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**To all Committee Members:** You are hereby summoned to attend a meeting of the Transport & Infrastructure Committee at Deal Town Hall on **Wednesday 14 July 2021** at 7.15pm to transact the business shown on the agenda below.

**To the press and public:** There is limited public seating for this meeting, and it will be available to listen to online. To reserve a seat or to receive the online meeting details, please email [deal.town.council@deal.gov.uk](mailto:deal.town.council@deal.gov.uk) or call 07747489650 by 10.00am on Tuesday 13 July.

Any member of the public may submit a written statement of no more than 500 words relating to any item on this agenda. These must be received by 10am on Tuesday 13 July please email [deal.town.council@deal.gov.uk](mailto:deal.town.council@deal.gov.uk) or post to the above address.

**Paul Bone – Deputy Town Clerk**

Date: 07.07.21

## AGENDA

1	<b>Chairman's opening remarks</b>	Chairman
2	<b>Apologies for absence</b>	
3	<b>Declarations of interest:</b> To receive any declarations of interest from Members in respect of business to be transacted on the agenda.	Attach 1
4	<b>The minutes of the Transport &amp; Infrastructure Committee meeting held on 21 April 2021 for approval:</b> Decision required	Attach 2
5	<b>Statements received from members of the public on items relating to the agenda to be read out by the Deputy Town Clerk (maximum 15 minutes):</b> For councillor information	Deputy Town Clerk
6	<b>Correspondence Received:</b> <ul style="list-style-type: none"> <li>• <b>Blenheim Road Area / Traffic Dominated Roads:</b> Decision Required</li> <li>• <b>Bus Back Better:</b> Decision Required</li> </ul>	Attach 3 Attach 4
7	<b>Full Council recommendations:</b> (Information to note)	Attach 5
8	<b>Highspeed Service Reinstatement:</b> Decision Required	Attach 6
9	<b>Highways Improvement Plan:</b> Decision required	Attach 7
10	<b>Active Travel Plan Funding – Making Walking &amp; Cycling Irresistible:</b> Decision Required	Attach 8
11	<b>Accessibility Update:</b> Decision Required	Attach 9
12	<b>Update on the committee projects/initiatives: Report from Adrian Oliver:</b> Information to note	Attach 10
	<b>Date of next meeting:</b> Wednesday 15 <sup>th</sup> September 2021	

Filming and audio recording of Town Council meetings, by representatives of the media and also by members of the public using small media tools, is permitted. Please refer to the council's protocol for recording of meetings for guidance, available to download on [www.deal.gov.uk](http://www.deal.gov.uk) or on request.

Committee members: Cllr B Bano, Cllr David Cronk, Cllr T Bond, Cllr Mike Eddy, Cllr Oliver Richardson, Cllr E Rowbotham, Cllr Abigail Stroud, Cllr T Thompson and Mr P Inch, Mr I Kilberry, Cllr Derek Murphy (KCC)

## **Declarations of Interest**

### **Disclosable Pecuniary Interest (DPI)**

Where a Member has a new or registered DPI in a matter under consideration they must disclose that they have an interest and, unless the Monitoring Officer has agreed in advance that the DPI is a 'Sensitive Interest', explain the nature of that interest at the meeting. The Member must withdraw from the meeting at the commencement of the consideration of any matter in which they have declared a DPI and must not participate in any discussion of, or vote taken on, the matter unless they have been granted a dispensation permitting them to do so. If during the consideration of any item a Member becomes aware that they have a DPI in the matter they should declare the interest immediately and, subject to any dispensations, withdraw from the meeting.

### **Other Significant Interest (OSI)**

Where a Member is declaring an OSI they must also disclose the interest and explain the nature of the interest at the meeting. The Member must withdraw from the meeting at the commencement of the consideration of any matter in which they have declared a OSI and must not participate in any discussion of, or vote taken on, the matter unless they have been granted a dispensation to do so or the meeting is one at which members of the public are permitted to speak for the purpose of making representations, answering questions or giving evidence relating to the matter. In the latter case, the Member may only participate on the same basis as a member of the public and cannot participate in any discussion of, or vote taken on, the matter and must withdraw from the meeting in accordance with the Council's procedure rules.

### **Voluntary Announcement of Other Interests (VAOI)**

Where a Member does not have either a DPI or OSI but is of the opinion that for transparency reasons alone s/he should make an announcement in respect of a matter under consideration, they can make a VAOI. A Member declaring a VAOI may still remain at the meeting and vote on the matter under consideration.

### **Note to the Code:**

Situations in which a Member may wish to make a VAOI include membership of outside bodies that have made representations on agenda items; 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. It should be emphasized that an effect on the financial position of a Member, relative, close associate, employer, etc OR an application made by a Member, relative, close associate, employer, etc would both probably constitute either an OSI or in some cases a DPI.

1.	<b>Chairman's opening remarks:</b> The Chairman welcomed everyone to the meeting. Apologies were given for Cllr Cronk, Cllr Thompson, Cllr Stroud and co-opted member Mr D Murphy. The Clerk reminded Members of the procedures for during the remote Teams meeting.	<b>Actions</b>
2.	<b>Declarations of interest:</b> None received.	
3.	<b>Minutes of the Transport and Infrastructure Committee meeting held on 10 February 2021 for approval:</b> Members RESOLVED: To accept the minutes of the Transport and Infrastructure Committee meeting held on the 10 February 2021 with an amendment to include Cllr Stroud as attending. (P) ME (S) OR All agreed.	The Clerk
4.	<b>Statements received from members of the public on items relating to the agenda:</b> No statements had been received from the public.	
5.	<b>White Cliffs CRP Membership:</b> Members RESOLVED: for Cllr Bano to Cllr Bano to represent DTC on the WCCRP Steering Group (P) OR (S) ME All agreed.	The Clerk
6.	<b>Correspondence Received:</b> Kent County Council – Highways Forward Work program. Members RESOLVED: to note the report (P) ME (S) OR All agreed.	
7.	<b>Bus Strategy Next Steps: Report from Adrian Oliver.</b> A video on Responsive Buses was played to the Committee. Members RESOLVED: A) The Chairman writes an open letter to Kent County Council and possibly Dover District Council to ask how they will be implementing the “Bus Back Better” strategy, how they will be gaining an understanding of what local communities want and when Deal and the surrounding area can expect the improvements that the Town Council has already identified to be implemented. B) The Chairman will contact Stagecoach regarding their latest initiatives with a view to them making a presentation to a meeting of Full Council. (P) ME (S) OR All agreed.	The Chairman
8.	<b>Highways Improvement Plan (HIP) Report from Adrian Oliver:</b> Members RESOLVED: The HIP be a standing item on the Transport & Infrastructure Committee Agenda with all Committee Members contributing to the contents of the HIP and enabling members of the public to contribute through correspondence to the Transport & Infrastructure Committee. (P) ME (S) OR All agreed The Project Officer will contact committee members to re-emphasis there is lots can be done by reporting through the faults system.	Committee Members Project Officer
9.	<b>Correspondence Received: Introducing Bird: Deal's e-scooter solution:</b> Members RESOLVED: The Chairman writes to Bird Scooters to express an interest and request further information i.e. plans, details, costs and legality. (P) OR (S) BB All agreed.	The Chairman
10.	<b>Updates on committee projects/initiatives:</b> Members RESOLVED: to note the report (P) ME (S) OR All agreed.	
	The Chairman closed the meeting at 8.18pm	
	<b>Date of next meeting – TBC</b>	

**DEAL TOWN COUNCIL  
MEMORANDUM**

**To:** Transport & Infrastructure Committee Members  
**From:** Cllr Ben Bano, Chairman, Transport & Infrastructure Committee  
**Date:** 30<sup>th</sup> June 2021  
**Subject:** Correspondence Received – Blenheim Road & Car Dominated Streets of Deal

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As Chairman of the Transport and Infrastructure committee I was contacted by a new resident of Blenheim Road.

The resident raised concerns at the speed of traffic in the road, and they also felt that the traffic lights in Queen Street were unbalanced towards pedestrians making it difficult to cross the road.

My advice to the resident was to thank them for taking the trouble to write to me, and to suggest that a traffic calming scheme with a 20mph limit might be needed. I also advised that this and the traffic light issue was a matter for Kent Highways and that the contact was currently KCC Cllr Derek Murphy.

I later advised that I would bring these concerns to the Committee's attention.

**Recommendations:** The Deputy Town Clerk contacts Kent Highways with the following request:

- To consider a traffic calming scheme in this area
- To introduce a 20mph speed limit in this area
- To make the Queen Street/West Street junction more pedestrian and cycling friendly.

**Decision required:**

Members to consider the above recommendations.

**DEAL TOWN COUNCIL – MEMORANDUM**

**To:** Transport & Infrastructure Committee Members  
**From:** Cllr Ben Bano, Chairman, Transport & Infrastructure Committee  
**Date:** 30<sup>th</sup> June 2021  
**Subject:** Correspondence – Bus Back Better

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At the Transport & Infrastructure Committee on 14 April, Members resolved: “The Chairman writes an open letter to Kent County Council and possibly Dover District Council to ask how they will be implementing the “Bus Back Better” strategy, how they will be gaining an understanding of what local communities want and when Deal and the surrounding area can expect the improvements that the Town Council has already identified to be implemented.”

The letter sent by the Chairman is attached for reference.

Please find below the response from Philip Lightowler, Head of Public Transport.

*Dear Cllr Bano*

*Thank you for your letter received 25 May 2021 regarding your recent interest in the National Bus Strategy Agenda and Deal’s Local Bus Services. This has been forwarded for me to respond in my capacity as KCC’s Head of Public Transport. Addressed to Mr Jones, I have been requested to respond to yourself in my capacity as head of Public Transport.*

*Covid has and will continue to have an impact on bus usage and services in the UK. Fortunately, in Kent we have been able to sustain operator funding at pre-Covid levels and the combination of this ng all bus and Government support has meant that we have been able to protect the bus network from any significant reductions.*

*How we come out of the pandemic is going to be critical for the future of bus services and the drive of the National Bus Strategy is orientated to ensuring that we first recover and then improve on the local bus offering for users and residents.*

*At the time of writing, the precise levels of funding and how this will be allocated is still unclear and it is the case that many of the initiatives referred to will require significant extra funding to be made available.*

*I would like to assure you however that in Kent we are very excited about the opportunity and are fully committed to engaging with the process through the formation of a local Bus Service Improvement Plan and subsequently Enhanced Partnership schemes governing all bus services in Kent. We will be ensuring that all stakeholders and the public at large get the opportunity to inform our approach but your comments and support at this stage is noted and appreciated.*

*Yours sincerely*

*Philip Lightowler – Growth, Environment and Transport*

**Recommendations:**

1. The Chairman to write back to Philip Lightowler requesting more information regarding the consultation for the Bus Service Improvement Plan which is due to be published in October.
2. Vice Chairman to take the matter forward with the appropriate Committees, Portfolio Holders and Officers at Dover District Council.

**Decision required:**

Members to consider the above recommendations.

## Letter sent by the Chairman of T&I

Mr Simon Jones  
Director Transportation  
Kent County Council  
County Hall  
Maidstone

25<sup>th</sup> May 2021

Dear Mr Jones,

### **Bus Back Better**

I am writing to you as Chairman of Deal Town Council's Transport & Infrastructure Committee.

For some time, the Council has been concerned about the deterioration of bus services. This decline has been further exacerbated by the pandemic.

So, we were delighted when the Department for Transport unveiled a £3bn bus transport strategy for England, "Bus Back Better", aimed at delivering bus services that are "more frequent, reliable, easier to use and understand, better coordinated and cheaper."

We understand that £300m will be allocated this financial year to increase services cut during the pandemic, implement bus priority schemes, accelerate the delivery of zero emission buses (presumably this may support the Canterbury District hydrogen bus scheme?) and funds for you to employ skilled people to deliver the Bus Strategy ambitions.

The ambition of the strategy, to make bus travel an attractive alternative to private car use, is bold. In towns like Deal, we need this ambition to come to fruition as the ever-expanding house building demands are putting an increasing strain on an already congested Victorian road network. We know the solution is not new roads, but a more diverse approach to travel, including public transport and active travel modes.

Specifically in Deal, we would be particularly interested in:

- Smaller, cleaner buses operating a demand responsive service within the Urban Area and connecting with the rural satellite settlements
- Cheaper fares
- More regular services throughout the day everyday
- App based service information and ticketing
- Better bus stops
- Better modal integration
  - A bus stop at Deal Station would be a start
- Better services connecting Deal with the places people want or need to go
- Park & Ride, particularly in the busy visitor season

Bearing in mind the risks that non-participation poses to Transport funding, are we right to conclude that Kent County Council will be following the Bus Back Better Strategy?

We appreciate the timescales are short, with the first Department for Transport deadline in June followed by publishing a Bus Service Improvement Plan by October. With the plan, we would be interested to know how Kent County Council will gain an understanding of what passengers and would-be passengers want?

We have outlined some of the improvements we believe would contribute to making bus services a viable alternative to car travel, when do you think citizens of Deal and the surrounding area can expect improvements to be implemented?

I look forward to hearing from you shortly in order that I can report back to my Committee.

Your sincerely,

Councillor Ben Bano

**DEAL TOWN COUNCIL – MEMORANDUM**

**To:** Cllr Ben Bano, Chairman, Transport & Infrastructure Committee and Committee Members  
**From:** Paul Bone, Deputy Town Clerk  
**Date:** 7<sup>th</sup> July 2021  
**Subject:** Full Council recommendations

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At a meeting of the Full Council held on 29<sup>th</sup> June the following resolutions were passed that involved the Transport and Infrastructure Committee:

- 1) Welcome Back Fund** - Project Officer Report with recommendations on a potential Park and Pedal, Park and Ride and Park and Prom scheme.

Members RESOLVED: That the recommendations on the report would not be included in the Welcome Back Fund bid from the council, instead, to be referred to the Transport & Infrastructure committee to be investigated as a possible project for the council to undertake.

**2) Cycle Friendly Deal:**

Members RESOLVED: That the current CFD steering group continues with its existing members and reports to the Transport and Infrastructure committee. The steering group to submit a report to the committee with recommendations for a Cycle Friendly Deal Part 2 Project. Funding for Phase 2 to come from the Transport & Infrastructure committee budget.

**Information to note:**

The Project Officer will update and submit his report to the next Transport & Infrastructure committee meeting.

The CFD Steering Group will submit a report to the Transport & Infrastructure Committee with recommendations.

**Decision Required:** To note the report.

## DEAL TOWN COUNCIL MEMORANDUM

**To:** Cllr Ben Bano, Chairman, Transport & Infrastructure Committee and Committee Members  
**From:** Adrian Oliver, Project Officer  
**Date:** 30<sup>th</sup> June 2021  
**Subject:** Resumption of Highspeed Services on the Deal Line

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During the pandemic, as you are aware, rail passenger numbers plummeted. Consequently, service provision was reduced. This included suspending the full Highspeed service for Deal, Sandwich and Walmer.

In May, the passenger levels on Southeastern had reached 30% of pre-pandemic numbers and more services were re-introduced. This did not include the full Highspeed on the Deal line although there is a “peak time” Ramsgate-London Highspeed:

Morning	Deal	London	Evening	London	Deal
	0554	0726		1737	1903
	0626	0754		1807	1932
	0656	0821			

Deal, Sandwich and Walmer have just one regular service now, the Charing Cross-Ramsgate. Deal to London on a single train takes 2 hours 11 minutes. For faster services, or stations beyond Ramsgate, passengers must change and wait for connections. This can result with major movements of passengers at stations like Ashford as they leave the slow service to catch the Highspeed.

There were rumours circulating a year ago that the Highspeed service for Deal was under review. At the time Southeastern said *“There are no long-term changes planned to the Highspeed service at Deal.”*

In more recent correspondence (18/5/21) from Southeastern it was said *“Our Timetable Planning team have not advised of any plans to reintroduce Highspeed services from Deal, Walmer and Sandwich stations. However, please be assured that we’re keeping all changes under review... as part of the review we carry out after introducing any new timetable. We generally allow a few weeks to collect all the data we need, before we’re able to consider whether to make any further changes and refinements. This ensures we’ve collected the views of as many passengers as possible, and that our timetable can best balance the needs of all our passengers.”*

As one disgruntled passenger said, *“It is disgusting Southeastern has just disconnected Deal from London and beyond. We care about Deal and Sandwich getting their fair share of ‘public transport’, so we do not have to use our cars.”*

And this is the point. The Highspeed service connects Deal to not just London but quickly and comfortably with major Kent hubs, the Highspeed Network, destinations to the North, the West via the Elizabeth Line and Europe. The Highspeed network fundamentally meets the Town Council’s Active Travel ambitions and reduces the need to travel by car.



As we move into the High Season and as train service usage shifts away from commuter to more leisure journeys, the reinstatement of the Highspeed service would be good for our residents, visitors and businesses.

### **Recommendation**

The Chairman writes an open letter to Southeastern's Managing Director, David Statham, requesting confirmation that the full Highspeed Service will be resumed at the earliest opportunity.

Depending on the response, the Chairman, vice Chairman and co-opted member Ian Killbery to pursue other routes to encourage Southeastern to restore the full Highspeed service.

### **Decisions Required**

Members to consider the above recommendations.

## DEAL TOWN COUNCIL MEMORANDUM

**To:** Cllr B Bano, Chairman of the Transport & Infrastructure Committee;  
Committee Members

**From:** Adrian Oliver

**Date:** Friday 2<sup>nd</sup> July 2021

**Subject:** Highways Improvement Plan

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Please find below the latest draft of the Highways Improvement Plan (HIP).

### Recommendations

Members to raise any additions to the HIP.

HIGHWAY IMPROVEMENT PLAN – Stage 1			ACTION PLAN – Stage 2		
Priority	Location	Problem and suggested remedy	Cost Estimate	Funding Source	Action/Programme (Who/When)
1.	<i>EXAMPLE: High Street between Post office and last property to the west of the garage</i>	<i>Speeding off peak. Reduce speed limit to 30mph</i>	<i>£500</i>	<i>i.e. DTC / KCC Member / Grant / other</i>	<i>1. Traffic survey of existing speeds. KCC 2. Review report and agree whether site suitable without further traffic calming measures. 3. If suitable then discuss with PC and give early advice on potential costs. 4. Agree the way forward – outline design/estimate including staff fees. July</i>
1.	A258 London Road	Drop Kerbs needed along this route			See report below
2.	A258 London Road: Grange Rd to Albert Rd	Inappropriately narrow pavement: Widen to a minimum of 1200mm			
3.	London Road: Grange Road Bus Stops	No crossing point for pedestrians for 500 yards: Install additional crossing point across London Road	£1,000	KCC Member	Project underway
4.	A258 113 London Rd Bus Stop	No raised kerb: Move bus stop a few metres to enable the installation of a raised bus stop kerb	KCC	KCC	Bus accessibility issue – KCC responsible as LTA

5.	B2056 Hamilton Rd / Telegraph Rd	No connectivity on the pedestrian and cycle desire line on Hamilton Road: Physically connect the Victoria Park Shared Use Path and Telegraph Road Shared Use Path across Hamilton Road.			
6.	College Road / Ark Lane	Hazard to wheelchair and mobility scooter users: Install pedestrian dropped kerbs both sides of Ark			
7.	Chapel Street	Despite existing signage large vehicles using Chapel Street and damaging properties. Redesignate street Access Only and No Through Road			
8.	Chapel Street / Middle Street	Despite existing signage large vehicles using Chapel Street and damaging properties. Close junction to vehicles			
9.	High Street	Vandalised Tree - replant	KHS	KHS	19/4/21: KHS Fault Report No. 567730 – awaiting response

#### Drop Kerb Report London Road A258

Location	Work Required
Bowling Green Lane	Install tactile pedestrian dropped kerbs both sides of Bowling Green Lane replacing old inappropriate lipped dropped kerbs
Claremont Road	Install tactile pedestrian dropped kerbs both sides of Claremont Road replacing old inappropriate lipped dropped kerbs
Grange Road	Install tactile pedestrian dropped kerbs both sides of Grange Road replacing old inappropriate lipped dropped kerbs
Cowper Road Junction	Install tactile pedestrian dropped kerbs both sides of Cowper Road replacing old inappropriate lipped dropped kerbs
Lion Court Access	Remove wide corner radii and improve pavement to be continuous smooth surface
The Grove	Install tactile pedestrian dropped kerbs both sides of The Grove replacing old inappropriate lipped dropped kerbs
Albert Road	Install tactile pedestrian dropped kerbs both sides of Albert Road on the desire line replacing old inappropriate ill-positioned lipped dropped kerbs
Mill Road	No crossing point for wheelchair, mobility scooter, buggy and pram users: Install pedestrian dropped kerbs north & south of London Road
Astor Drive	Hazardous pedestrian crossing over Astor Drive: Reduce corner radii at Astor Drive and instal pedestrian dropped kerbs

## MEMORANDUM

**To:** Cllr B Bano, Chairman of the Transport & Infrastructure Committee;  
Committee Members

**From:** Adrian Oliver

**Date:** Monday 5<sup>th</sup> July 2021

**Subject:** Active Travel Plan Funding – Making Walking & Cycling Irresistible

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In May 2021 the Department for Transport (DfT) started a £2bn Active Travel funding programme. They also published a new strategy, Gear Change and new design guidelines LTN1/20. Both these documents represented a significant shift in DfT thinking and funding. In Urban areas, there was an expectation from the DfT to rebalance our streets away from motorised traffic, and in particular private car use, to more sustainable active travel modes, walking & cycling. This was followed by Bus Back Better and the Williams-Shapps Plan for Rail.

When the Active Travel Fund was announced, due to the community involvement in Cycle Friendly Deal, we were able to quickly pull together a series of proposals under the title “Making Walking & Cycling Irresistible in Deal”. At the time Committee Meetings were suspended, so the draft document was circulated to all Committee Members for comment. Councillors’ comments were added to the document and following a positive response this final version was submitted to Dover District Council and Kent County Council. Which was followed by... silence.

Until this week. We have been contacted by Kent County Council regarding the original proposals: *“There has been another announcement of Active Travel Fund from DFT which KCC are able to bid for. I am keen for some Deal based interventions to be considered by the team putting the KCC bid together. Did the Deal Walking and Cycling document ever get rubber stamped by the Town Council?”*

Since we have returned to Committee Meetings, we have not discussed “Making Walking & Cycling Irresistible in Deal”. Please find attached the final version that was sent to DDC and KCC.

### Recommendation

That “Making Walking & Cycling Irresistible in Deal” is approved for submission to Kent County Council so they may consider the proposals as part of an Active Travel Fund bid.

### Decisions Required

Committee Members to consider the above recommendation.



# Responding to the Department for Transport call to encourage walking & cycling

## Making Walking & Cycling Irresistible in Deal

### June 2020

#### Introduction

Deal is ideal for walking & cycling. Not just because the area is flat and the weather is generally good. But because despite decades of Planning Policies encouraging urban sprawl, Deal remains a compact urban space where our complex trips: Home-School-Work-Shops-etc.; could and should be done without jumping in the car.

However, successive Governments and Highways Services focus on facilitating car use, whilst ignoring pedestrians and cyclists, has led to cars dominating our streets, whether that's using them as car parks or racetracks. This has been aggravated by the inability to develop and implement an integrated transport system bringing together cycling and walking with bus and train services.

And in Deal, there is nothing else that can be done to make more space for driving without demolishing parts of the town. Thankfully those bad old days are gone, hopefully - and we have the Deal Society to partly thank for that, for standing up to Deal Borough Council Planners in the mid-twentieth century.

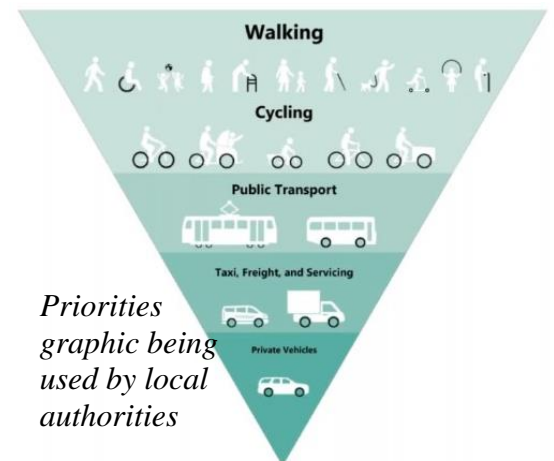
The pandemic lockdowns have shown how nice our places can be when cars do not dominate. Our air is cleaner, our streets are quieter, our wildlife is flourishing. The lockdown periods have also allowed more people to discover their legs again through walking & cycling.

Post lockdown, we have a once-in-a-generation opportunity to transform our roadways and public spaces into safer, cleaner and more pleasant places to be. Transport Minister Grant Shapps has asked local authorities to 'help embed altered behaviours and demonstrate the positive effects of active travel'. The government ... 'expects local authorities to make significant changes to their road layouts to give more space to cyclists and pedestrians.' This direction is Statutory, not optional, so across the country road space will be reallocated away from car drivers to active travellers.

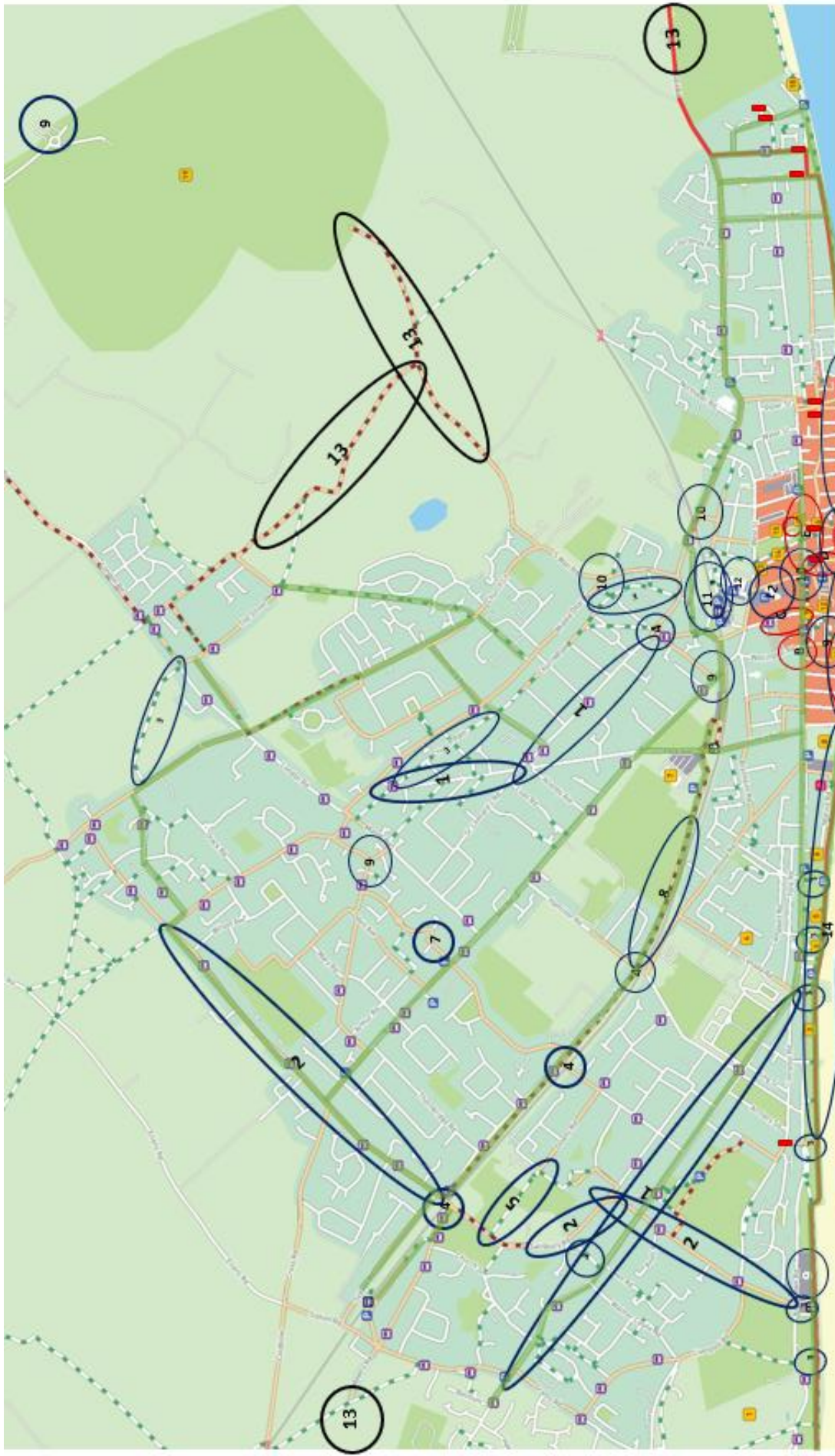
£2bn of Department for Transport funding has been made available to Local Authorities over the next five years. Kent Highways Services will be co-ordinating the response for councils.

So this funding and approach from the government looks like it really could solve Deal's current traffic crisis. As a nation we missed the last opportunity to grasp the sustainable transport nettle in the 70's oil crisis, this time the Department for Transport's forward thinking policy is seeking not to miss it, with significant funding, a new strategy – Gear Change and new design guidelines LTN1/20 and a commissioner. There is a real cause for optimism, but neither should the scale of challenge be underestimated.

This paper includes a number of initiatives that have already been identified and some partially actioned, through other project work instigated by the Town Council. The numbering system references the Map on page 2.







1. Protected Cycle Lanes: Dover Road; London Road

2. Cycle Lanes: Granville Road; Salisbury Road; St Richard's Road

3. Upgrade footpath to Shared Use or Separate Cycle & Walking Paths

4. Junction improvements

5. Move old school boundary fence to create separate walking & cycle paths

6. Upgrade footpath to cyclepath to connect cul-de-sacs

7. Widen existing Shared Use Path

8. Park & Pedal Scheme
9. "Except Cycles"

10. Cyclist Right Filter Lane

11. Accessible Railway Bridge

12. Shopping Trolley Bag Hire Scheme

13. Surface with tarmac & light

14. Protected two-way cycle lane

15. Motor & Cycle Traffic Lights
- Temporary Measures

A. Replace parking spaces with 2-way cycle lane

B. Suspend Parking Spaces

C. Widen Queen St Pavement

D. King St. - one way west / widen pavement

E. High St. - one way north / widen pavement

F. Town Hall Car Park Disabled Parking Bays Only
- Other

Artificial dead end

Accessibility Route

Sign Cycle Quietway

Area wide pedestrian signage

Area wide 20mph speed limit

Cycle Quietway Roads 20mph speed limit

Experiment: ~~Redesign~~ High Street on Saturdays

Covered cycle parking in all car parks

## 1. Protected Cycle Lanes – London Road (Deal) & Dover Road (Walmer)

Deal is connected to the rest of the county by the A258. This key strategic route enables the town to thrive, people to get to work and visitors to discover Deal.

The downside of having a strategic route scythe through the town is that it generates a significant amount of noise, pollution and fear, whilst physically separating the town from the seafront, splitting the heart of the town and creating an impassable river of tarmac throughout the area.

Whilst the A258 must exist, the new government guidelines indicate that it should be tamed. It should be calmed and made safer for pedestrians and riders. Walking & cycling should be the priority modes of transport in urban areas.

London Road and Dover Road are key routes through the area but due to the speed and width of these roads they are exclusively used by motorised vehicles. Even walking beside them on the pavement is an unpleasant experience.

The proposal is to install protected cycle lanes in order to:

- narrow the road, reducing traffic speed
- provide cyclists and scooters (standard, electric and mobility) with safe thoroughfares and
- create a buffer between the traffic and the pedestrians on the pavements.

This will also remove parked cars and other obstructions from the road creating a smoother, but slower, route for traffic. Additional crossing points – Zebra Crossings, not islands - are added along London Road to facilitate more walking.

The crossroad on Dover Road with Salisbury Road & Granville Road and it's safety issues are covered later in the document.

See Appendix 1 for mapping of the London Road protected cycle lane and new crossing points from the new station entrance to Middle Deal Road

See Appendix 2 for mapping of the Dover Road protected cycle lane and new crossing points from Canada Road to Church Street



Albert Road / London Road cycle infrastructure node



## 2. Cycle Lanes – Granville Road-Salisbury Road (Walmer) and St Richards Road (Mill Hill, Deal)

These roads are key elements of the Deal Urban Area Quietway connecting people with the places they want to go. They are broad residential streets. To make the experience more comfortable and to make the routes better for drivers as well as riders, the proposal is to install cycle lanes on each side of the carriage way of each of these roads. This route connects people in Mill Hill and Mongeham with the seafront, as well as a number of other resources. The crossroad on the London Road is an issue, but it is the best option as it provides good visibility and a direct crossing. Treating this junction as a Cycle Lane Node with continuous lanes prioritized over the car lanes will make this a safe & comfortable crossing point for all, not just the brave. The Salisbury Road cycle lanes will connect with the cycle lane installed some years ago.



Granville Road



Salisbury Road



St Richard's Road





### 3. Upgrade Footpaths to Shared Use.

#### Opening up Access to National Cycle Network Route 1

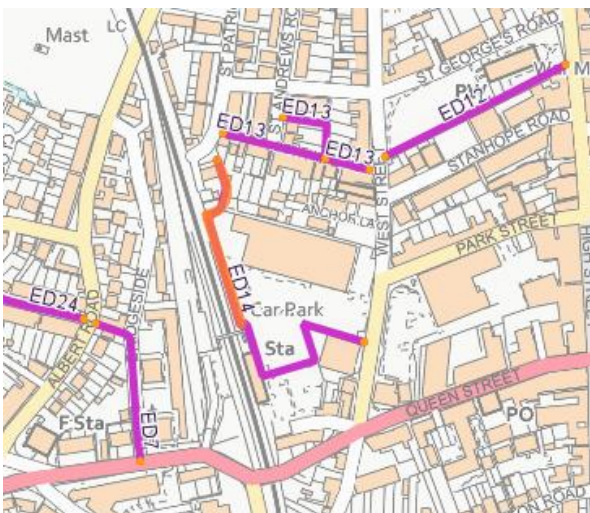
The focus of these works is to make National Cycle Network Route 1 more accessible. At the moment Route 1 ploughs along the seafront in splendid isolation, almost unconnected to the town. The new Quietway goes some way to remedy this issue, but to improve this situation further requires upgrading a number of short East-West paths.

- Path from NCN R1 to Walmer Castle (ED63)
- Path from NCN R1 to Kingsdown Road/Granville Road Junction (not mapped)
- Path from NCN R1 to The Beach / Alexandra Road (ED26)
- Path from NCN R1 to The Beach / Cambridge Road (ED26)
- Path from NCN R1 to The Beach / Canada Road (ED26)
- Path from NCN R1 to The Strand (opp Woolastan Road) (ED26)
- Path from NCN R1 to The Strand (south side of Walmer Paddling Pool & Pitch & Putt) (ED26)



#### Other footpath upgrades to cycling and walking paths:

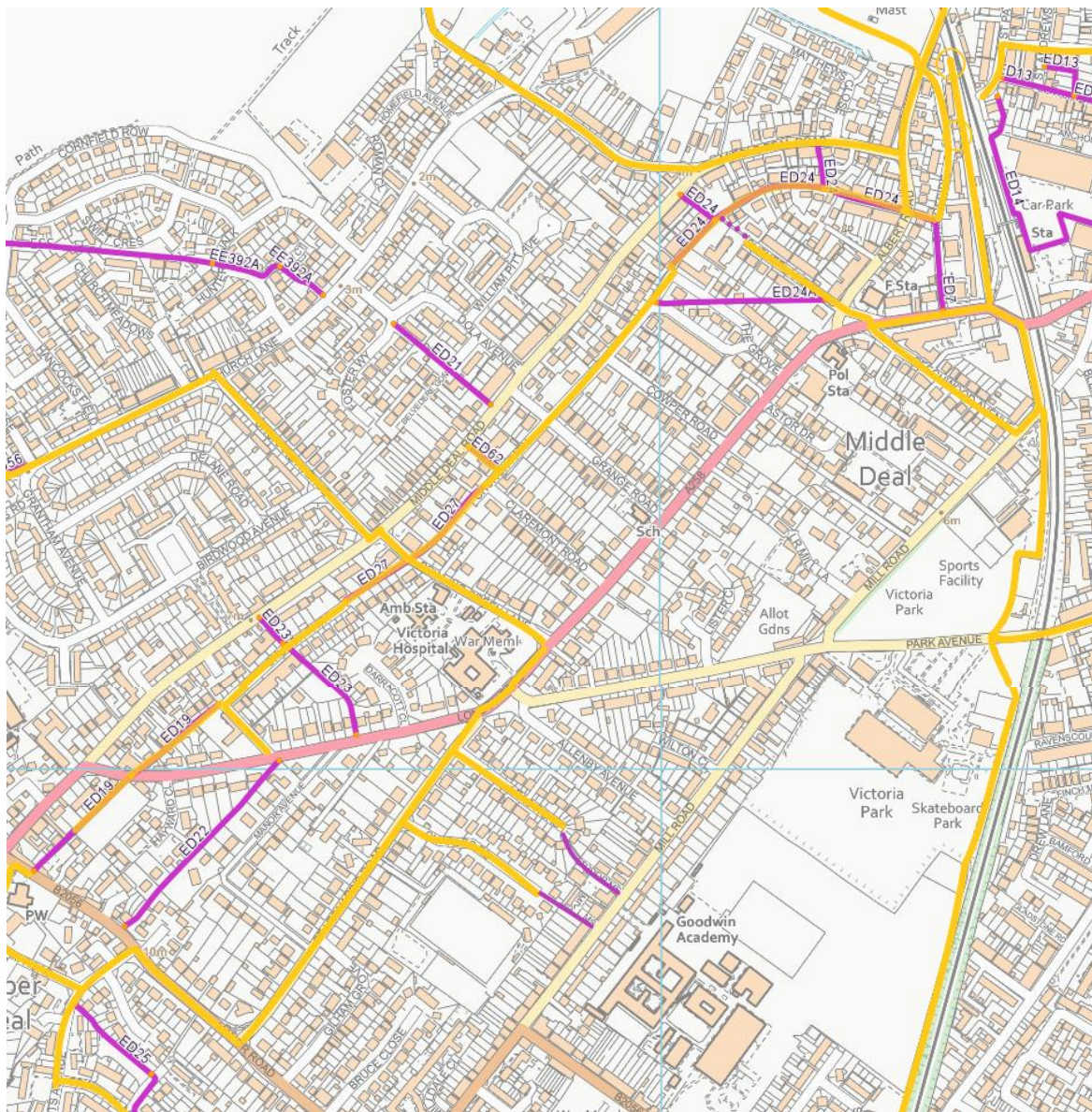
- ED39 to connect Mill Hill and Mongeham Road with
  - Sholden Village
    - School
    - Shop
    - Sports Facilities
  - Miners Cycle Track
  - Betteshanger Country Park



- Ticklebelly Lane ED14
  - A Sustainable Transport Link
  - Connecting Deal Station and the supermarket with the Town and Seafront via the Quietway from St Patrick's Close through St George's Road
  - Connecting the new crossing and the opened up west side of the railway

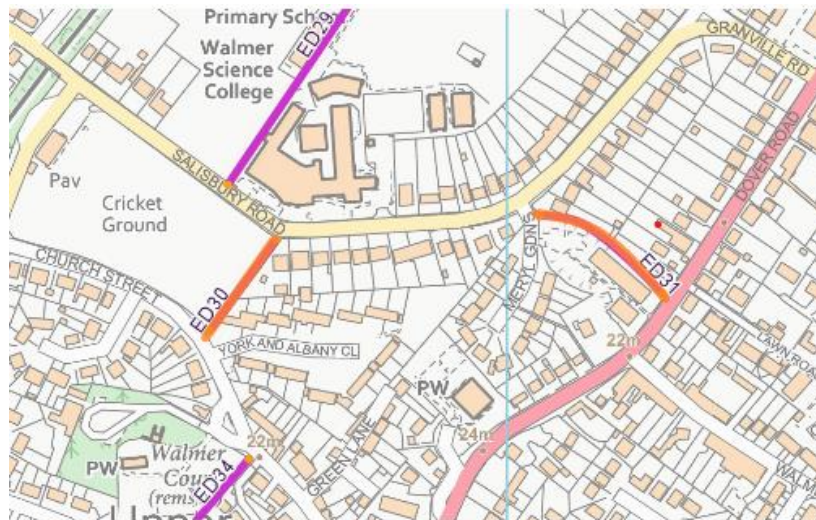


- Church Path
  - A ready-made traffic free and low traffic cycle path through the heart of Middle Deal
  - The footpath upgrades would be:
    - E7 from Bridgeside to Albert Road
    - ED24 from Albert Road to Church Path at The Grove junction
    - ED27 from Church Path just south of Claremont Road junction across Bowling Green Lane
    - ED19 across London Road until the footpath is too narrow to be shared with cyclists
  - This would connect:
    - Mill Hill
    - St Leonards
    - Middle Deal
    - Deal Station
    - Hospital

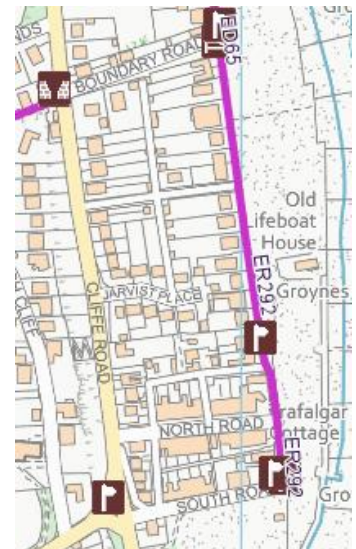




- Walmer Connectivity
  - ED31 – Residential Link
    - Restore width of path
    - Connecting Dover Road with Salisbury Road
  - ED30 – Residential Link
    - Restore width of path
    - Connecting Salisbury Road and Church Street



- Route 1 to Kingsdown Completion
  - ED65 / ER292 – NCN Route 1
  - Currently the traffic free section of NCN Route 1 connects with Cliffe Road before heading onto the quieter Undercliffe Road. A deterrent for local riders and an uncomfortable surprise for visitors.
  - Add a separate cycle path alongside ER292 and ED65 to enable NCN R1 to continue traffic free from Boundary Road to South Road so avoiding the busier Cliffe Road (which includes a right turn major to minor).



#### 4. Junction Improvements

Much of the Quietway has been mapped to existing cycling routes across the Deal Urban Area. The Quietway expands on these and connects them in a more holistic and useful way. The route from St David's Road through to Station Road forms the second north/south spine of the cycling network. Existing cycling infrastructure and signage is in place along the route but there are flaws in the intersections that do not make it accessible or comfortable for cyclists. It is the lack of thought into intersections that make them high risk and prevent uptake of infrastructure usage. These Junction Improvements will go some way to resolving the problems that exist.

- **Mill Road / London Road / Station Access (west)**

Traversing the A258 here is difficult due to the bridge, the bend and incline. The new station access that is already planned by Network Rail along with the further development of the west side of the Network Rail land to enable active travel and an accessible bridge means that this will become a busier junction with multiple modes. Mill Road into Victoria Park is a key element of the Cycle Network and connecting it safely with the Station is essential. The proposal is to establish a traffic light system across the junction with an advanced stop box for cyclists leaving the station area.



- **Albert Road / London Road Cycling Node (Deal)**

Albert Road is a signed cycle route. At the junction with London Road (A258), some cycle specific management is in place here, but it is unclear and relies on short posts, the odd tarmac marking and it is incomplete. (video available). The current situation creates a barrier in the cycle route. The proposed solution is:

- Close the left filter to all but emergency traffic and use this as a cycling only road;
- Connect it with Beechwood Avenue with a continuous prioritised two-way cycle lane across London Road
- Beechwood Avenue two way for cycling – No Entry Except for Cyclists
- Connect it with Albert Road and Sutherland Road with a continuous prioritised cycle lane
- Replace traffic island with a zebra crossing
- Add covered cycle parking to the island enabling journey continuity with the bus service



- **Church Lane/Mongeham Road/A258 – St Nicholas Crossing (Sholden/Deal)**

This is the junction of the Sandwich Road (A258) and Mongeham Road, as well as Vicarage Lane footpath and Church Lane shared path.

Within 300m of this crossing point are three primary schools. Plus a church, village shop, sports ground and an old people's home.

The only way across the A258 here for pedestrians is by using the island refuge. While cyclists have to ride across the A258.



Traffic Island on the A258



The recently refurbished and upgraded Church Lane



Mongeham Road joining the A258

To make this junction usable for walking and cycling it is proposed that a zebra crossing is installed with a parallel cycle path that meets up with a new cycle path that take riders away from the mouth of the Mongeham Road junction.

The speed limit along the Mongeham Road should be revised to 20mph to facilitate active travel and mobility scooter usage





- **Park Avenue (Deal)**

From Mill Hill the traffic free cycle path crosses Victoria Park and reaches Park Avenue. To improve comfort and usage it is proposed to continue the cycle path across Park Avenue utilizing a Parallel Pedestrian Zebra Crossing & Cycle Lane. This will improve connectivity to Tides, schools and Walmer.

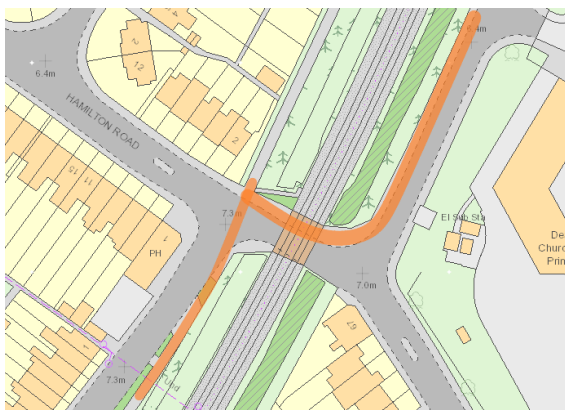


- **Hamilton Road Crossing (Deal)**

The Victoria Park Shared Path does not connect well with the Telegraph Road Share Path nor Deal Parochial Primary School nor Goodwin Academy



- Continue cycle path Hamilton Road (with priority) into Telegraph Road, Connecting with the existing Shared Use Path
- Include a zebra crossing for pedestrians – along the desire line
- Widen pavement along Hamilton Road (under the railway bridge) and into Gladstone Road from Victoria Park Shared Use Path to become a shared use path.
- Create new cycle path and school entrance for Goodwin School from the Victoria Park Shared Use Path to run along the back of Stockdale Gardens.



Hamilton – Telegraph – Gladstone -



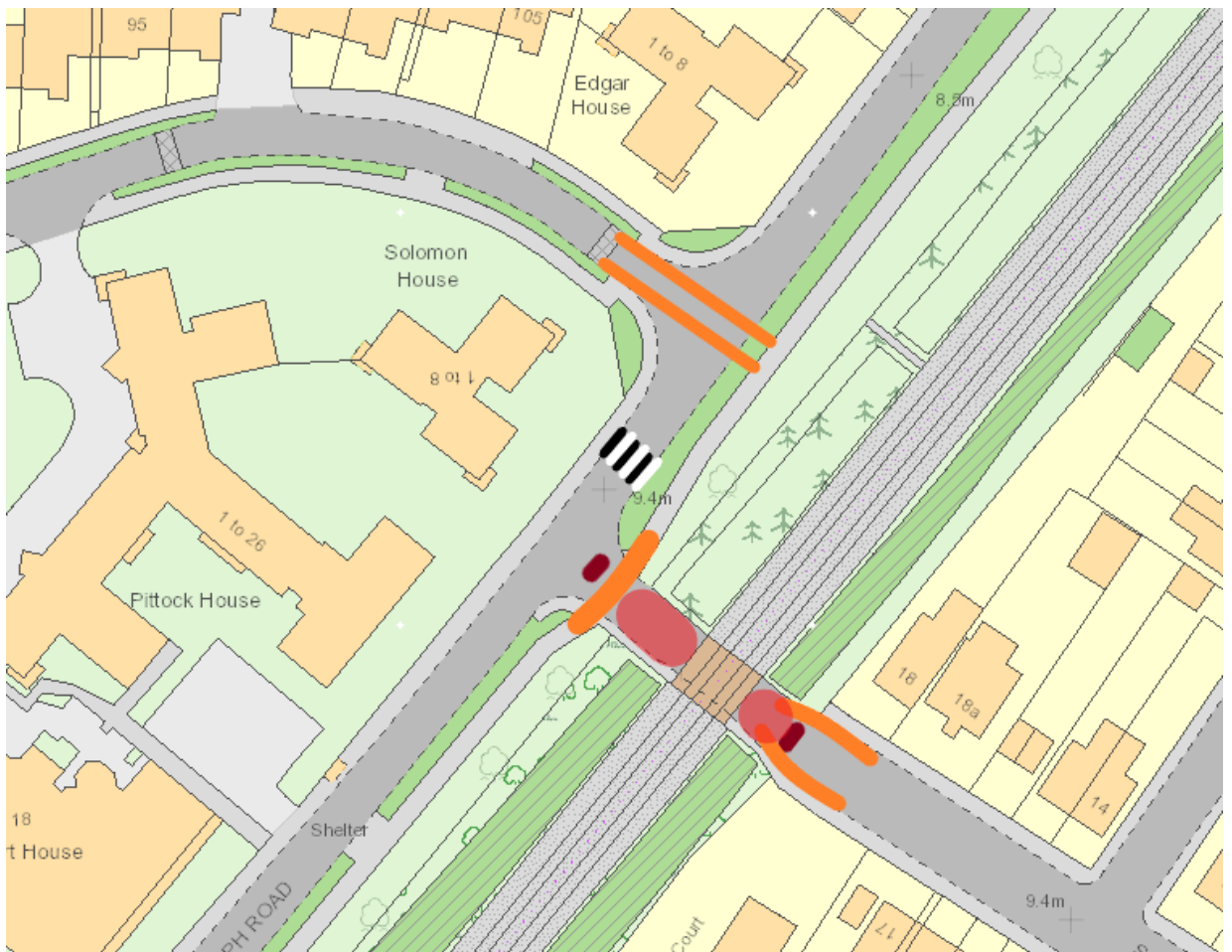
Goodwin Academy Walking/Cycling

- **Telegraph Road Shared Use Path: Somerset Road / Freemans Ways (Deal / Walmer)**

- Modal Filter (Point Closure) on Somerset Road
  - enabling a continuation of the Shared Path uninterrupted by the minor road
  - Connecting the shared path with Downs Road Area residential streets and school
  - Closing the cut through along these residential streets from the A258 Dover Road



- Priority Cycle Path junction across Telegraph Road from Freemans Way connecting the Shared Use Path with Mill Hill
- Zebra Crossing on Telegraph Road to further enable pedestrian crossing





- **Telegraph Road / St Richard's Road (Deal / Walmer)**



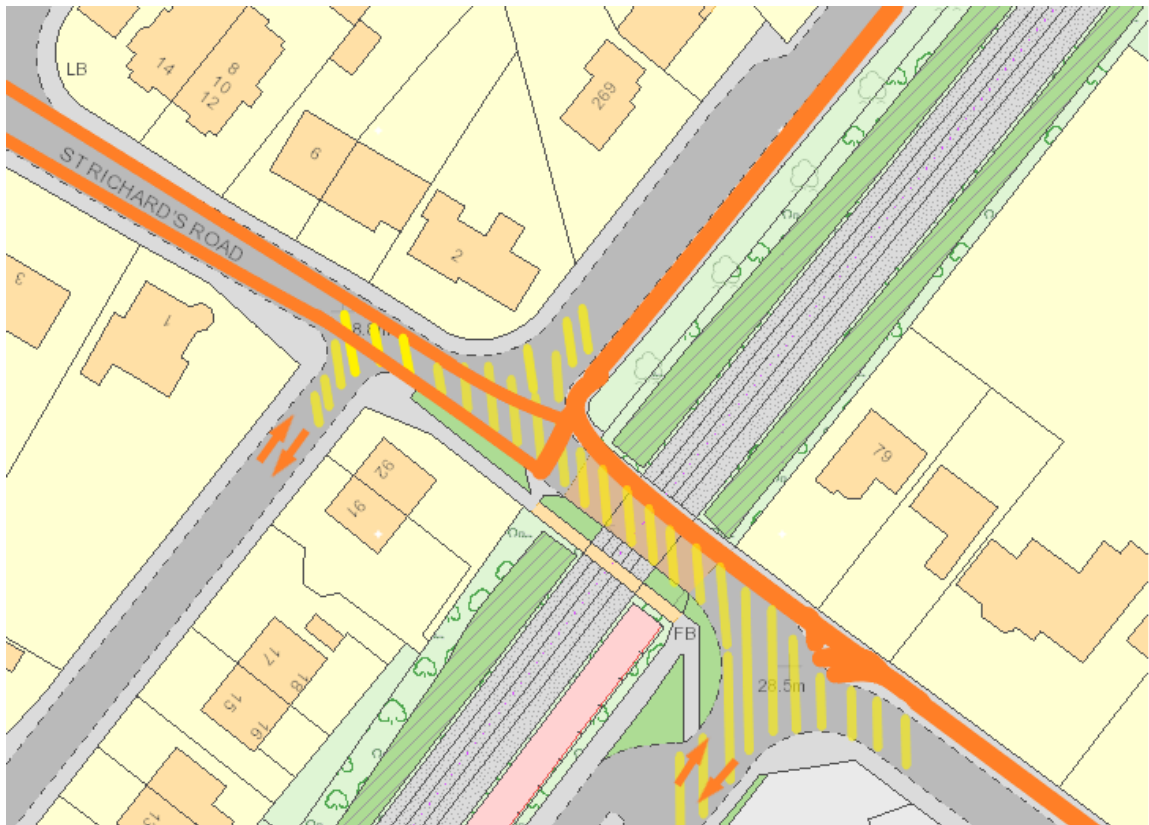
A Complicated junction involving:

- five roads
- restrictive railway bridge
- cycle lanes ending and not connecting from Salisbury Road and Telegraph Road
- the start of the signed Skylark Trail
- plus leading to two station access points

This is a difficult intersection for all road users, drivers, walkers, mobility scooter users and cyclists.

The proposal is to:

- Connect the Telegraph Road Cycle Path and the Salisbury Road cycle path with a cycle path across the railway bridge
- Enable cycle path entry and exit points on the Salisbury Road - Station Road junction
- Connect the new St Richard's Road cycle lanes with the Telegraph Road Shared use path
- Traffic calm the entire intersection



## 5. Dedicated Cycle Path Salisbury Road - Downs Road

A footpath currently exists connecting Downs Road to Salisbury Road but it is too narrow and too enclosed to upgrade to a shared use path.

- a. Reposition old Walmer Secondary School fence so that the existing tarmac road within the school grounds forms a new cycle path running parallel with the current footpath creating a green corridor.
  - i. Connecting traffic-calmed Downs Road (20mph zone) with Cycle Path on Salisbury Road
  - ii. Shortens journeys for Downs Road area residents to Upper Walmer and the station



## 6. Permeability: St James' Close / Trinity Place



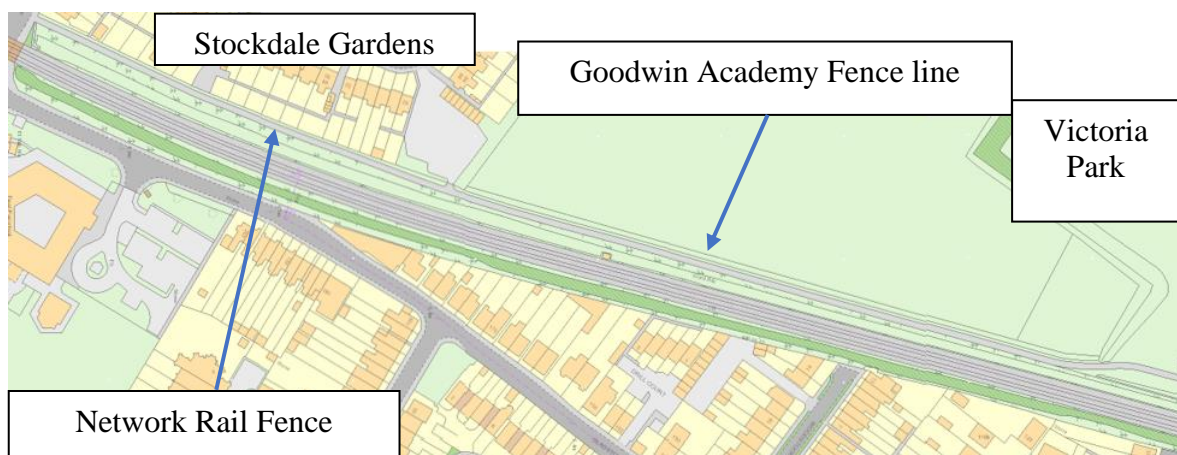
This section of the mapped Quietway connects Mill Hill Estate with Mill Road shops, Walmer and the rest of the Quietway network, utilizing two cul-de-sacs, Trinity Place and St James' Close

Permeability can be achieved by adding a short section of cycle path with appropriate drop kerbs

## 7. Victoria Park Shared Use Path

A significant traffic free section of the cycle network in Deal & Walmer. However, the section between Tides Leisure Centre and Cambridge Road is fenced by the school (west side) and Network Rail (east side). The east side fence is also enveloped in vegetation. With the fencing and the vegetation the path is too narrow to be a shared use path.

- a. Network Rail to cut back and maintain vegetation
- b. Widen path by repositioning both the Goodwin Academy fence and Network Rail fence.



## 8. Park & Pedal – Borrow Pit Car Park & Betteshanger Country Park

- a. Scheme to encourage commuters and visitors to park out of town and cycle in.
- b. Scheme requires:
  - i. car parking - designated parking bays
  - ii. secure covered storage for commuters' bikes
  - iii. CCTV
  - iv. cycle hire facilities for visitors
  - v. comprehensive signage on the A258
- c. Borrow Pit is an under-used Car Park on Kingsdown Road beside National Cycle Network Route 1 approximately 1 mile from Deal Town Centre and 800m from the A258.
  - i. Would require automated cycle hire facility (i.e. click2cycle)
  - ii. Short connecting cycle path between the car park and the cycle route
- d. Betteshanger Country Park is on the A258 Sandwich Road and is on the Quietway Cycle Network approximately 1.5 miles from Deal Town Centre
  - i. Cycle hire can be provided by the Park



## 9. “Except Cycles”: Addelam Road/Pilots Ave; Middles St/South St; Beechwood Avenue/Mill Road

- a. All these streets are
  - i. Low traffic
  - ii. Sections of the mapped Quietway
- b. Permitting cycling contraflow would improve safety and connectivity



## 10. Cyclist Right Filter Lane: Western Avenue/St David's Road; Southwall Road/Southwall Road

- a. Both these junctions are on the established and signed cycle routes between “Fowlmead” (Betteshanger Country Park) and the seafront.
- b. Not ideal routing, but very few options due to the twin obstacles of the A258 and the railway
- c. Cyclist Right Filter Lane (as used on NCNR1 at Kingsdown) would provide some protection and guidance for riders
- d. The addition of a crossing traffic island at the far end of the filters will provide an additional resource for pedestrians, protection for riders and further encourage deceleration



Southwall / Southwall - Right Major to Minor



Western Road / St David's Road – Right Major to Minor

## 11. Accessible Railway Crossing Bridge

- There is currently no comfortable, accessible and convenient pedestrian or cycling crossing of the railway in the town
- Bridge designed to enable step free crossing of the railway in the town centre by:
  - Pedestrians
  - people with wheeled bags
  - wheelchair users
  - people with prams & buggies
  - mobility scooters
  - scooters / e-scooters and
  - cyclists
- Traffic free connection of:
  - Albert Road
  - London Road
  - Bridgeside
  - St Patrick's Close and
  - Deal Station
- Utilising Network Rail land (derelict)
- Connecting to a traffic free route to Southwall and Betteshanger Country Park



## 12. Shopping Trolley Bag Hire Scheme

Low-cost wheeled shopping bag hire scheme encouraging and enabling shoppers to walk to the supermarkets (Sainsbury & Aldi) as well as the High Street

### 12a. Shop By Bike

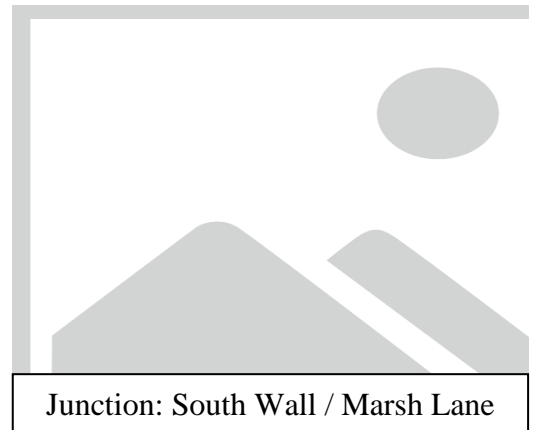
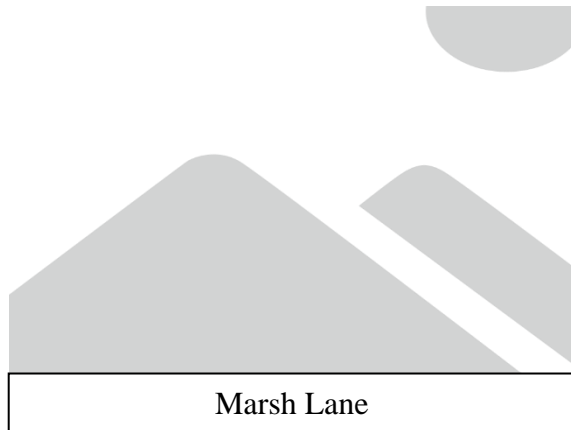
Fund local bike shops to upgrade residents' cycles to utility bikes by adding rear racks and providing panniers.



### 13. Resurfacing & lighting

- **South Wall (ED4) and Marsh Lane (EE385)**

- South Wall has a shingle topping and Marsh Lane is crushed lime and mud
- Both routes are rideable but trickier in winter and wet weather
- Resurface with an appropriate all-weather topping and ecologically sensitive lighting to provide an all year round accessible and comfortable walking & riding facility for everyone.



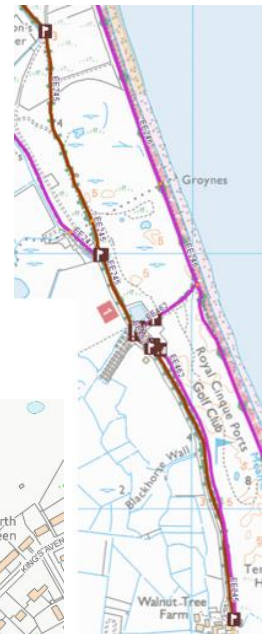
- **EE442 (Walmer/Ripple)**

- Connecting bridleway ED58 to Ripple Road
- ED58 being improved as part of Station Road development
- EE442 Bridleway in a poor condition
  - Resurface with tarmac (to match ED58) and add ecologically sensitive lighting to provide an all year round accessible and a comfortable riding facility
- Meyers Road, ED58 & EE442 can then replace the existing cycle route for Dover (Skylark Trail) between Walmer & Ripple and avoiding the manual railway crossing



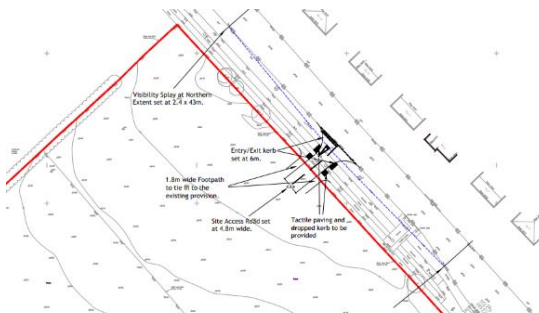
- **EE245 – National Cycle Network Route 1 (Ancient Highway)**

- Connecting Deal & Sandwich
- Route 1 currently on narrow road causing conflict
- EE245 Bridleway in a poor condition
  - Resurface with tarmac and add ecologically sensitive lighting to provide an all year round accessible and comfortable riding facility
    - Walnut Tree Farm to Dicksons Corner
    - Waldershare Avenue to Tollgate Cottages



- **Miners' Cycle Track (Sholden)**

- Built by World War II Italian Prisoners' of War, this separated walking and cycling path enabled miners to get to the pit head at Betteshanger Colliery without having to ride on the Sandwich Road, the A258 (an issue even 80 years ago!). This historic - and unique in Kent – Track is still used today and with the rejuvenated Betteshanger Country Park, along with the Betteshanger Park and Sandwich Road developments, it will be even busier. It is a key active travel corridor for rural settlements such as Burgess Green, Betteshanger Circle, Northbourne and Finglesham, all within 5km of Deal Town Centre. But after nearly 80 years, the original concrete surface needs restoring. In addition, developers are planning two access roads across the Miners' Cycle Track, destroying its continuity.
  - Restore the concrete surface of the track
  - Interpretation boards to bring its story alive
  - Continue the path across the new access road **with priority** as detailed in LTN1/20
  - Planting to improve the users' experience and mitigate the road pollution



Developer's access road cutting across the Miners' Cycle Track



Miners' Cycle Track today alongside the A258

## **14. National Cycle Network Route 1 - Sandown to Kingsdown**

For over 20 years, this route has been a source of conflict. Conflict between cyclists and drivers and promenaders and cyclists. Like many elements of the National Cycle Network (which only exists thanks to the efforts of a charity, Sustrans – not a Government), it was rushed in to coincide with the Millennium with minimal design input (a bit of paint). It's a good route, but it's time to end the conflict.

### **a. North Promenade**

#### **i. Issues**

1. Speeding traffic connecting with the A258 – open straight road
2. Cycling on the Promenade (not permitted)
3. Seafront parking bays

#### **ii. Solution (Appendix 3)**

1. Two-way protected cycle lanes positioned between parking bays and the promenade between The Royal Hotel and Godwyn Road
2. Replace eastern pavement and move parking bays away from the promenade to create space for the cycle lanes
  - a. This also narrows the straight road so slowing the traffic

### **b. South Promenade**

#### **i. Issues**

1. Speeding traffic connecting with the A258
2. Confusion over road & path transition point
3. Conflict between pedestrians and cyclists on the Promenade (further exacerbated since the installation of the new sea wall flood barrier)

#### **ii. Solution (Appendix 3)**

1. Two-way protected cycle lanes from the Royal Hotel to Deal Castle
  - a. Remove on-street parking bays
  - b. Narrow the road, slowing traffic and also enabling pedestrians crossing
  - c. Creating a barrier between busy A258 and pedestrians
  - d. Reconfigure Broad Street junction

### **c. Deal Castle Green to Walmer**

#### **i. Issues**

1. Shared use path with a separating line
2. Dog leads
3. Pedestrian confusion
4. Cyclists path strip 'ownership'
5. Conflict between all users

#### **ii. Solution (Appendix 3)**

1. Separate continuous one mile two-lane cycle path positioned behind the memorial benches
  - a. Remove some parking bays on Marine Road to navigate around Clanwilliam Baths
  - b. Narrow to negotiate Paddling Pool and Pitch & Putt
  - c. Connect with separated cycle path opp Alexandra Drive

#### d. Walmer to Kingsdown

##### i. Issues

1. Poor surface: Walmer to Wellington Parade - badly laid tarmac creates vibration
2. Shared use path too narrow along Wellington Parade
3. Cliffe Road: parked cars narrow road and creates conflict with drivers

##### ii. Solution

1. Resurface Walmer to Wellington Parade
2. Add a separate cycle path along Wellington Parade
3. Extend Wellington Parade cycle path to South Road (See 3 above ED65 / ER292)

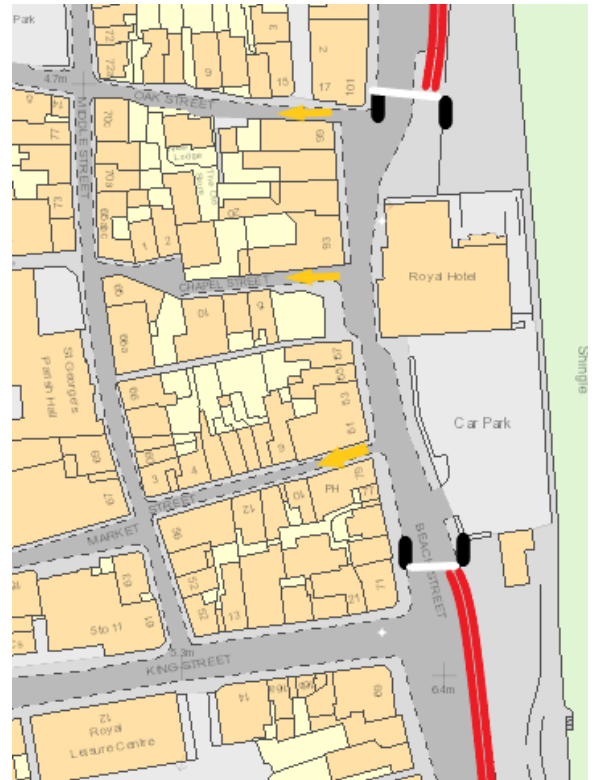
#### e. Royal Hotel Pinch Point (15)

##### i. Issues

1. Minimal pavement for pedestrians
2. Poor visibility for drivers
3. Serious danger for cyclists

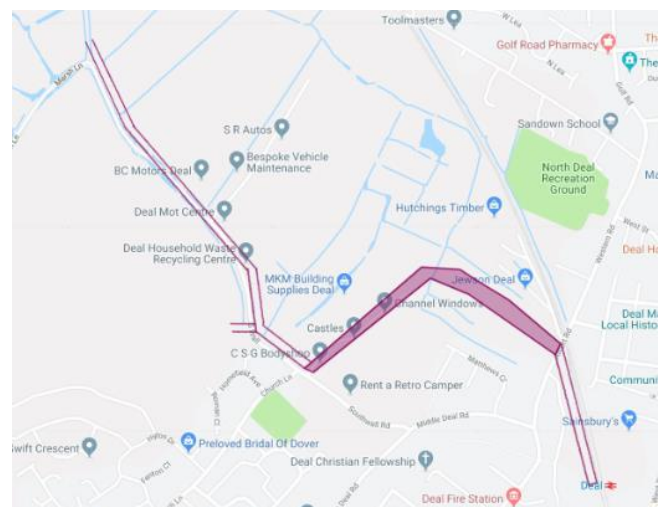
##### ii. Solution

1. Widen the pavement for pedestrians
2. Manage as a single lane rather than a two-lane pinch point
3. One way west between Middle Street and Beach Street for:
  - a. Oak Street
  - b. Chapel Street
  - c. Market Street
4. Oak Street / Middle Street: "except for cycles"
5. Four sets of traffic lights
  - a. Two positioned north controlling the road and cycle path
  - b. Two positioned south controlling the road and cycle path
  - c. Priority for cyclists



#### 16. Deal Station Active Travel Route

There is space to create a tree-lined active travel route from Deal station – and the proposed accessible bridge (11) - on land owned by Network Rail behind Bridgeside Close, through the new Quinn development on Albert Road, on to Betteshanger Park.





## **Other Initiatives**

Whilst the provision of separate cycling facilities is the cornerstone to making cycling safe & attractive for all, as Stevenage has proved, without a co-ordinated, multi-faceted approach involving diverse groups, cycle lanes will be lightly used and cycling will continue to bumble along at sub 2% of mode share. So, installing infrastructure is important but other measures need to be put in place to make walking & cycling an irresistible transport choice.

## **Traffic Calming**

There's no point building good walking and cycling infrastructure if walking or cycling from your home is not a comfortable experience. All walking and cycling trips start from home, so it's crucial that these feel safe and stress-free. Evidence tells us that slowing and reducing motorised traffic in residential areas benefits pedestrians the most but also increases cycling. To do this we need:

- Area wide 20mph speed limit (not zones)
- Kill the rat run with the implementation of Modal Filters - artificial dead ends which block motorised traffic whilst allowing for pedestrian and cycling permeability. Key locations so far are:
  - Middle Street
  - Canute Road
  - Sandown Road
  - Alexandra Drive
  - Somerset Road (see above)
- Reduce size of vehicles in residential areas, particularly refuse lorries and buses
- Reduce corner radii to slow traffic and improve crossing for pedestrians, particularly those with mobility issues

## **Accessibility Routes**

Deal Town Council & Walmer Parish Council are working together to improve the accessibility for disabled people using Mobility Scooters. Popular routes throughout the area have been identified and surveys prepared. The key is to ensure there are no obstructions for mobility scooters including narrowed pavements and missing drop kerbs at junctions along with good visibility for drivers and riders.

## **Comprehensive Pedestrian, Mobility & Cycling Signage**

To improve visibility and accessibility to walking, mobility and cycling routes requires comprehensive, continuous signage. Outdoor advertising is the last mass marketing medium. The signs are advertising walking, mobility & cycling routes to the whole local population. Each sign is a 'spot' and the more spots we have the more people will see them. Repeatedly. As with all communication, the most effective way to get a message across is to tell them again and again and again. This must be done without increasing visual noise (clutter).

Good signage achieves a number of goals:

- Confident Progress - due to clear and continuous directional signage
- Confident Ability - Contextual timing and distance added to signs enables walkers & riders (bike & mobility scooters) to be confident about journeys and arrivals as well as achievability
- Visibility – Good clear regular signage gets noticed by other road users encouraging conversion from driving to walking and riding
- Connections – Signage enables people to connect places physically and mentally
- Inclusive – Signing people away from busy traffic streets to quieter places makes walking & riding more comfortable
- Shrinking – signage openly shrinks places as people can see how quick & easy it is to walk & ride from one place to another

### **High Street Access**

One of the problems that has emerged since the national initiative to pedestrianize our High Streets, is that when the shops are shut, with no shoppers and no through traffic these abandoned High Street spaces become meccas for anti-social behaviour. Recent consultations have highlighted this problem in Deal. A solution would be to bring back some of that traffic flow by allowing cycling through the pedestrianized High Street outside standard precinct hours of 10am-4pm.

This would encourage people out for the evening to cycle to their hospitality venues and the sheer act of more people moving through the High Street will act as a deterrent to some of that anti-social behaviour.

### **E-bikes – adoption programme**

Electric Bikes are taking the world by storm because they break through key barriers to riding, including mitigating the effect of undulating terrain and the speed differentiation between motorised vehicles and bikes. Ebikes also allow older riders to extend their riding life, encourage less-fit people to consider riding as well as extending the range, and consequently the usefulness, people can ride.

As part of Cycle Friendly Deal, a small fleet of ebikes has been purchased and a hire operator appointed. Additional funding would allow the scheme to be expanded beyond the visitor target market to older local residents through a “come and try” training programme and a grant fund to aid purchase (from local suppliers) and battery replacement.

### **Cycle Parking**

Deal Town Council with the assistance of the Coastal Communities Fund has increased cycle parking throughout the area. This has all been destination based, short term cycle stand parking. To continue improving cycle parking and complement the existing options, expand the parking with covered cycle parking in all car parks as well as at the stations, residential streets and the Bus Hub.

**DEAL TOWN COUNCIL  
MEMORANDUM**

**To:** Cllr B Bano, Chairman of the Transport & Infrastructure Committee;  
Committee Members

**From:** Adrian Oliver

**Date:** Friday 2<sup>nd</sup> July 2021

**Subject:** **Accessibility Surveys**

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Now that Committee Members have freedom of movement, it is important to continue the surveying work on the Accessibility Routes.

For a reminder, please find attached a copy of the Priority Routes and the Drop Kerb Survey Sheet, both previously agreed by this Committee.

A Drop Kerb Survey Sheet is to be completed for each junction on the road being surveyed.

Please take photos of junctions (see attached Example Report).

For the moment, please focus on drop kerbs at junctions. There will be other issues that Committee Members will come across, such as damaged surfaces and narrow pavements, which Members are free to record and report to Kent Highways, but this project is about drop kerbs.

**Recommendations**

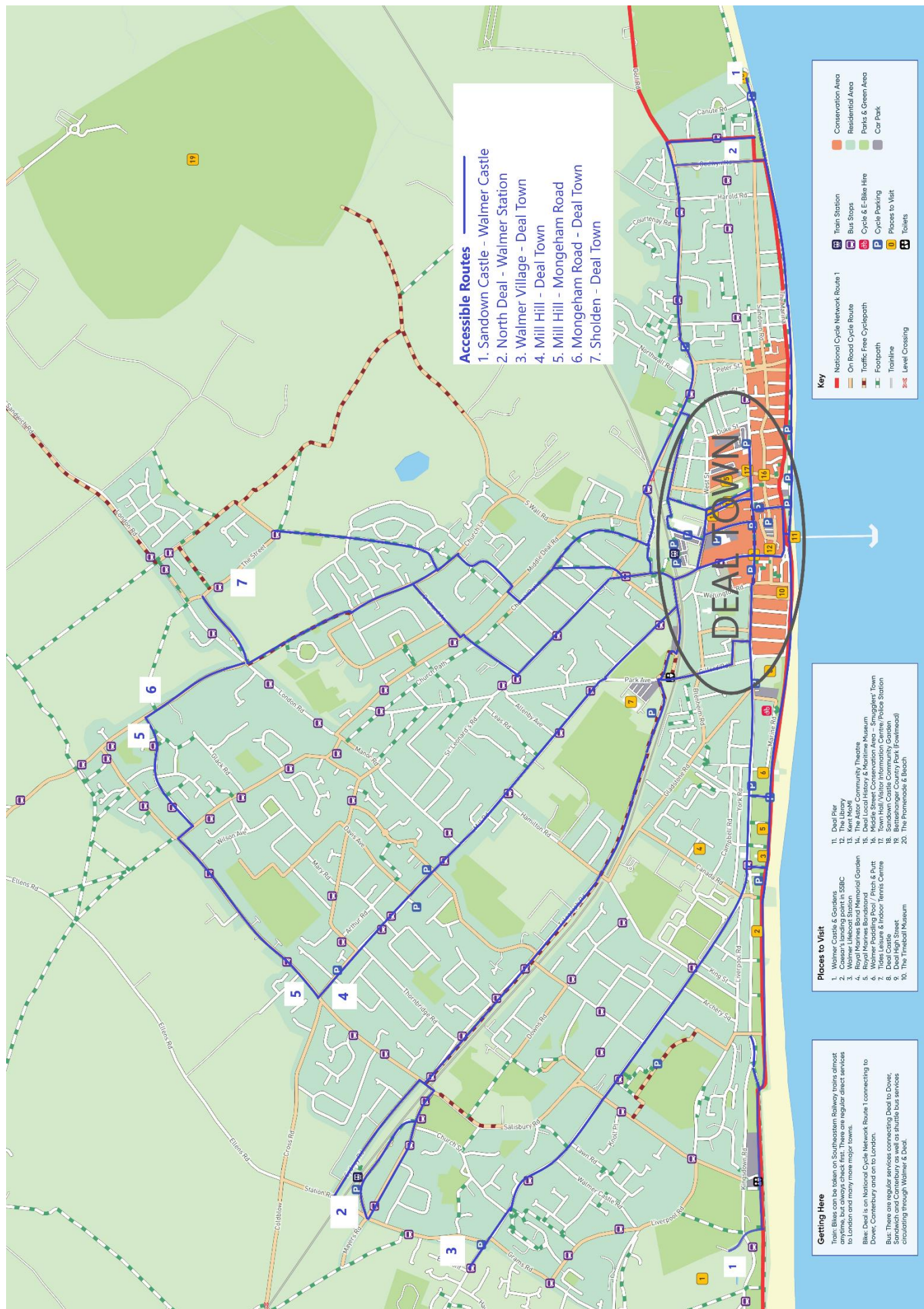
Re-focus surveying on dropped kerbs as originally agreed by the Transport & Infrastructure Committee

All Members of the Transport & Infrastructure Committee to undertake surveys and to select specific roads along the Priority Routes to survey.

Committee Member's Surveys to be submitted to the Project Officer as and when completed, but at the latest by Wednesday 1 September 2021, enabling a full report to be submitted to the next Transport & Infrastructure Committee.

**Decisions Required**

Members to consider the above recommendations.



### Accessible Routes

1. Sandown Castle - Walmer Castle
2. North Deal - Walmer Station
3. Walmer Village - Deal Town
4. Mill Hill - Deal Town
5. Mill Hill - Mongeham Road
6. Mongeham Road - Deal Town
7. Sholden - Deal Town

### Getting Here

Train Buses can be taken on South Eastern Railway trains almost to London and many more major towns.  
Blue Deal is on National Cycle Network Route 1 connecting to Dover, Canterbury and on to London.  
Bus: There are regular services connecting Deal to Dover, Canterbury and on to London.  
Car: There are regular shuttle bus services circulating through Walmer & Deal.

### Places to Visit

1. Deal Pier
2. Walmer Castle & Gardens
3. Walmer Lido
4. Walmer Lifeboat Station
5. Royal Marines Band Memorial Garden
6. Walmer Leisure & Indoor Tennis Centre
7. Tides Leisure & Indoor Tennis Centre
8. Deal Castle
9. Deal Museum
10. The Trilobite Museum
11. Deal Pier
12. The Library
13. Kent Mole
14. The Actor Community Theatre
15. Middle Street Conservation Area - Smugglers' Town
16. Town Hall/Visitor Information Centre/Police Station
17. Sandown Castle Community Garden
18. Deal Castle
19. Deal Museum
20. The Promenade & Beach

### Key

- National Cycle Network Route 1
- On Road Cycle Route
- Traffic Free Cyclepath
- Footpath
- Trainline
- Level Crossing
- Conservation Area
- Residential Area
- Parks & Green Area
- Car Park
- Train Station
- Bus Stops
- Cycle & E-Bike Hire
- Cycle Parking
- Places to Visit
- Toilets

## Drop Kerb Survey









Route:				
Side:	North	South	East	West
Junction Format:	T Junction	Cross Road	Entrance	Footpath End
Minor Road (name)				
Major Road (name)				
Drop Kerb	Yes	No		

<b>If YES</b>						
Both Sides	Yes	No				
1. Condition?	OK	Poor		2. Condition?	OK	Poor
1. Tactile Surface	Yes	No		2. Tactile Surface	Yes	No
1. On desire Line?	Yes	No		2. On desire Line?	Yes	No
1. Width?	OK	Narrow		2. Width?	OK	Narrow
1. Lip?	No	High / Slight		2. Lip?	No	High / Slight
1. Incline?	OK	Steep		2. Incline?	OK	Steep
1. User Visibility	Good	Poor		2. User Visibility	Good	Poor
1. Driver Visibility	Good	Poor		2. Driver Visibility	Good	Poor
1. Parked Vehicles	No	Yes		2. Parked Vehicles	No	Yes










<b>If NO</b>						
Footway both sides?	Yes	No				
1. Desire Line?	Yes	No		2. Desire Line?	Yes	No
1. User Visibility	Good	Poor		2. User visibility	Good	Poor
1. Driver Visibility	Good	Poor		2. Driver Visibility	Good	Poor
1. Parked Vehicles	No	Yes		2. Parked Vehicles	No	Yes
1. Drain	No	Yes		2. Drain	No	Yes
1. Road Markings	No	Yes		2. Road Markings	No	Yes



## Drop Kerb Report London Road A258

Location	Issue	Image 1	Image 2	Work Required
Bowling Green Lane	Old lipped drop kerbs			Install dropped kerbs both sides of Bowling Green Lane replacing old dropped kerbs
Claremont Road	Old lipped drop kerbs			Install dropped kerbs both sides of Claremont Road replacing old dropped kerbs
Grange Road	No drop kerb			Install dropped kerbs both sides of Grange Road replacing old dropped kerbs
Cowper Road Junction	No drop kerb			Install dropped kerbs both sides of Cowper Road replacing old dropped kerbs



Lion Court Access	No drop kerb			Remove wide corner radii and improve pavement to be continuous smooth surface. Minimise crossfall.
The Grove	No drop kerb			Install dropped kerbs both sides of The Grove
Albert Road	Old Drop kerb off desire line			Install dropped kerbs on both sides on the desire line replacing ill-positioned dropped kerbs
Mill Road	No drop kerb			No crossing point for wheelchair, mobility scooter, buggy and pram users: Install dropped kerbs north & south of London Road
Astor Drive	Old drop kerb and entrance too wide			Hazardous pedestrian crossing: Reduce corner radii and instal pedestrian dropped kerbs

## DEAL TOWN COUNCIL MEMORANDUM

**To:** Cllr B Bano, Chairman of the Transport & Infrastructure Committee;  
Committee Members

**From:** Adrian Oliver

**Date:** Friday 26<sup>th</sup> March 2021

**Subject:** **Transport & infrastructure Committee Projects as at 2<sup>nd</sup> July 2021**

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Please find below the latest Transport & Infrastructure Project status update for your information.

Project	Activity	Committee	Status
<b>Walking</b>	DTC signage (fingerposts)	T&I	See 1 below
	Accessibility routes	T&I	Agenda Item
	Pedestrianisation	T&I	See 2 below
<b>Public Transport</b>	Station Access for all	T&I	NwR continuing progress to Design Phase
	Bus back better	T&I	Agenda Item
<b>Active Travel</b>	Traffic management	T&I	Agenda Item
<b>Highways Improvement Plan</b>	Highways Improvement Plan	T&I	Agenda Item

### Action Items

Item	Action	Who	Date
1	Obtain refurbishment quotes	BF	Tbc
	Contact Chris Townend at DDC regarding visitor information at Deal Station	AO	Done
	Survey potential opportunities in the vicinity of the station including Sainsburys, Taxi Office, PROW Ticklebelly Lane	AO	Done
2	Ask PB/CHE to raise making Saturday pedestrianisation permanent	AO	Done
	Courtesy call to Dave Robinson at DDC	BB	1/6
	Look into logistics and costs of permanent Saturday pedestrianisation with PB/CHE	AO	Awaiting Response