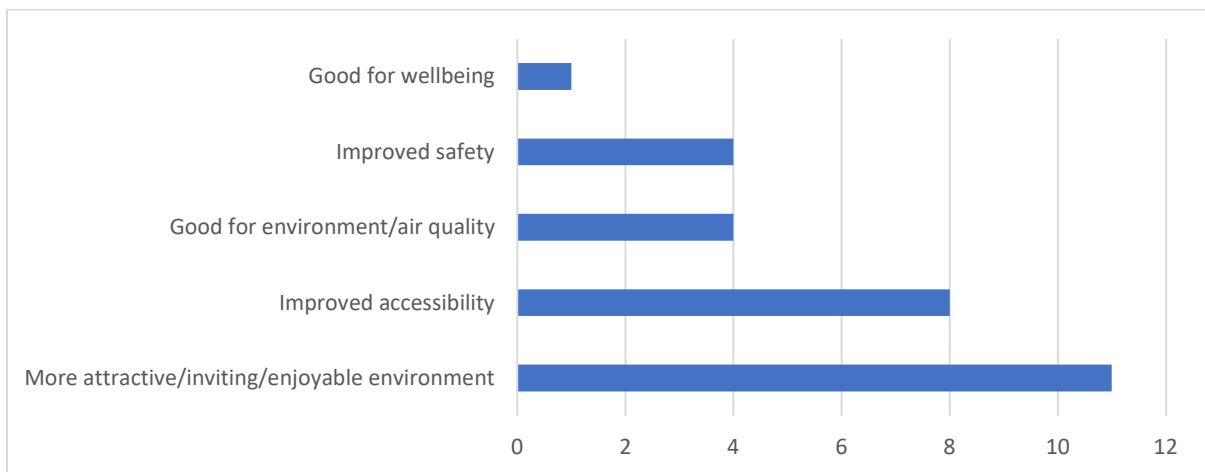


Q5. I am in favour of the proposed footway widening along Cheriton Road to introduce a 'green street' with various seating locations and planting.

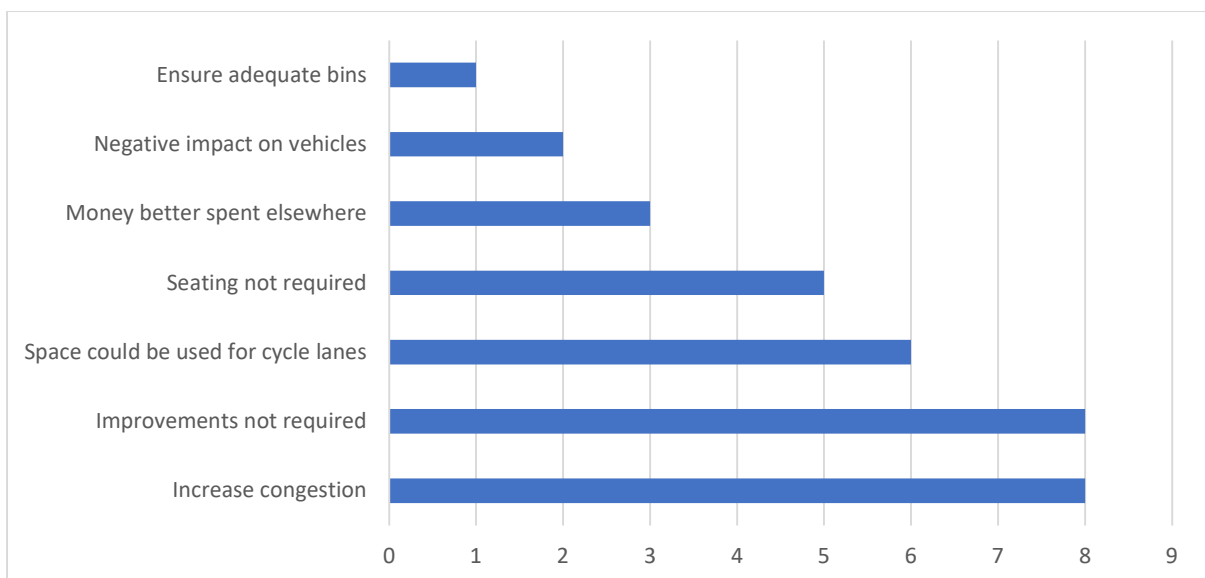


Response	Sentiment %
Agree	73%
Neither agree nor disagree	12%
Disagree	15%

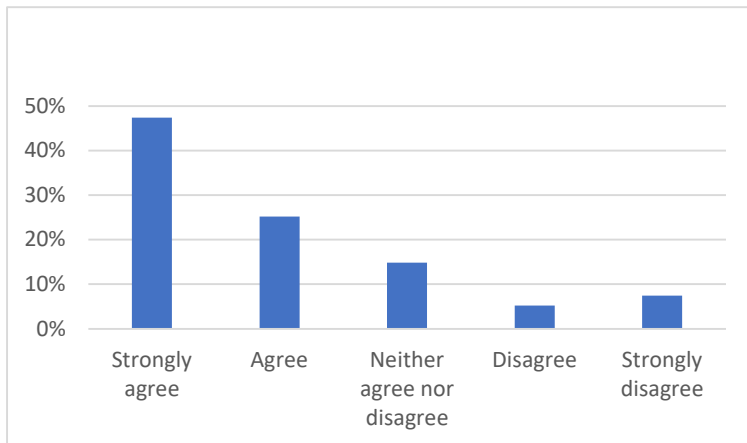
Q5 supportive comments



Q5 non-supportive comments

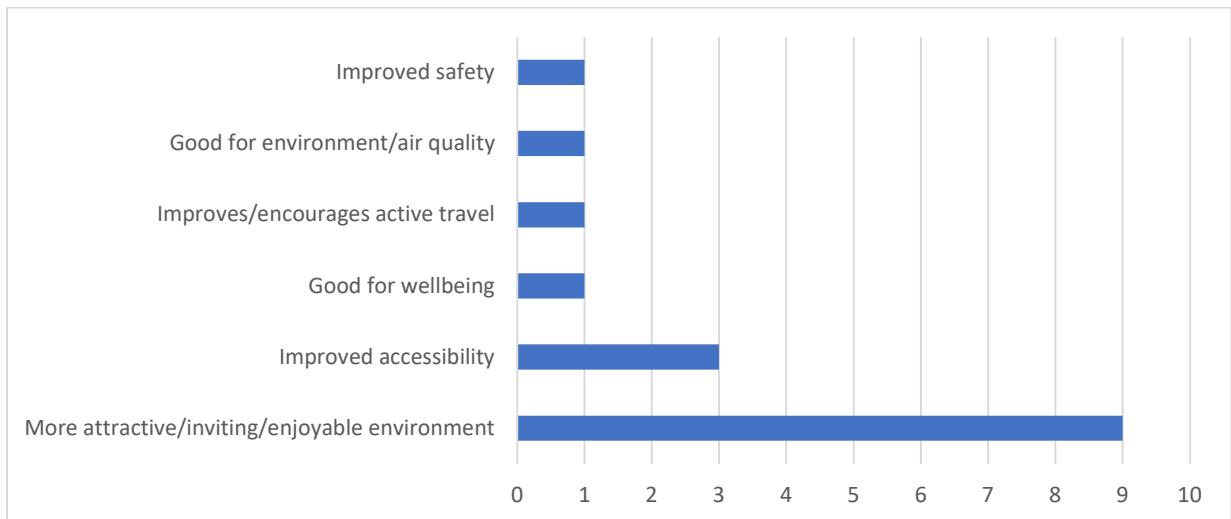


Q6. I am in favour of the proposed footway widening along Cheriton Gardens and the addition of low-level vegetation.

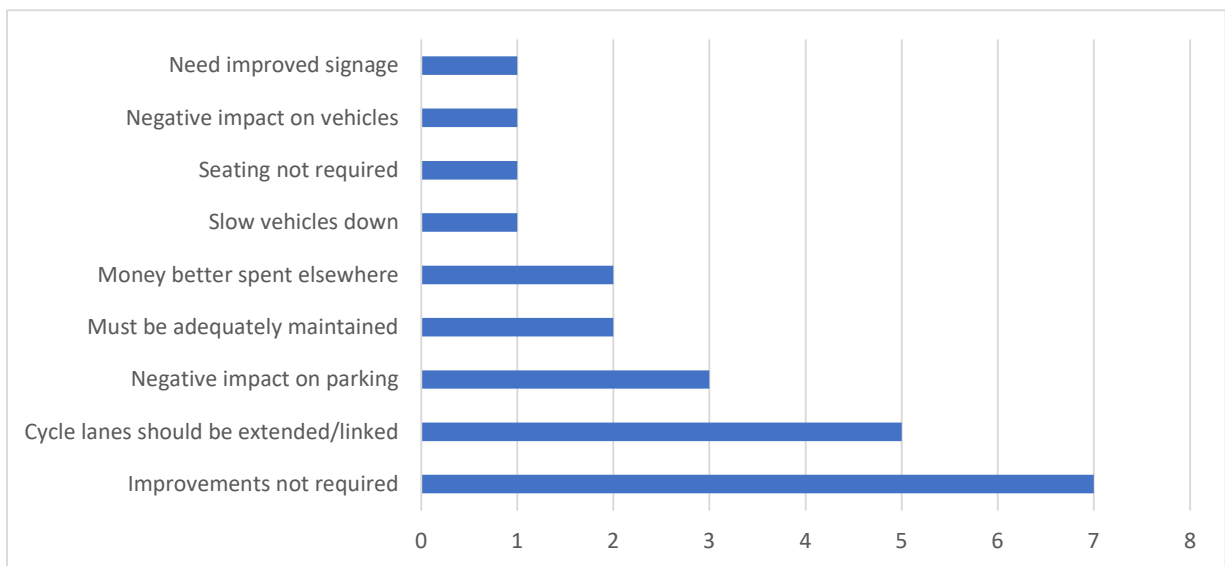


Response	Sentiment %
Agree	73%
Neither agree nor disagree	15%
Disagree	13%

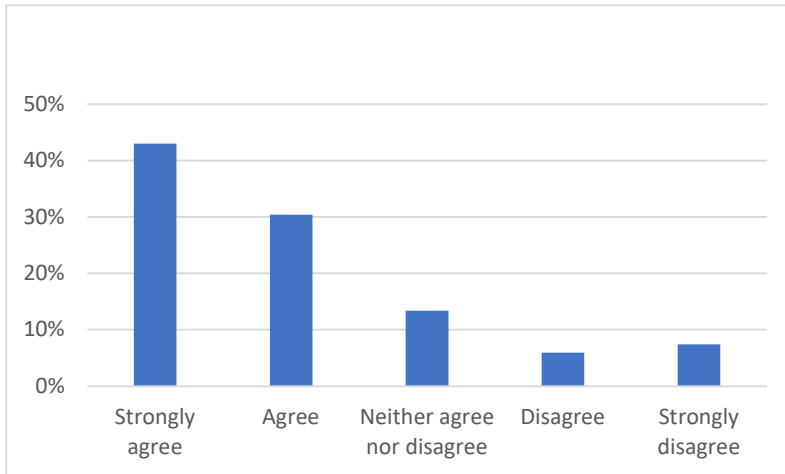
Q6 supportive comments



Q6 non-supportive comments

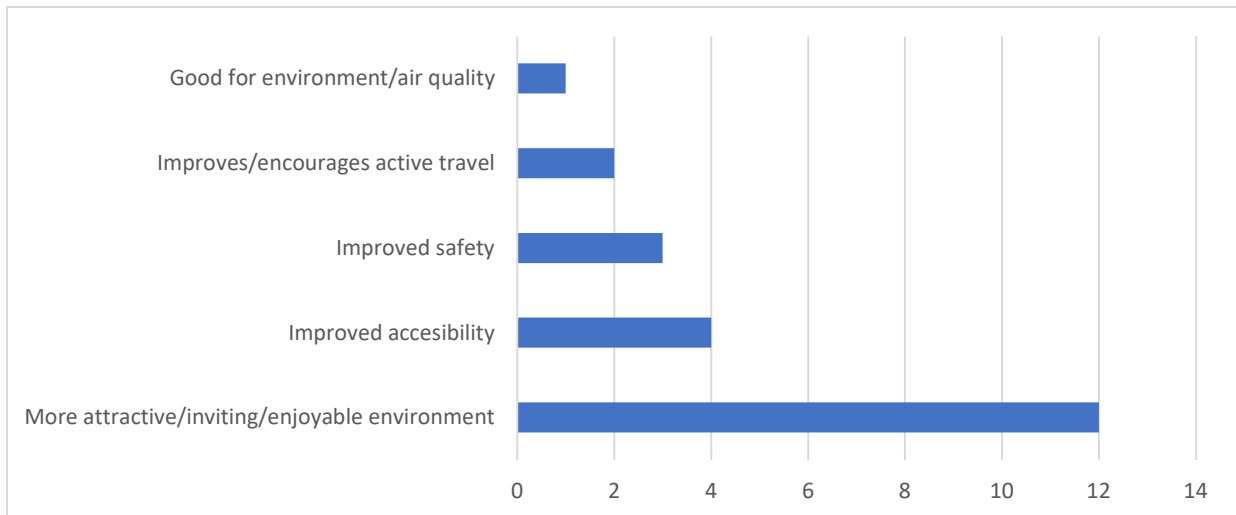


Q7. Overall, I am in favour of the proposals of phase one of the project.

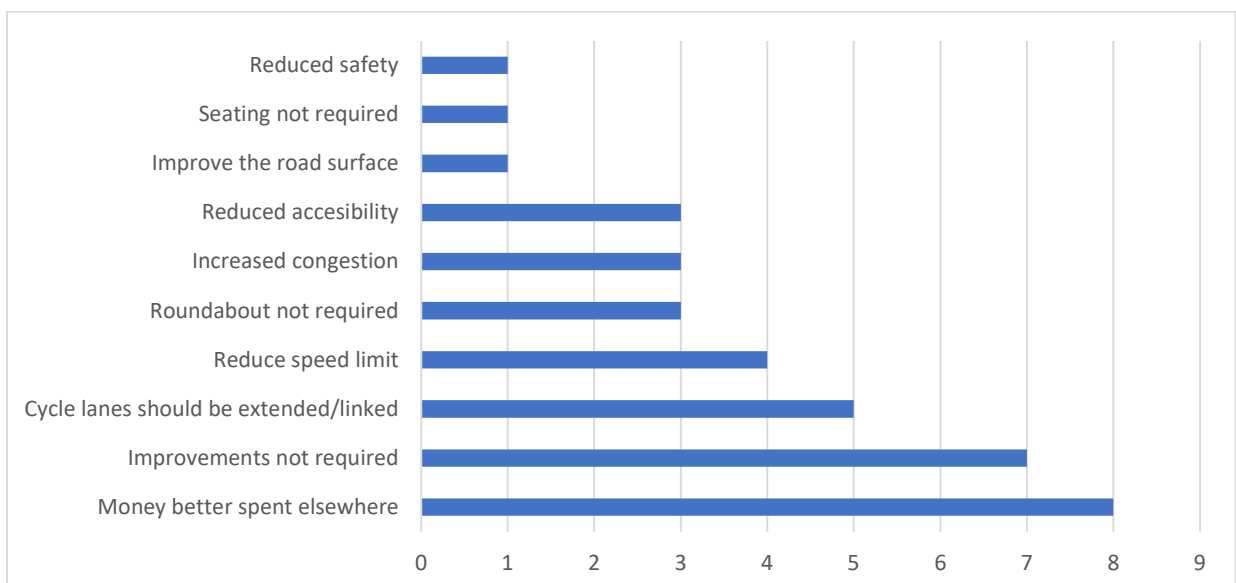


Response	%
Agree	73%
Neither agree nor disagree	13%
Disagree	13%

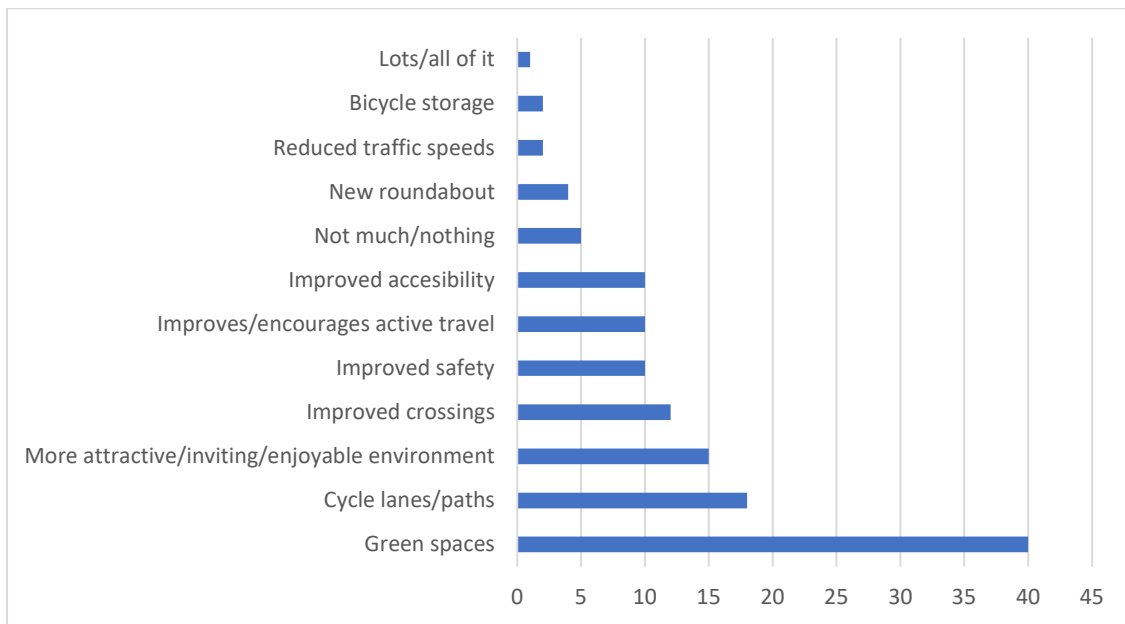
Q7 supportive comments



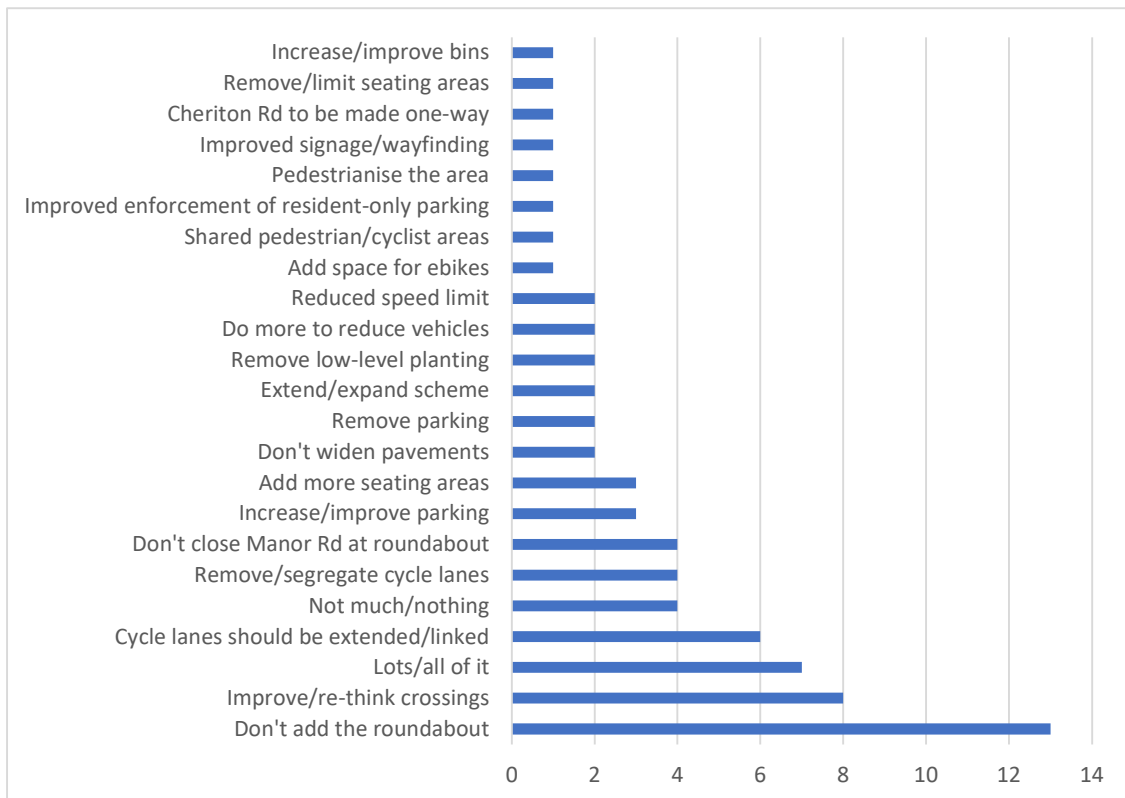
Q7 non-supportive comments



Q8. What proposed element(s) do you most like about phase one of the project?



Q9. What proposed element(s) would you change about phase one of the project?



Appendix 1: Post-it feedback from public engagement events on 5 and 6 July 2023

Day One: Station arrival and Cheriton Road to Shorncliffe Road: What do you think?

	COMMENT
1	Toucan @ top of Radnor Park Road – adding lights here will likely cause traffic jams and slow progress at roundabout
2	Are the municipal flower beds staying as they are a very nice feature and always attract compliments
3	Like the idea of a way to bypass the roundabout but does it then create an issue for turning right into the station?
4	Remove roundabout Cheriton Road/Radnor Park Road. Needs to be in better with Cheriton road – Folkestone Central scheme
5	Cycle lanes needs to continue and connected
6	Moving toucan crossing towards roundabout will create more of a backlog onto roundabout
7	There is a drain here that floods regularly meaning people can't use the crossing. Could this be fixed?
8	How does this help people get to down from the Station? Will there be additional signage?
9	These plans are great to see, but I'd like to see more about the case/mandate/reasoning (data) for the spend
10	How do pedestrians get to the bus stop? Do they have to cross the cycle lane?
11	The sharp turn is too dangerous and you can't see the cars coming
12	Keep traditional zebra crossings – more pedestrian friendly than touch crossings which just delay pedestrians and encourage lay walking
13	The bus stops in Shellon St will not be accessible for people who are elderly or have mobility problems
14	Rethink the use of the bus stop as it's in the right place, but needs clever planning to make it work in it's current location
15	Cheriton Road, Castle Hill & Shorncliffe currently effectively one way. Proposal will make it very busy 2 way. Major detriment to cyclists
16	More shops like M&S, Next, Clarks Shoes

17	Roundabout less convenient and more dangerous for cyclists and pedestrians, why?
18	Is all the guard railing going?
19	Roundabout seems a waste of money
20	Please could we have a separate map/illustration/plan of the proposed cycle routes?
21	Implement a 20mph scheme (not design a new roundabout for 30mph).
	A new four arm roundabout is not a junction upgrade. It is a new barrier for walking, wheeling and cycling
22	Not sure this is achieving anything. Train station still a long way from Town. Maybe a bus/tram would be a better long term spend. DO NOT change bus station. Also ensure flooding is top priority with more gullies cleaned more often. No one can walk anywhere when flooded
23	I'd like to see the bus station re modelled like Canterbury for safety. Need more green spaces, bus stops more trees, more Folkestone town centre needs a remodel. Folkestone needs to attract holidays makers and tourists. I need a reason to stay in the locality right now I'm not feeling it
24	Please make sure areas of the Town aren't missed. There's real dead zones at the moment

Station arrival and Cheriton Road to Shorncliffe Road: What do you think?

TOUCAN @ TOP OF
RAVINE PK AD -
Adding lights here
will likely cause
traffic jams + slow
progress at roundabout.

good question!!
Are the municipal
flower beds
staying, as they
are a very nice
feature & always
attract compliments

Like the idea of
a way to bypass
the roundabout
but does it then
leave us with a
turning right into the
station

Will all the
Surrey parking
going?

please could we
have a separate
map/illustration/
plan of the proposed
cycle routes

REMOVE RESURFACING
CHERTON ROAD/RATHOE
PARK ROAD
NEEDS TO BE IN LINE
WITH CHERTON ROAD ->
FOLKESTONE CENTRAL
SCHEME

more
lanes need to
be worked on
and completed

how do
pedestrians get to
the bus stop?
Do they have to
cross the cycle
lane?

Roundabout
seems a
waste of
money?

IMPLEMENT A
20 MPH SCHEME
CANT DESIGN A NEW
FOUNDATION FOR
SURREY
A NEW FOUR ARM
ROUNDABOUT IS NOT
A SOLUTION "WASTE"
IT IS A NEW CHANCE
FOR WALKING, CYCLING
& CROWD

Many Towns facing
towards southeast
will create more
of a banking into
roundabout

there is a drain
here that floods
regularly meaning
people can't use the
crossing.
Could this be fixed?

Keep traditional
zebra crossings
- More pedestrian
friendly than tough
crossings which just
add additional to the
problems

More shops
there is too
dangerous and
you could see
the cars coming
is not
"directional"
Platons will use it
with 2 way
approach to
crossings

Not sure how
achieving anything
from Station Hill
along way from town
Means a lot of money
works to a better length
of road
Do NOT change bus
stop
Area above flooding
is top priority work here

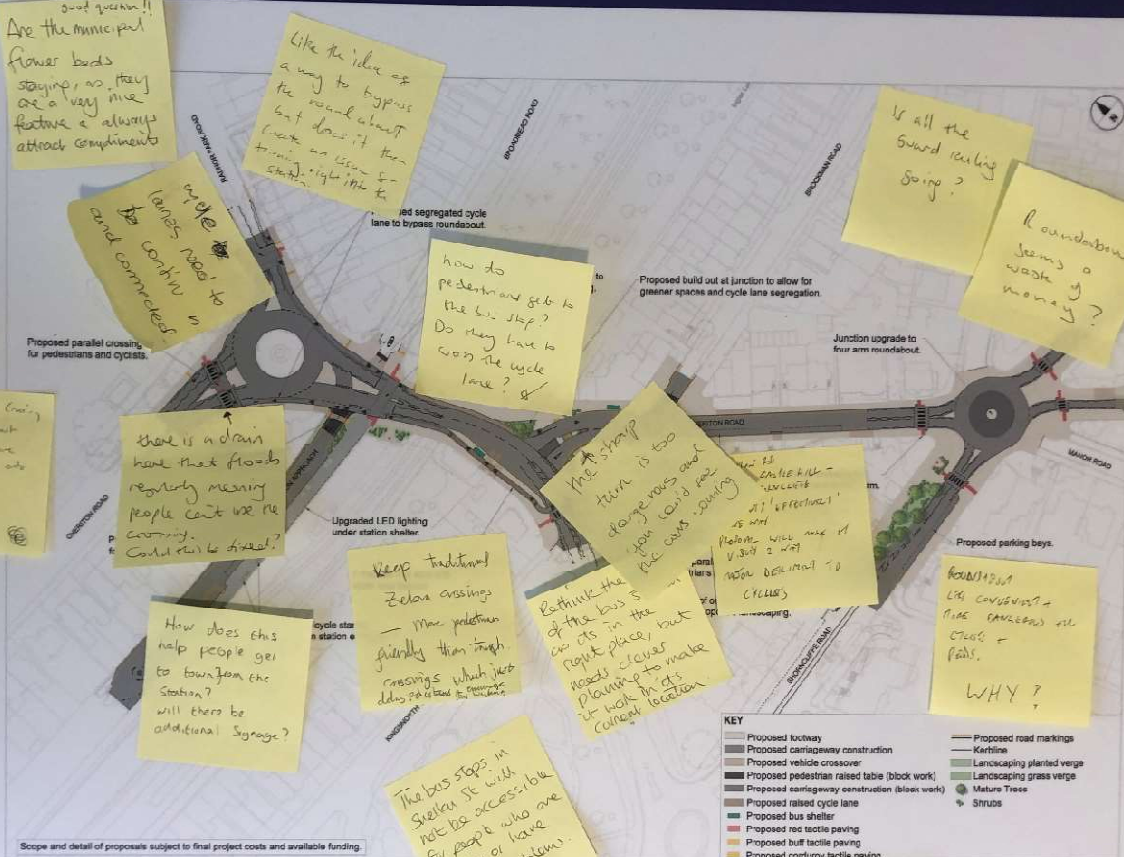
How does this
help people get
to town from the
station?
will there be
additional signage?

The bus stops in
Surrey it will
not be accessible
for people who are
elderly or have
mobility problems.

WHY?
LTS confusion?
More crossings in
crossing -
falls.

"I'd like to see the
bus stop area re-modelled
like conventional bus
stops - need more
space around bus stops
for safety & comfort
Folkestone bus stop
needs to be remodelled
Folkestone needs to
consider including pavements
and signage
it needs to be ready in the local
authority scheme

These plans are
great to see, but
I'd like to see more
about the case/narrative/
reasoning (data) for the
plans.



- KEY
- Proposed footway
 - Proposed carriageway construction
 - Proposed vehicle crossover
 - Proposed pedestrian raised table (block work)
 - Proposed carriageway construction (block work)
 - Proposed raised cycle lane
 - Proposed bus shelter
 - Proposed red tactile paving
 - Proposed buff tactile paving
 - Proposed corduroy tactile paving
 - Proposed road markings
 - Kerline
 - Landscaping planted verge
 - Landscaping grass verge
 - Mature Trees
 - Shrubs

More shops
LTS bus stop
2 lanes shown

Please make sure
Areas of the town
aren't missed
There are dead zones
at the moment

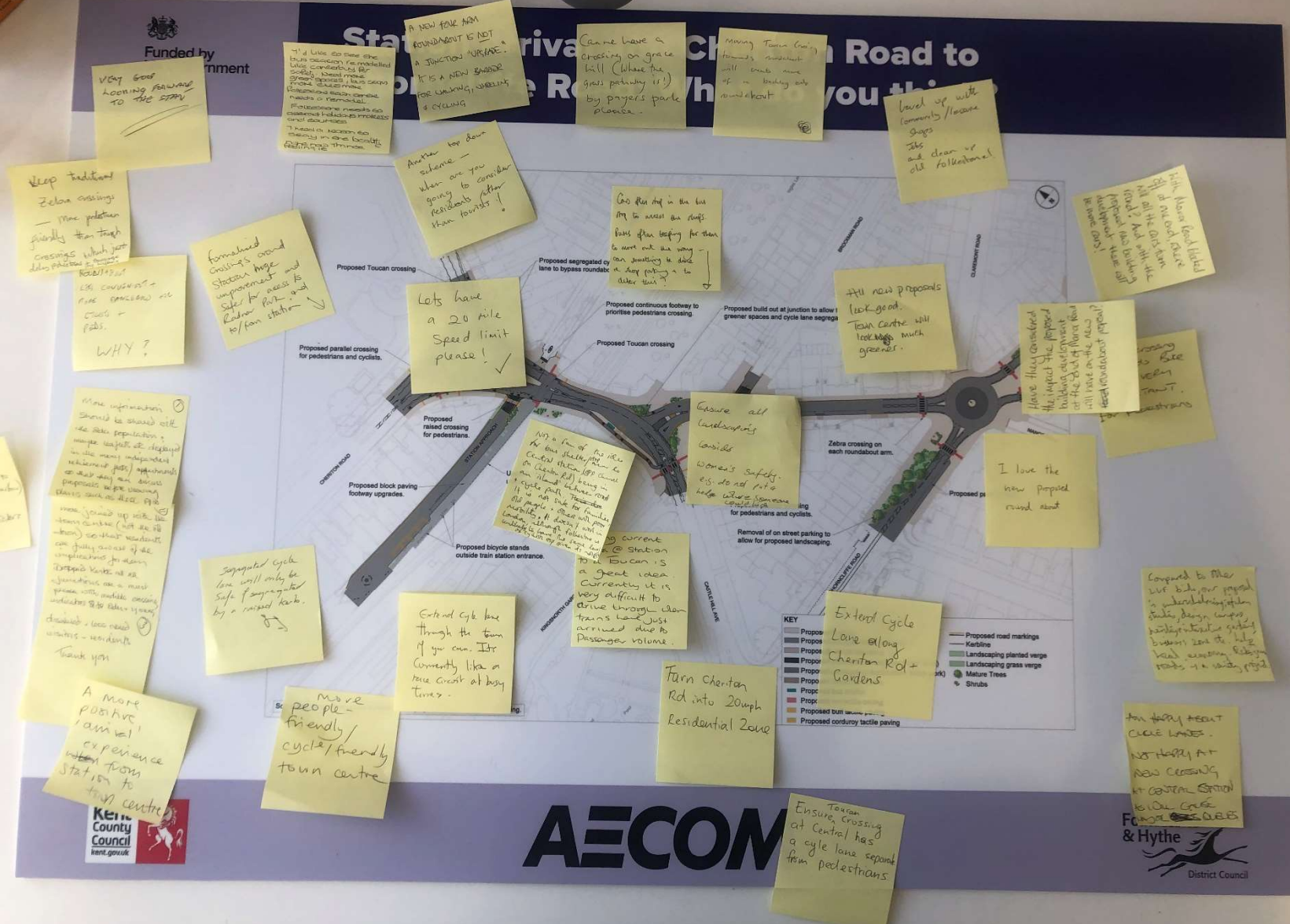
Day Two: Station arrival and Cheriton Road to Shorncliffe Road: What do you think?

	COMMENT
1	Very good, looking forward to the start
2	Keep traditional zebra crossings – more pedestrian friendly than toucan crossings which just delay pedestrians and encourage j-walking
3	Roundabout less convenient and more dangerous for cyclists and pedestrians – why?
4	I'd like to see the bus station re modelled like Canterbury for safety. Need more green spaces, bus stops more trees Folkestone town centre needs a remodel. Folkestone needs to clearout holiday makers. I need a reason to stay in the locality right now it has now feeling
5	Formalised crossings around station, huge improvement and safer for access to Radnor Park and to/from the station
6	A new four arm roundabout is not a junction upgrade. it is a new barrier for walking and cycling
7	Another top down scheme – when are you going to consider residents rather than tourists!
8	Lets have a 20 mile speed limit please
9	Can we have a crossing on Grace Hill (where the grass pathway is!) by Payers Park, please
10	Moving Toucan crossing towards roundabout will create more of a backlog onto roundabout
11	Cars often stop in the bus stop to access the shops. Buses often beeping for them to move out of the way – can something be done re shop parking to and to deter this?
12	Ensure all landscaping considers women's safety e.g. do not put hedge where someone could hide
13	Extend cycle lane through the town if you can. It's currently like a race circuit at busy times
14	Moving current zebra @ station to a Toucan is a great idea. Currently its is very difficult to drive through when trains have just arrived due to passenger volume
15	Extend cycle lane along Cheriton Road & Gardens
16	Turn Cheriton Road into 20 mph residential zone

17	Ensure Toucan crossing at Central has a cycle lane separate from pedestrians
18	Level up with community/leisure shops, jobs and clean up old Folkestone!
19	All new proposals look good. Town Centre will look much greener
20	With Manor Road blocked off at one end, where will all the cars turn round? And with the proposed new building development there will be more cars!
21	Have they considered the impact the proposed building development at the end of Manor Road will have on the new roundabout proposal?
22	XXX hidden by post it note
23	I love the new proposed round about
24	Compared to the other LUF bids, our proposal is underwhelming a studio, design campus, heritage interactive gardens, business zone etc. Help local economy, redesigning roads is a vanity project
25	Am happy about cycle lanes. Not happy at the new crossing at Central Station as it will cause major queues.

Funded by Government

Station Drive Chertan Road to you the



Very good looking forward to the start

I'd like to see the bus station re-installed with a canopy for safety. Ideal more space for more people. Some of the needs of residential. Footways are needed and some of the needs of residential. I need a more car friendly in the locality. Parking spaces.

A NEW FOUR ARM ROUNDABOUT IS NOT A JUNCTION SURFACE. IT IS A NEW SHARED FOR WALKING, CYCLING & CYCLING

Can we have a crossing on Grace Hill (where the grass parking is!) by project park please.

Having Town Centre footways reinstated will make sense if a better way roundabout

Level up with Community House jobs and clean up old footpaths.

Keep traditional Zebra crossing - More pedestrian friendly than tough crossings which just delay pedestrians.

Formalised crossings, road surface improvement and safety for access to Redrow Park and to/from station

Arrive too late scheme - when are you going to consider residents rather than tourists!

Can't find it in the bus stop to access on steps. Buses after leaving for then to wait out the way for waiting to take a long time to deliver stuff.

With a new footpath off at the end of the road? And all the proposed new buildings? And all the proposed new buildings? And all the proposed new buildings?

WHY?

Lets have a 20 mile speed limit please!

All new proposals look good. Town centre will look much greener.

Have they considered the impact of the proposed building on the road? Will there be any impact on the road? Will there be any impact on the road?

More information should be shared with the local population. Maybe a public consultation in the main residential area. It would be good to see what the local population think. It would be good to see what the local population think. It would be good to see what the local population think.

Segregated cycle lane will only be safe if segregated by a raised kerb.

Extend cycle lane through the town if you can. It's currently like a race circuit at busy times.

Turn Chertan Rd into 20mph Residential Zone

Extend Cycle Lane along Chertan Rd + Gardens

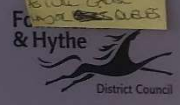
Compared to other schemes, this proposal is a bit more pedestrian friendly. It's a bit more pedestrian friendly. It's a bit more pedestrian friendly.

A more positive 'arrival' experience from station to town centre

More people friendly/cycle friendly town centre

Can't they have cycle lanes. Not happy at new crossing at central station. It's a bit more pedestrian friendly. It's a bit more pedestrian friendly.

Toucan Crossing at Central has a cycle lane separate from pedestrians



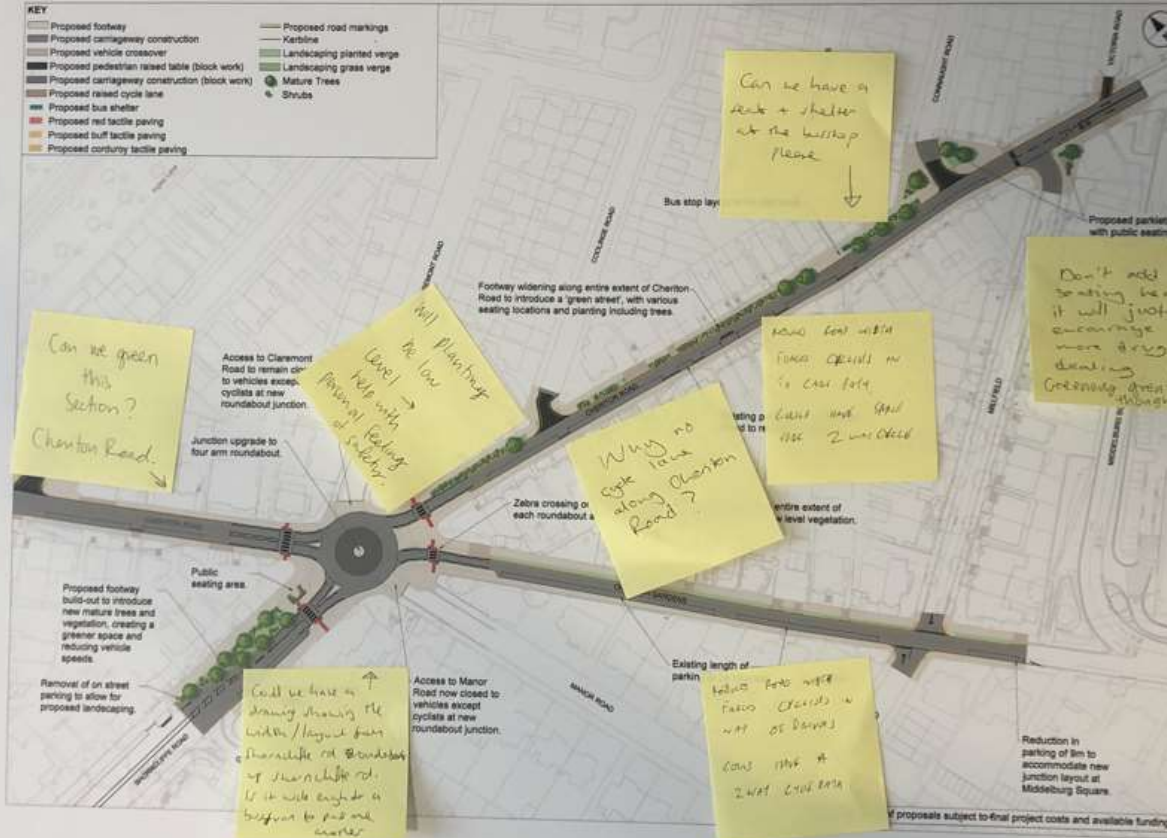
Day One: Cheriton Road and Cheriton Gardens to Middleburg Square: What do you think?

	COMMENT
1	New cycle route planned from Cheriton Sports Ground not joined up!
2	Can we green this section? Cheriton Road
3	Will planting be low level – help with personal feeling of safety
4	Can we have a seats and shelter at the bus stop please?
5	Why no cycle lane along Cheriton Road?
6	Reduced road width forces cyclists into cars path. Could have space for 2 way cycle
7	Don't add seating here, it will just encourage more drug dealing. Greenery great though
8	Hope next stage will close the far side of Middleburg Square. So hard to cross, dangerous for pedestrians & cyclists - encourages high speeds. Make other side 2 way, other side for pedestrians/cyclists only
9	Artwork at the station bridge
10	Already everything quite well or is it – could save money by not doing it. Cheriton Gardens, Manor Road, Shorncliffe Road junction
11	Unlikely to be enough for green spaces (Cheriton Gardens). Trees are OK
12	Design out. Safety & security issues
13	Could we have a drawing showing the width/layout from Shorncliffe Road roundabout up Shorncliffe Road. Is it wide enough for a bus/van to pass one another
14	People must get out of their cars but how can they? Good signs needed by station. Changing traffic route is essential for pedestrians, very very pleased with will be changed.



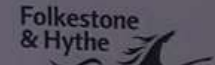
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Cheriton Road and Cheriton Gardens to Middelburg Square: What do you think?



People must get out of their cars... (partially obscured)

Changing traffic route is essential for pedestrians... (partially obscured)



Day Two: Cheriton Road and Cheriton Gardens to Middleburg Square: What do you think?

	COMMENT
1	UBER e-cycle hub at Folkestone Station
2	Make 1-way or pedestrian
3	Look at tree grants for planting trees (note – speak to LV)
4	The Leas is unique so why isn't Castle Hill Ave part of the scheme to ferry visitors to the wonderful Leas
5	Roundabout will improve flow of junction for vehicles and give choice for direction of travel
6	No improvement to town centre resident parking
7	Can somebody sort out Community Church Hall as it is becoming a bomb site. Planning has been going on for 4 years
8	The plans look great for cyclists, but what happens to the cycle lane outside of phase 1 and 2 areas?
9	Keep in keeping with seaside town
10	Very impressed especially have a consultation in the area affected
11	Work with emergency services on Manor Road – lots at core lanes. Can provide emergency access?

Cheriton Road and Cheriton Gardens to Middelburg Square: What do you think?



UBER
E-CYCLE HUB
AT E-SHINE
STATION

MAKE IT WORK
OR REVERSING

Look @ tree
plans for
planting trees
(one - space to (U))

No improvement to
town centre residential
parking

Can somebody
sort out Council
change well
as it is becoming
to land side
Plans has been
made on site

Keep on
keeping
the plans look good
for cyclists, but what
happens to the cycle lanes
outside of Phase 1 + 2
Areas?

The plan is
reasonable. So why
not consider
part of the scheme to
bring vehicles to
Middelburg Square

Roundabout will
improve flow of
traffic for vehicles
and give choice
for dismounting

Very impressed
Especially have
a consultation
in the area
affected.

Work with
emergency services
Major road -> late
Core lanes can be
easier across