WALMER TOWN COUNCIL
62 The Strand, Walmer, Deal, Kent, CT14 7DP
Tel: 01304 362363
Web site: www.walmercouncil.co.uk **E-mail:** clerk@walmercouncil.co.uk

---

Dated the 16th April 2025

Amenities & Environment Committee: Cllr P Findley, Cllr P Jull, Cllr P Ludwig, Cllr R Blackwell, Cllr S Waite-Gleave, Cllr M Eddy, Cllr K Lee, Cllr D Richardson, Cllr M Simpson.

You are hereby summoned to attend a meeting of THE AMENITIES AND ENVIRONMENT COMMITTEE to be held at **7pm, Wednesday 23rd April 2025 at: Elizabeth House, St Mary's Road, Walmer.**

Roland Aldred

Town Clerk Walmer Town Council

AGENDA

1. **WELCOME AND APOLOGIES FOR ABSENCE**

2. **OPENNESS AND TRANSPARENCY**
To remind those present of the following: -

The right to record, film and to broadcast meetings of the council, committees and sub committees is established following the Local Government Audit and Accountability Act 2014. This is in addition to the rights of the press and public to attend such meetings. While those attending meetings are deemed to have consented to the filming, recording, or broadcasting of meetings, those exercising the rights to film, record and broadcast must respect the rights of other people attending under the Data Protection Act 1998. Any person or organisation choosing to film, record or broadcast any meeting of the Council or a committee is responsible for any claims or other liability from them so doing.

3. **DECLARATIONS OF INTEREST**
To receive any declarations of interest from Members in respect of business to be transacted on the agenda.

4. MINUTES OF THE PREVIOUS MEETING Attach 1

To approve the minutes of the meeting held on Wednesday, 26th February 2025.

5. REPORTS ON MATTERS FROM LAST MEETING.

6. QUESTIONS FROM THE PUBLIC

Receive any questions from the public.

7. HIGHWAYS IMPROVEMENT PLAN

i. To receive a copy of the current Highways Improvement Plan. Attach 2

ii. To receive correspondence from Members of the public on road issues that may be added to the HIP and decide on whether these should be added. Attach 3

iii. To receive updated information from KCC on connecting the Skylark trail to Sustrans 1. Attach 4

iv. To receive information from KCC regarding speeding on Dover Road and decide on next actions. Attach 5

v. Any other additions members wish to bring for discussion (these will need to be investigated between meetings and cannot be agreed to be added until they have been advertised on an agenda).

8. CO-OPTION OF AN MOP TO THE COMMITTEE

To decide whether to recommend to Full Council to co-opt Mr Knott as a representative of the Speaking Up Group on to the committee as a non voting member.

9. DOVER DISTRICT COUNCIL CYCLING AND WALKING CONSULTATION. Attach 6

To decide on any comments made to the District's Cycling and Walking infrastructure plan consultation.

10. DATE OF NEXT MEETING

Jun 26, 2025.

Attach 1

WALMER TOWN COUNCIL
62 The Strand, Walmer, Kent, CT14 7DP
Tel 01304 362363
Web site: www.walmercouncil.co.uk E-mail: clerk@walmercouncil.co.uk

MINUTES

DRAFT Minutes of the meeting of the Amenity and Environment Committee held on Wednesday 26th February 2025 at 7pm at Elizabeth House, St Marys Road, Walmer.

Present Councillors:
Cllr M Eddy (Chair), Cllr D Richardson, Cllr P Findley, Cllr S Waite-Gleave, Cllr R Blackwell, Cllr P Jull and Cllr L Ludwig (ex offcio).

Roland Aldred –Town Clerk

533. WELCOME AND APOLOGIES FOR ABSENCE
Apologies were received from Cllrs Lee, Simpson and P Ludwig and were accepted.

534. OPENNESS AND TRANSPARENCY
The Chairman reminded the meeting of the terms of various rights to record and transmit the transactions of the meeting under the Local Government Audit and Accountability Act 2014.

535. DECLARATIONS OF INTEREST
Cllr S Waite-Gleave declared a OSI in respect of item 544 ii. as a member and signatory for the Marke Wood Gardeners. Cllr P Findley declared a VAOI in respect of item 544 i. as a member of Walmer and Deal Action for Swifts. Cllrs L Ludwig and D Richardson declared a VAOI in respect of item 539 ii b and d as these are in close proximity to their residences. Cllr L Ludwig declared a DPI in respect of item 543 as an allotment holder.

536. MINUTES OF THE PREVIOUS MEETING
Members received the minutes of the committee meeting held on Wednesday 4th December 2024.
AGREED
That the minutes are a true record and are approved.
Proposed by Cllr S Waite-Gleave.
Seconded by Cllr Findley.
For 7 Against 0 Abstain 0

537. REPORTS ON MATTERS FROM LAST MEETING
No further reports given.

e. Members received a written report on public correspondence about speeding on Dover Road in Upper Walmer and the idea of a 20mph zone.
AGREED – To add this item to the HIP, members requested that the Clerk make contact with DDC to request speed strips be placed in the road near Thompson Close to review average speeds.
Proposed – Cllr M Eddy
Seconded – Cllr S Waite-Gleave
For 6 Against – 1 Abstain 0

f. Members received a written report on public correspondence on parking issues on James Hall Gardens.
AGREED – To not add this item to the HIP, there are significant parking issues in the area already and adding double yellow lines will not fix this issue. The cars parked on both sides acts as a speed reducing measure on the road which has a benefit with the school at the other end.
Proposed – Cllr R Blackwell
Seconded – Cllr P Jull
For 6 Against – 0 Abstain 1

iii. Members received a verbal report from the Clerk in relation to the broken lights in the alleyway between Walmer Train Station and Court Road.

iv. Members requested that an item be placed on the agenda for next meeting in relation to:
   a. James Hall Gardens Green Space parking issues
   b. The Strand – 20mph zone
   c. Court Road's undulating surface

540. STONEY PATH

Members received a verbal update on Stoney Path in relation to planting.

541. RUGBY CLUB

Members received a verbal report from Cllr L Ludwig in relation to the Rugby Club and Drill Field. Cllr L Ludwig reported that she had met with the Chairman, Director of Rugby and Director of Finance separately. That there was only minimal usage of the MUGA that could take place in its current form. The rugby club was keen to discuss the lighting of the access road which currently they pay for the electricity as previously a loose agreement had been made with Walmer Town Council about repaying this. The breast screening unit will be set up in the car park of the Rugby Club, the club may need some assistance ensuring that the access road is sufficiently clear to allow the unit access. The Club have cut back the hedges.
AGREED – To ask the Clerk to investigate regarding the lighting.
Proposed – Cllr L Ludwig
Seconded – Cllr D Richardson
For 7 Against 0 Abstain 0
AGREED – To not re-open the MUGA in April. Keys will be asked to be returned from Monitor, and a copy will be passed to the Rugby Club to use if they wish. They will need to ensure that they have full insurance to cover this and will need to pay for any inspections required as part of that insurance.
Proposed – Cllr L Ludwig
Seconded – Cllr R Blackwell
For 6 Against 1 Abstain 0

544. DATE OF NEXT MEETING

April 23, 2025.

....

Signature Date

HIGHWAYS	IMPROVEMENT PLAN			ACTION PLAN					
PROJECT NO	DATE	DESCRIPTION	REMEDY	ESTIMATED COST	FUNDING SOURCE	MANAGER	PROGRESS	Comments	KCC Priority no
2	Jan-22	Speed Survey ,Dover Road + 20 MPH Zones	As stated	TBA	TBA	TBA	on going	Speedwatch group formed and are collecting data	
7	N/A	Disability access dropped kerbs and tactile surfaces	Addition of dropped kerbs and tactile surfaces	TBA	HIP	KCC	With KCC design	Met with representatives from Deal Speaking up Group and reviewed curbs report passed to KCC. HIP Priorty met with KCC who are reviewing case and funding for Dover road	
9	Nov-21	Cycle path to be extended along Wellington Parade	as stated	TBA	none available	KCC	Stalled due to lack of means to make this happen	Question as to how this could be done given private road	
15	Jun-23	Cycle Routes - Request to join cycle route 1 to the Skylark trail by adding cycle route along Granville Road	as stated	TBA	HIP	KCC	With KCC design	HIP Priorty met with KCC who are reviewing case and funding . Changes required to intial plan	
16	Jun-23	Potholes	Repair work - long term road resurfacing	TBA	TBA	KCC	ongoing	Continous office are reporting these to KCC who are filing as required. Pothole blitz on North Barrack Road this month	
17	Sep-23	Liverpool Road - Outside meadowside centre. Lighting required for safety of residents exiting premsis on foot. No paving is present until Grams Road	Signage	0	KCC	KCC	Completed	HIP Priorty met with KCC who are reviewing case and funding	Cleared
18	Nov-23	Kingsdown Road - Outside of Walmer Castle parking restriction	Parking restrictions	N/A	E Hertiage	KCC - D Murphy and T Bond are picking this up	English Hertiage looking at weather proofing back up car park to resolve issue	Walmer Castle has plans for additional parking for 2025, contacted KCC highways who are looking at options to recitfy this. Picked up With KCC members who are pushing for a solution.	
19	Feb-24	Walking Route	WTC to set up a route and get signage	TBA	KCC/HIP	KCC	With M Eddy for route	With Cllr Eddy	
20	Feb-25	Kingsdown Road - Outside of Walmer Castle Crossing the road dange due to blind bend and speed	Additional Signage	TBA	TBA	KCC	NEW		
21	Feb-25	Upper Walmer Dover Road -speeding	Proof required of speeding	TBA	TBA	KCC/ Kent road partnership	NEW		

Attach 2

Attach 3

WALMER
TOWN COUNCIL

New Items to be considered for HIP

1.

Location	James Hall Gardens

Details of issue
Parking on grass verges on entrance way to James Hall Gardens.

Information from KCC or requirements
Land is ownership is being investigated. Post box and street sign already in situ on Downs road end of verge blocking access from that end . The English Devolution White Paper being discussed at governmental level include legislation that would give powers to the parking authority to issue fines for parking on pavements. There is no guarantee this will go forward or when it would be implemented. There are two utility covers on the stretch of land. Solutions would be either a low lying fence around the land to prevent access to cars. Alternatively planting a couple of trees on the land in certain points may make the land inaccessible, the utility covers may however prevent any planting, information on the required distances is being sought.

Take forward to HIP	Yes No

2.

Location	The Strand, Walmer

Details of issue
Potential for 20MPH zone.

Information from KCC or requirements
Kent police state that any 20mph zone should be self policing, any attempt to secure a 20mph zone would likely require more work than just signage to make it acceptable to KCC. KCC have confirmed in writing that for an area to be considered for a 20mph zone the current average speed should be 24mph or below already.

Take forward to HIP	Yes No

3.

Location	Court Road Walmer

Details of issue
The surface of the road is undulating due to issues when being constructed,

Information from KCC or requirements
Reported to KCC as well as the potholes under enquiry number 867260, awaiting further information

Take forward to HIP	Yes No

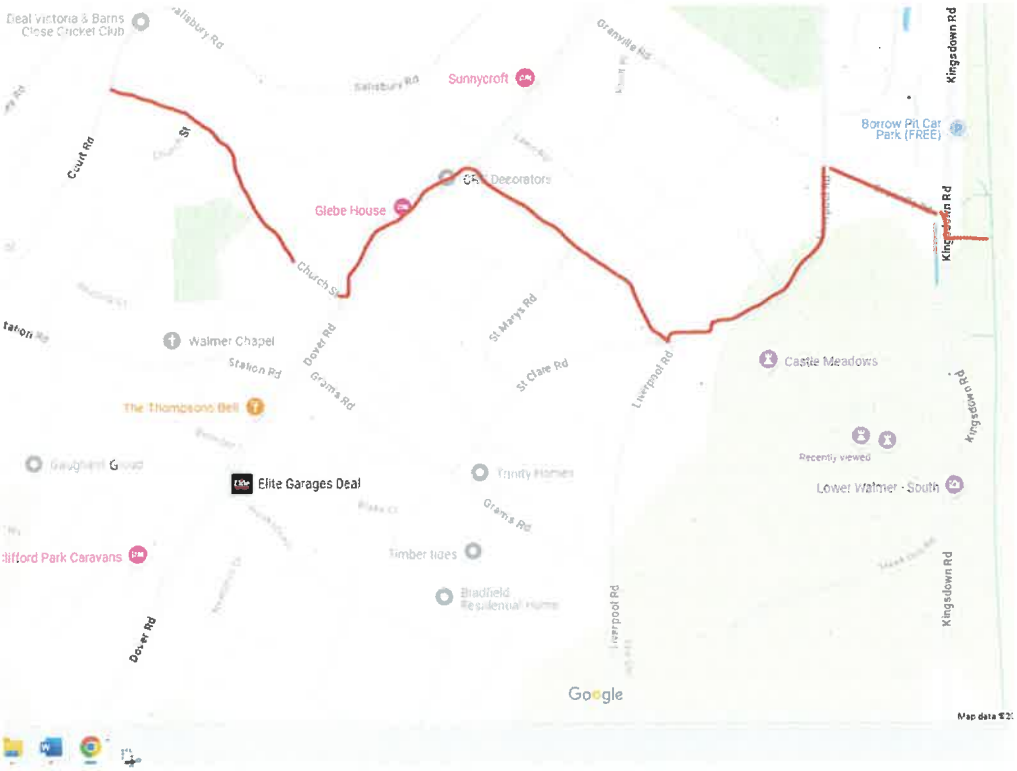
Attach 4

WALMER
TOWN COUNCIL

Item: Skylark Trail.
Date: 09/04/25.
Meeting: April 2025 A&E .
From: Roland Aldred.

Latest proposal for consideration for the connection between the Skylark Trail and the

An alternative proposal is the following, which has a different route going in each direction. Northeast bound, the route would use Church Street (from Court Road), turning left onto A 258 Dover Road, then right to Walmer Castle Road (taking advantage of the existing right turn pocket), then Liverpool Road to rejoin Granville Road. The above route would not be suitable in reverse due to the lack of protection for cyclists waiting to turn right off the A 258 into Church Street. Therefore, the southwest bound route would use Liverpool Road, Grams Road, turning right onto A 258 Dover Road before rejoining Church Street. (Again, the reverse of this route would not be suitable due to the right turn out of Church Street with very poor visibility to the left at that point). Visibility at the exit from Grams Road is restricted to the left due to vehicles parked in the layby in front of 326 Dover Road. For this reason, it is recommended that a length of parking equivalent to one car length is removed from the northeastern end of the layby (permanently removed with kerbs set forward and bollards installed, if considered necessary).



Further to this DDC are consulting on cycle routes and one of those proposed is the original route proposed by Walmer Town Council to follow for the connection. The Town Clerk will be meeting

with DDC to discuss their plans for this particular route that due to financial constraints (fitting a cycle crossing to Dover Road) we are now looking at these alternatives.

Members to decide.

Attach 5

WALMER
TOWN COUNCIL

Item: Dover Road.
Date: 16/04/25.
Meeting: April A&E.
From: Roland Aldred.

At the last meeting members requested that the Clerk make contact with KCC to try to organise a speed survey for Dover Road. KCC have responded to say that this will take place for a week from the 13th May 2025.

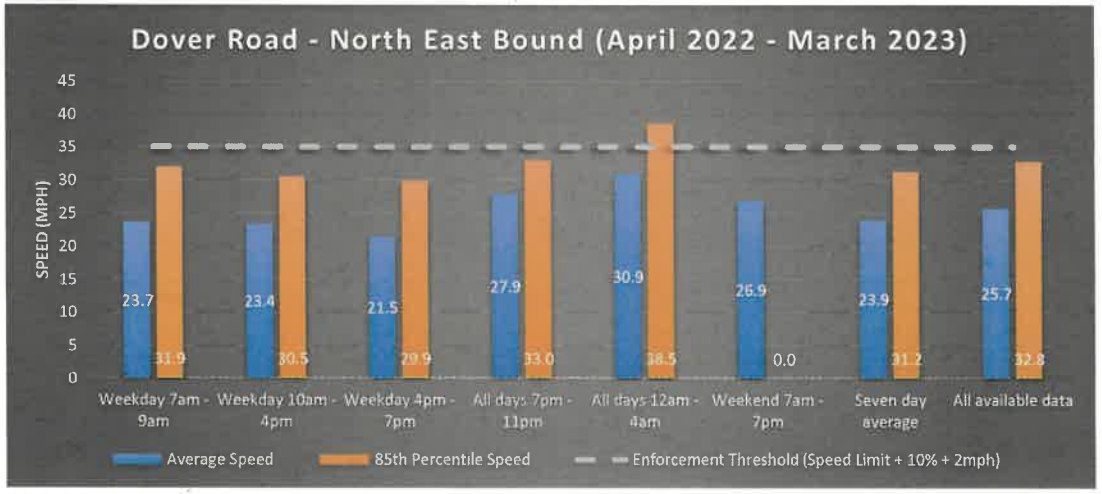
Further to this based Kent County Council have provided average speeds based on HADMAS data. HADMAS data is derived from vehicle satellite navigation and SD cards, this will provide some indication of speeds however it should be noted this will only be picked up off a small number of vehicles with the correct technology.

Road Name:	Dover Road
Speed Limit:	30mph
Selected Time Period:	All available data

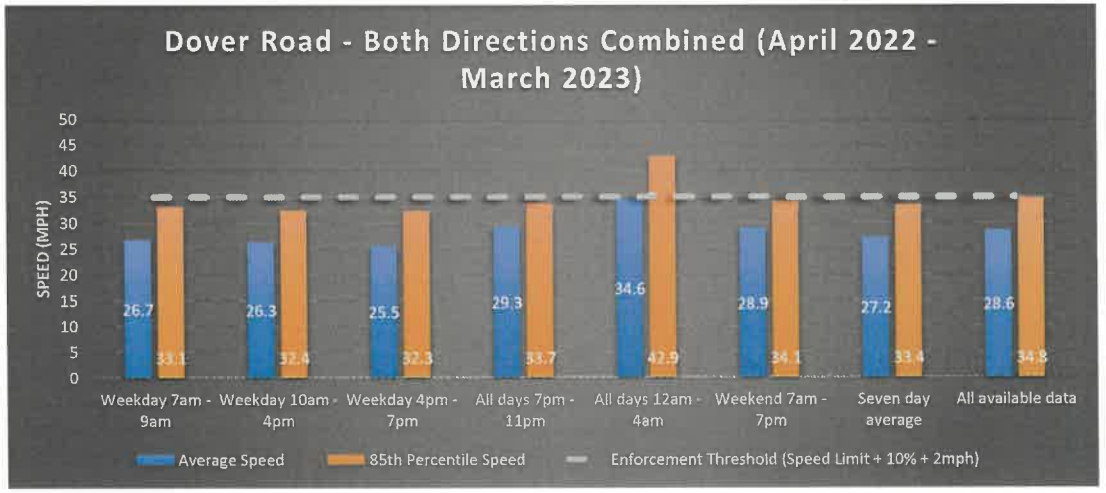
Please see the bottom of this page for information relating to the calculation of this data, which may be important when discussing the figures with third parties. You can also click this text to jump direct to that information

Direction:	South West Bound		
Time Period	Average Speed (mph)	85th Percentile Speed (mph)	Enforcement Threshold
Weekday 7am - 9am	29.8	34.3	35
Weekday 10am - 4pm	29.2	34.3	35
Weekday 4pm - 7pm	29.6	34.8	35
All days 7pm - 11pm	30.8	34.3	35
All days 12am - 4am	38.4	47.4	35
Weekend 7am - 7pm	30.9	35.5	35
Seven day average	30.4	35.5	35
All available data	31.4	36.8	35
Does this data indate drivers are exceeding the enforcement threshold, and if so, by how much?	No	1.8	

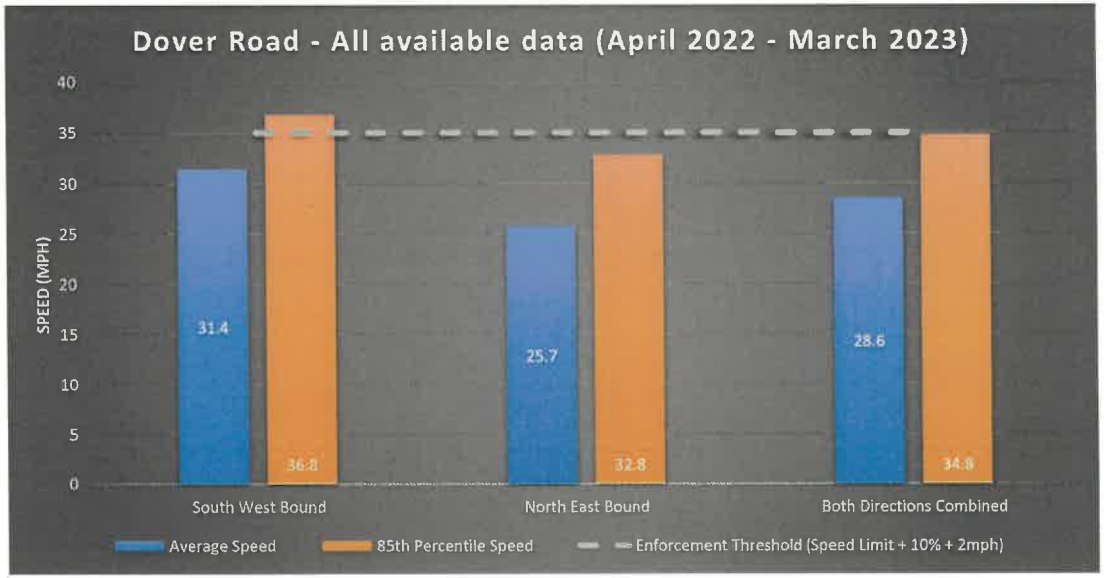
Direction:	North East Bound		
Time Period	Average Speed (mph)	85th Percentile Speed (mph)	Enforcement Threshold
Weekday 7am - 9am	23.7	31.9	35
Weekday 10am - 4pm	23.4	30.5	35
Weekday 4pm - 7pm	21.5	29.9	35
All days 7pm - 11pm	27.9	33.0	35
All days 12am - 4am	30.9	38.5	35
Weekend 7am - 7pm	26.9	No data	35
Seven day average	23.9	31.2	35
All available data	25.7	32.8	35
Does this data indate drivers are exceeding the enforcement threshold, and if so, by how much?	No	No	



Direction:	Both Directions Combined		
Time Period	Average Speed (mph)	85th Percentile Speed (mph)	Enforcement Threshold
Weekday 7am - 9am	26.7	33.1	35
Weekday 10am - 4pm	26.3	32.4	35
Weekday 4pm - 7pm	25.5	32.3	35
All days 7pm - 11pm	29.3	33.7	35
All days 12am - 4am	34.6	42.9	35
Weekend 7am - 7pm	28.9	34.1	35
Seven day average	27.2	33.4	35
All available data	28.6	34.8	35
Does this data indate drivers are exceeding the enforcement threshold, and if so, by how much?	No	No	



Summary Speed Data - All available data			
Direction	Average Speed (mph)	85th Percentile Speed (mph)	Enforcement Threshold
South West Bound	31.4	36.8	35
North East Bound	25.7	32.8	35
Both Directions Combined	28.6	34.8	35
Does this data indate drivers are exceeding the enforcement threshold, and if so, by how much?	No	No	



Please note; the speed data is provided as average speed values across 6 set time periods. A 24hr or complete day average value is not provided. Calculating an average value from the 6 average values provided will not provide a known accurate 24hr daily average speed value. This is because each of the 6 time periods will have a different number of vehicles (samples) recorded contributing to that average value. As such a simple average of the 6 values will be skewed. For example, the AM peak period is likely to have more vehicle speeds recorded than the night time period. If you average these two values it will therefore give more weight than is true to the night-time speed resulting in an average speed value that is higher than in reality. Ideally a weighted average should be applied to prevent this affect. Unfortunately this cannot be calculated as the data providers do not provide the number of samples (vehicles) that makes up each average value. As such please be aware that averaging the averages will not provide known accurate results. The extent to which the average would be inaccurate is determined by the range of the values for the 6 time periods. If these 6 numbers have a small range (e.g. 1-2mph) then the average of these values will be close to reality. If the 6 time periods have a large range, then the

sustrans
JOIN THE MOVEMENT

Dover District Audits

Deal

March 2020

Attach 6

Area Wide Recommendations

In addition to route and area specific recommendations presented in this report, the following town-wide recommendations are suggested:

- Create Liveable Neighbourhoods and/or Low-Traffic Neighbourhoods, in which traffic is reduced and pedestrian/cycle movements are prioristised.
- Redesign the 'gateway to Deal' (Queen St/ Blenheim Rd/West St junction) to prioritise pedestrian and cycle movements, and create high quality public realm. Re-imagine the space as an area that welcomes visitors and residents returning from their travels into the town
- Reduce speed limits to 20mph across throughout the town and remove centreline
- Remove physical barriers (such as chicanes and bollards) on cycling and walking routes.
- Implement School Streets outside schools where possible (timed closures of the road outside a school during drop-off and pick-up, Monday to Friday in term time).
- Create school zones around schools, providing safe crossings, reduced parking and high quality walking and cycling routes from local residential areas.
- Collaborate with developers and Dover District Council / Kent County Council to ensure new developments provide for and prioritise walking and cycling, and connect to existing walking and cycling networks.
- Review signage and wayfinding on all walking and cycling routes and links - ensure that wayfinding is high quality on new routes.
- A town-wide behaviour change programme to reduce car use, delivered in partnership with schools and local businesses.
- Conduct a collaborative design programme, which partners with local community groups and individuals, in order to explore the liveability of local space.
- Discover local perceptions of the town and collaborate with a broad range of residents to re-imagine their surroundings as accessible, enjoyable and appealing places, with opportunities for play, activity, connection and social cohesion.
- Conduct Equality Audits of the streets of ~~Deal~~, in which footways and crossings are assessed according to their accessibility for people with protected characteristic and health challenges.
- Respond to Equality Audits by widening footways, removing unessential street furniture, improving surfacing, etc.

Image Sourced from Google Street View


N
Legend
Cycle Routes
101
102
103
103 alternative alignment option
104
105
106
103 Proposed low traffic neighbourhood
104 Proposed low traffic neighbourhood
Focus Areas
201: Gateway to Deal: Deal station to Pier
202: Access to Walmer station
203: Attractions: Central Deal cultural attractions
203: Attractions: Deal Castle
203: Attractions: Paddling Pool / The Strand
203: Attractions: Sandown Castle remains
203: Attractions: Timeball Tower
203: Attractions: Walmer Castle
204: Access to Schools
Sholden
Deal
Great Mongeham
Walmer
Ripple
Goodwin Academy
Victoria Park
Deal Cemetery
Marke Wood Recreation Ground
Walmer Science College
A258
B2058
0
0.5
1
2 Kilometers
Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community
Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors and the GIS User Community

Route 102: Hornbeam Primary School – Seafront

Route Description

The proposed route 102 offers a connection between Hornbeam Primary School and the seafront and NCN1. The route passes in close proximity to three schools; Hornbeam Primary School, St Mary's Catholic Primary School and The Downs C of E Primary School. It also connects Paydens Pharmacy, The Londis shop and the Tesco Express on Mill Hill. Furthermore, the route provides a connection to the proposed Quietway route and Walmer train station.

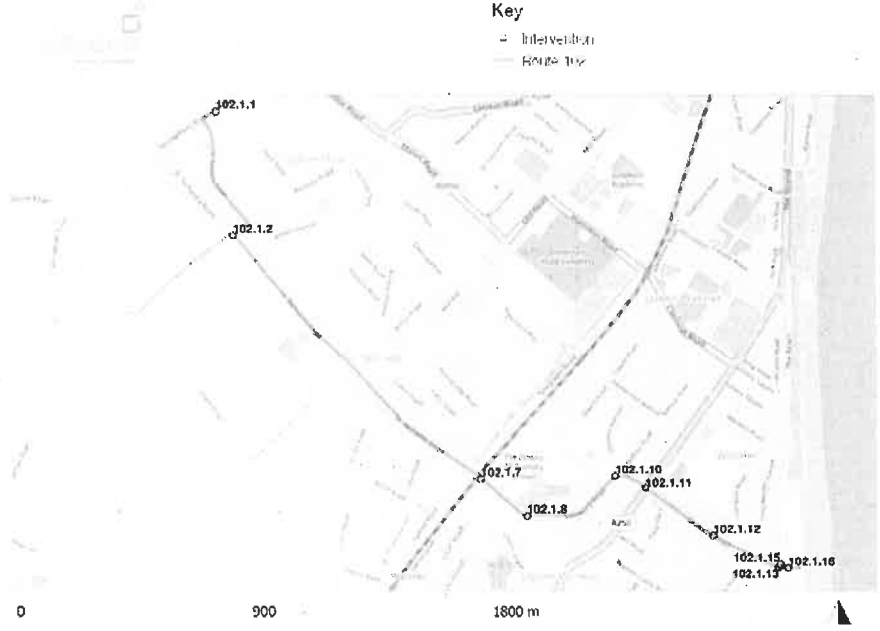
Background

Much of this route is identified as a key connecting route in *Cycle Friendly Deal* (A. Oliver, 2017). It is highlighted as a connector corridor in the PCT analysis, as well as flanking the allocated housing sites on the edge of Deal, meaning that new developments would be well-served by sustainable transport.

Existing conditions

Between Hornbeam Primary School and Salisbury Road there is no infrastructure provided to improve pedestrian or cycle safety, or to moderate the speeds of vehicles. The area is residential with the majority of parking uncontrolled. St Richard's Road is a long straight road with side roads that have wide turning radii, promoting high vehicle turning speeds. Signage has been provided to alert vehicles to the presence of elderly people crossing, but there are no crossing points or measures to mitigate vehicle speeds.

As St Richard's Road turns into Salisbury Road, a cycle lane is provided on the footway between the bridge and the rear of the school, where it ends abruptly, requiring cycles to re-join the carriageway. Some traffic calming measures are provided between the rear of the school and Granville Road. Between the Liverpool Road/Granville Road junction and Kingsdown Road the carriageway is wide and straight with no infrastructure to improve safety for pedestrians and cycles. The transition across Kingsdown Road and the seafront is currently dangerous, with no crossing points and poor surfacing.



Recommendations

102.1.1 Remove parking on left side of road between Hornbeam Primary School and St. Martin's Road, and widen footway, to enable either a shared use footway or a short segregated cycle track, for families travelling to and from school.

102.1.2 Traffic data analysis along St Richard's Road and Salisbury Road (between Mongeham Road and Dover Road), to determine suitability as a quiet route. Create 20mph zone and introduce traffic-calming measures, e.g. sinusoidal speed bumps, priority give-ways.

102.1.7 Provide drop-kerb on build-out (east side of bridge, Salisbury Road) and sign cyclists onto the build-out, to continue on the existing footway-level cycle lane.

102.1.10 Filter section between Balfour Road and Salisbury Road, designating the demarcated section (see image 102.1.10) a pedestrian and cycle only space. This would enable a protected left-hand turn for cycles travelling south-east onto Balfour Rd and would prevent conflict between south-east-travelling vehicles turning left onto Balfour Rd and cycles going straight on (south) down Salisbury Road. The closure would increase footway space, benefiting users with mobility aids or push-chairs and present an opportunity to link the filtered section to the adjoining triangular green-space, creating potential for a pocket park, urban growing area or art installation.

102.1.11 Install raised table at junction of Salisbury Rd/Dover Rd/Granville Rd to reduce traffic speeds approaching the junction.

102.1.12 Traffic data analysis along Granville Road and Salisbury Road (between Dover and Kingsdown Road), to determine suitability as a quiet route. Create 20mph zone and introduce traffic-calming measures, e.g. sinusoidal speed bumps, priority give-ways. In the event of high traffic volumes, Granville Road is wide enough to support light segregation (e.g. wands or orcas).

102.1.13 Reduce junction turning radii at corner of Kingsdown Road and Granville Road.

102.1.15 Introduce parallel zebra crossing north of Granville Road/Kingsdown Road junction, to connect pedestrians and cycle users to the seafront via shared path (see point 102.1.16). Widen footway and designate shared use either side of zebra, to enable cycle access.

102.1.16 Install accessible shared use path between Kingsdown Road and NCN1 alignment.

Image Sourced from Google Street View

Route 103: Quietway 1

Route Description

Quietway 1 (Q1) guides cyclists through the Deal Urban Area, between Sandown in the north and Walmer in the south. At the northern end, the route runs parallel to the seafront along Sandown Road and Middle Street, then west at Oak Street to the level crossing on Western Road. From this point the route loosely follows the railway line south, through Victoria Park and arriving at Walmer Station. The Quietway is a key, arterial route that intersects with all other proposed routes. There are 2 possible suggested alignments for the transition between Albert Road and Mill Road, as described in the recommendations.

Background

Quietway 1 is proposed in the *Cycle Friendly Deal* report, which advocates a cycle route of a similar standard to the Quietways delivered by TfL in London. Inspired by London Quietways, the proposed Quietway 1 adheres to the same key principles of safety, continuity and intuition.

It brings users through the heart of Deal, connecting up clear corridors of demand in the PCT analysis.

Existing conditions

Sandown Road/Middle Street are relatively quiet narrow back streets running parallel to the seafront. Traffic speeds and volumes appeared low, however, these streets connect to numerous side roads, making interactions between cycles and vehicles likely. Between Deal station and Walmer Station, the alignment is largely traffic-free and needs few interventions to ensure a good level of service.

The site audit identified the following issues along the existing Quietway 1 alignment:

- The transition from Oak Street to St George's Road
- The level crossing on Western Road
- The suitability of Albert Road and legibility of wayfinding on Albert Road roundabout
- The layout of London Road/Mill Road junction

Recommendations

Northern Deal: Goodwyn Road - St George's Road

103.1.1 Traffic data analysis to establish suitability as a 'low traffic neighbourhood' cell, within Harold Road (north), College Road (west), Marina/Beach Street (east) and Oak street (south), as defined by the polygon. Create 20mph zone. Install filters and/or traffic calming measures as needed.

Central Deal: St George's Road - Mill Road

103.1.3 Traffic data analysis on High Street to establish suitability as a Quiet Route. Designate as 20mph zone. Install traffic calming measures as needed.

103.1.5 Improve cycle transition between Oak Street and St George's street, reduce traffic and create central pedestrian and cycle only zone. This would require:

- Left turn only from High Street to St George's road (northbound)
- Left turn only from High Street to Oak Street (Southbound)
- Right turn only from Oak Street to High Street (westbound)
- Modal filters (e.g. bollards or planters) forming the boundaries of the cycle and pedestrian only zone.
- Give way lines along north and south borders of the zone, indicating eastbound cycles to give way to northbound traffic (turning right from Oak St onto High St), and westbound cycles to give way to westbound traffic (tuning left from High St onto St George's Rd).

103.1.6 Convert St George's Road to one-way for vehicles travelling west bound, install light segregated contra-flow cycle track (e.g. using orcas or wands) and prohibit parking on St George's Road.

103.1.10 Change junction priority from north/south movements to east/west at St George's Rd/West Rd junction, creating priority for Quietway route.

103.1.11 Install protected right turn for north-east-bound cycles on Albert Road, turning onto St David's Road.

103.1.12 Traffic data analysis to establish suitability of Albert Road as part of the Quietway. Create 20mph zone, reduce carriageway widths and install traffic calming measures as needed.

103.1.13 Centre line removal between West Street and Middle Deal Road.

103.1.14 Widen footways across level-crossing on Albert Road.

103.1.17 Install protected right turn for cycle users from Bridgeside to Albert Road

103.1.18 Alignment Option 1: Realign route to use Bridgeside Rd, instead of the larger, busier Albert way, between Albert Road (north) and London Road (south).

103.1.19 Alignment Option 1: Traffic data analysis to establish suitability of London Road section (between Albert Rd/London Rd junction and Mill Rd/Beechwood Ave junction) as part of the Quietway. Create 20mph zone, reduce carriageway widths and install traffic calming measures as needed. Recommend sinusoidal speed humps.

103.1.21 Alignment Option 1: Improve connection between Bridgeside Rd and London Road by removing bollards and installing a raised table and parallel zebra crossing where the roads meet. Widen footway on south side of crossing and allow cycles to use the parallel zebra to turn right.

103.1.24 Alignment Option 1: Redesign the London Rd/Mill Rd junction to permit safe right turns for cycles.

103.1.25 Alignment Option 2: Realign the Quietway 1 Route to utilise Beechwood Ave and avoid London Road. Make Beechwood Avenue two-way, by removing parking and installing a parallel zebra crossing between Beechwood Road and the north section of Albert Road triangle. This would avoid the southbound right turn detailed in 103.1.24 and northbound right turn onto Bridgeside Road.

Southern Deal: Mill Road - Walmer

103.1.26 Convert zebra crossing to parallel zebra crossing across Park Avenue.

103.1.27 Ensure path is well maintained and vegetation cut back on shared-use path between park Avenue and Hamilton Road

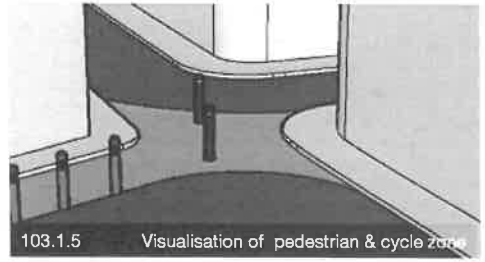
103.1.29 Remove barriers and bollards and widen entrance to shared use path (Hamilton Road)

103.1.31 Build out Telegraph Road/Hamilton Road to provide space for parallel zebra crossing across Hamilton Road junction

103.1.33 Introduce raised continuous footway across Salisbury Road (Court Rd junction)

103.1.34 Traffic data analysis to establish suitability of Court Road as part of the Quietway. Create 20mph zone, reduce carriageway widths and install traffic calming measures as needed.

103.1.1 Lack of traffic calming


103.1.5 Visualisation of pedestrian & cycle zone

Route 104: St Leonard's Church - Seafront

Route Description

Route 104 connects St Leonard's Church to the seafront. The route runs largely parallel to the B2056, providing a useful connection to the proposed Quietway 1 and existing NCN1.

Background

Route 104 follows one of the potential connections identified in *Cycle Friendly Deal*, between St Leonard's Church and Telegraph Road. In addition, Route 104 extends east beyond Telegraph Road onto Somerset Road and connects to NCN1 via Alexandra Road.

This route connects up corridors of PCT demand, in particualr for school journeys.

Existing conditions

For the length of the proposed route there is little to no infrastructure providing safe pedestrian and cycle movements. Large sections of the route are on quiet residential streets, however, connections between these sections involve traversing less quiet roads and turning across traffic at busy junctions.

Recommendations

104.1.1 Redesign junction layout to prioritise cycle and pedestrian movements. Remove roundabout and through-access for vehicles between London Road and Manor Road. Create safe area to transition from London Road to Rectory Road.

104.1.2 Traffic data analysis to establish suitability of Rectory Road (between Manor Road and Addelam Road) as a quiet route. Create 20mph zone, reduce carriageway widths and install traffic calming measures as needed. This report recommends reducing parking, removing the centre line and possibly light segregation.

104.1.5 Install protected right turn for northbound cycles from Addelam Rd onto Rectory Rd.

104.1.6 Install modal filter at north end of Addelam Road (junction with Rectory Road), making Addelam Rd a cul-de-sac (access only from Pilots Avenue) and remove one-way system.

104.1.9 Introduce shared use footpath between Trinity Place and St James Close.

104.1.10 Create parallel zebra for cycles and pedestrians between St James Close and Freeman's way (across Mill Hill), build out footway and designate access to crossing as shared use to enable cycles to utilise the crossing.

104.1.17 Install modal filters at west end of Somerset Road (junction with Telegraph Road) and create pedestrian/cycle only area under bridge, making Somerset Rd a cul-de-sac (access only from Downs Road end).

104.1.18 Introduce modal filter to prevent access to Kelvedon Road from Dover Road

104.1.19 Redesign junction to enable safe right turn for cycle users from Dover Road to Kelvedon Road

104.1.20 Widen western footway between Kelvedon Road and Warwick Road (along Dover Rd) and designate as shared use path, or install segregated cycle track, if width allows.

104.1.21 Redesign junction to enable safe right turn for cycle users from Dover Road onto Warwick Road

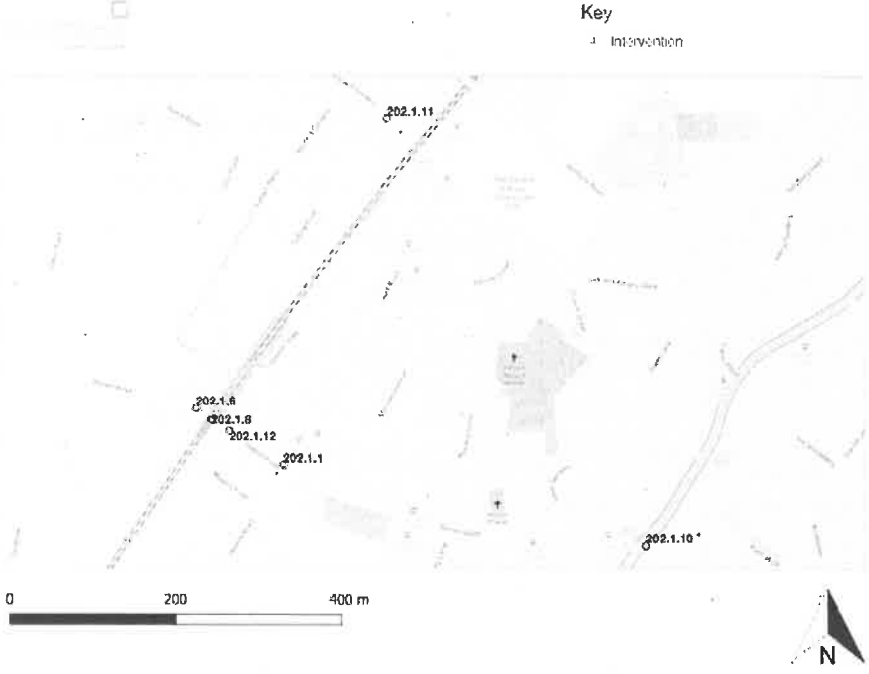
104.1.22 Traffic data analysis to establish suitability of Liverpool Road (including between Warwick Road and Alexander Road) as a quiet route. Create 20mph zone, reduce carriageway widths and install traffic calming measures as needed. Recommend sinusoidal speed humps.

104.1.25 Install modal filter at west end of Alexander road, making it a cul-de-sac, (access only from The Beach/Kingsdown Rd)

104.1.26 Introduce parallel zebra crossing from Alexander Road, across The Beach/ Kingsdown Road, onto shared use path, connecting to the sea front. Widen footpath and designate shared use onto crossing to enable cycle users to utilise it.

104.1.29 Explore potential for a low traffic neighbourhood within green polygon area, to reduce vehicle journeys through residential streets.

† Image Sourced from Google Street View



Focus Area 202: Improving Access to Walmer Station

Description

Access to Walmer Station is vital in order to facilitate sustainable travel within Deal and beyond. The 2011 Census indicates that the proportion of elderly residents in the Walmer area is significant, particularly around the station. Therefore, it is particularly important that the station is accessible, well-connected and that signed directions to the station are clear and comprehensive.

Existing conditions

Despite being a key transport hub for the town, there is poor provision of pedestrian infrastructure around Walmer Station. Although traffic speeds and volumes on the surrounding roads are not onstensibly high, the lack of pedestrian priority and the amount of obstruction on footways are sufficient barriers to station access, especially for those with limited mobility.

Barriers to Walking

The site audit identified the following issues:

- Wide junctions encouraging fast turns
- Lack of dropped kerbs, restricting access to users with limted mobility.
- Substantial parking on footways, reating significant obstruction
- Narrow footways
- Lack of formal crossing points

Recommendations

202.1.1 Redesign cluster of junctions adjoining Station Road (leading to Walmer station) to prioritise pedestrians accessing the station. Recommend continuous level footways and reduced turning radii on Station Rd, Court Rd and Mayers Road.

202.1.6 Install level continuous footway and reduce turning radii across south end of Sydney Road (junction with Station Road)

202.1.8 Widen footpaths and remove parking under rail bridge on Station Road, to eliminate parking on footway and narrowing of the carriageway.

202.1.10 Install zebra crossing across Dover Road, just north of junction with Station Road, to enable pedestrian access to Station Road and Walmer Station.

202.1.11 Install level continuous footway and reduce turning radii across Hillcrest Gardens, Sydney Road Junction.

202.1.12 Prohibit parking on footway, either side of the rail bridge on Station Road.

202.1.1 Poor pedestrian privision and access to station


202.1.6 † Lack of continuous level footway


202.1.8 † Narrow streets, further narrowed by parking

† Image Sourced from Google Street View

Focus Area 203: Improving Access to Attractions

Description

Tourism is an important part of the local economy for Deal. Access to attractions has significant impact on visitors' experiences in the town.

Existing conditions

According to the 2018 Deal Visitor Survey, the most visited attractions in Deal are the following:

- Deal Castle
- Walmer Castle and Gardens
- Deal Pier
- Seafront

Deal Castle, Deal Pier and the seafront are located in close proximity to the high street; with Walmer Castle located approximately 2.5km south of the town centre. There are numerous barriers to accessing these attractions on foot.

Barriers to Walking

The site audit identified the following issues:

- Guard-rails obstructing desire lines
- Priority given to vehicle movements
- Absence of crossing points

Recommendations

Walmer Castle

203.1.1 Create pedestrian access to Walmer Castle as follows:

- Introduce zebra crossing across Kingsdown Road
- Formalise footway connecting to car park
- Install footway on west side of Kingsdown road, at entrance to Walmer Castle

203.1.5 Create footway conforming to pedestrian desire lines, connecting Walmer castle entrance (via zebra crossing) to the seafront and NCN 1.

203.1.6 Resurface Walmer seafront car park in asphalt

Walmer Paddling Pool / The Strand

203.1.7 Remove guard-rails on corner of Marine Road/the Strand junction - outside Walmer Paddling pool

203.1.8 Install level continuous footway and reduce turning radii across west end of Marine Road (junction with The Strand)

Deal Castle

203.1.10 Install Pelican crossing across Victoria Road, outside Deal Castle connecting pedestrians to the Castle and the seafront.

203.1.11 Redesign junction of Deal Castle Road and Victoria road, to reduce and streamline vehicle movements, and prioritise pedestrians, as follows:

- Reduce junction width and turning radii
- Reduce carriageway widths and increase footway widths
- Install continuous level footway across west end of Deal Castle Road
- Create footway on south side of Deal Caste Road approaching junction with Victoria Road

203.1.17 Install level continuous footway and reduce corner radii across east end of Gilford Road (junction with Victoria Road)

203.1.19 Install level continuous footway and reduce corner radii across north end of Blenheim Road (junction with Gilford Road)

Timeball Tower

203.1.21 Introduce zebra crossing across Beach Street from the Timeball Tower to the seafront, to enable pedestrians to access the Timeball Tower Museum.

Central Deal cultural attractions

203.1.22 Remove guard-rails on Stanhope Road outside Astor Community Theatre.

203.1.23 Introduce dropped kerbs on east side of theatre to enable accessible crossing of the theatre loading bay/driveway.

203.1.24 Install level continuous footway and reduce corner radii across west end of Stanhope Road (junction with West Street)

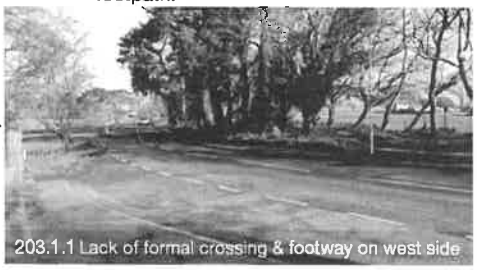
203.1.26 Introduce dropped kerbs at entrance to Deal Town Hall car park on St George's Road, to facilitate accessible crossing

203.1.27 Prohibit use of A-boards causing footway obstruction on St George's Road.

203.1.28 Install level continuous footway and reduce corner radii across west end of St George's Road (junction with West Street)

Sandown Castle remains

203.1.29 Introduce dropped kerb onto seafront footpath at Sandown Castle remains and prohibit parking in this location, to enable pedestrians to access the seafront footpath.


203.1.1 Lack of formal crossing & footway on west side


203.1.5 Lack of accessible connecting footpath

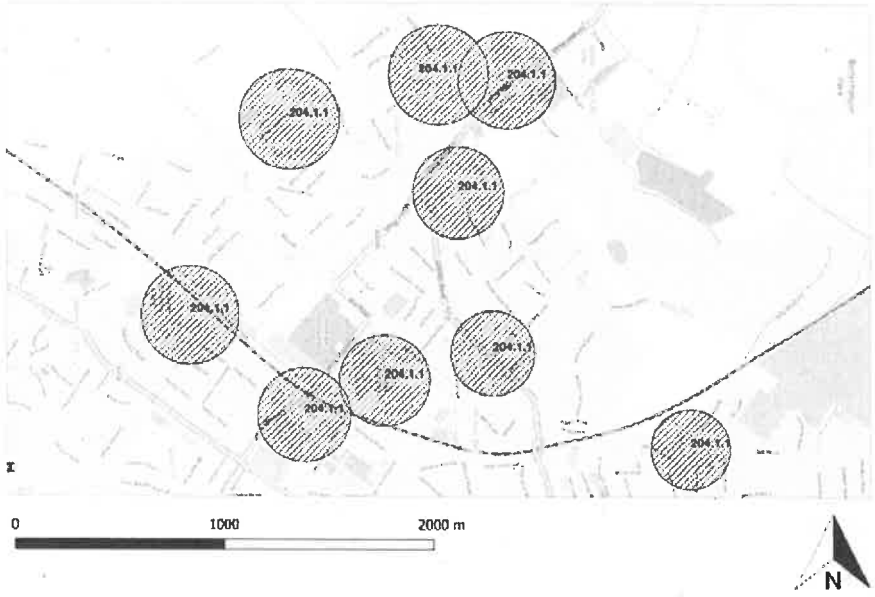

203.1.6 Poor surface


203.1.7 † Access restriction: guard-rails


203.1.8 Lack of continuous level footway


203.1.10 † Lack of formal crossing


203.1.11 † Poor pedestrian provision & confusing junction



Focus Area 204: Improving Access to Schools

Description

Ensuring safe and convenient access to schools is crucial to increasing active travel among pupils and mitigating congestion around schools.

Existing conditions

The provision of infrastructure limiting parking or vehicle movements outside of schools is low. Many schools have zig-zag markings to prevent parking directly outside the school, but little else.

Barriers to Walking

Children are some of the most vulnerable users of public space and are particularly at a risk from both vehicle movements and harmful emissions.

Parents are often aware of the dangers posed by traffic and, as a consequence, choose to drive their children to school, rather than allowing them to walk, cycle or scoot - in turn creating more traffic. When driving is the principle mode of travelling to school, the streets around and outside the school gate become dominated by parking and vehicle movements

Barriers to walking to school include:

- High volumes of traffic
- High traffic speeds
- Vehicles turning and reversing
- Excessive parking
- Absence of safe crossing points (especially on major thoroughfares)

Recommendations

- Conduct feasibility of School Street closures outside Deal schools to reduce the amount of traffic during drop off and pick up times
- Audit a minimum 200m radius around each Deal school, to record and assess existing controlled pedestrian crossing facilities, parking arrangements, traffic calming measures etc.
- Develop interventions to reduce the risk posed by road traffic e.g.
    1. footway build outs
    2. controlled parking bays
    3. point closures
    4. timed closures (including school streets)
    5. 20 mph zones
    6. traffic calming measures

Intervention	Description of the Intervention	Deliverability (Easy/Medium/Hard)	Impact (Easy/Medium/Hard)	RAG Score
	101: Deal Seafront NCN1			
101.1.1	Create a point of access to the seafront promenade for cycles and pedestrians on Godwyn Road - remove staircase and install dropped kerbs	Medium	High	
101.1.2	Update NCN1 alignment to follow the seafront promenade, instead of Beach Street/The Marina	Medium	High	
101.1.3	Move most eastern parking bays, outside the Royal Hotel, west to allow space for widening the seafront path	Medium	High	
101.1.4	Create shared use path in front of The Royal hotel and adjoining car park	Hard	High	
101.1.5	Reduce carriageway width and increase footway at the Broad Street/Beach Street Roundabout, to create more space for pedestrians and cycles.	Medium	High	
	102: Hornbeam Primary School to Seafront			
102.1.1	Remove parking on left side of road between Hornbeam Primary School and St. Martin's Road, and widen footway - enabling either shared use footway or short segregated cycle track	Medium	High	
102.1.2	Traffic data analysis along St Richard's Road and Salisbury Road (between Mongeham Road and Dover Road). Create 20mph zone and introduce traffic-calming measures, e.g. sinusoidal speed bumps, priority give-ways etc., as needed	Medium	High	
102.1.7	Provide drop-kerb on build-out (east side of bridge, Salisbury Road) and sign cyclists onto the build-out, to continue on the existing on-footway cycle lane	Medium	High	
102.1.9	Filter north section of 'triangle' - between Balfour Road and Salisbury Road - and designate pedestrian and cycle only space.	Easy	Medium	
102.1.11	Install raised table at junction of Salisbury Rd/Dover Rd/Granville Rd to reduce traffic speeds approaching the junction.	Hard	High	
102.1.12	Traffic data analysis along Granville Road and Salisbury Road (between Dover and Kingsdown Road), to determine suitability as a quiet route. Create 20mph zone and introduce traffic-calming measures, e.g. sinusoidal speed bumps, priority give-ways etc. as needed. In the event of high traffic volumes, Granville Road is wide enough to support light segregation (e.g. wands or orcas)	Medium	High	
102.1.13	Reduce junction turning radii at corner of Kingsdown Road and Granville Road.	Medium	Medium	
102.1.15	Introduce parallel zebra crossing north of Granville Road/Kingsdown Road junction, to connect pedestrians and cycle users to the sea front via shared path. Widen footway and designate shared use either side of zebra, to enable cycle access.	Medium	High	
102.1.16	Introduce accessible shared use path between Kingsdown Road and NCN1 alignment	Medium	High	
	103: Deal Quietway			
103.1.1	Traffic data analysis to establish suitability as a 'low traffic neighbourhood' cell, within Harold Road (north), College Road (west), Marina/Beach Street (east) and Oak street (south). Create 20mph zone. Install filters and/or traffic calming measures as needed.	Medium	High	
103.1.3	Traffic data analysis on High Street to establish suitability as a Quiet Route. Designate as 20mph zone. Install traffic calming measures as needed.	Medium	High	
103.1.5	Improve cycle transition between Oak Street and St George's street, reduce traffic and create central pedestrian and cycle only zone. Traffic flow modelling described above.	Medium	High	
103.1.6	Convert St George's Road to one-way for vehicles travelling west bound, install light segregated contra-flow cycle track (e.g. using orcas or wands) and prohibit parking on St George's Road.	Medium	Medium	
103.1.10	Change junction priority from north/south movements to east/west at St George's Rd/West Rd junction, creating priority for Quietway route.	Easy	High	
103.1.11	Install protected right turn for north-east-bound cycle users on Albert Road, turning onto St David's Road.	Hard	High	
103.1.12	Traffic data analysis to establish suitability of Albert Road as part of the Quietway. Create 20mph zone, reduce carriageway widths and install traffic calming measures as needed.	Medium	High	
103.1.13	Centre line removal between West Street and Middle Deal Road	Medium	Medium	
103.1.14	Widen footways across level-crossing on Albert Road.	Easy	Medium	
103.1.17	Install protected right turn for cycle users from Bridgeside to Albert Road	Hard	High	
Intervention	**Description of the Intervention**	**Deliverability**	**Impact**	**RAG Score**

Intervention	Description of the Intervention	Deliverability (Easy/Medium/Hard)	Impact (Easy/Medium/Hard)	RAG Score
	Focus area 202: Improving Access to Walmer Station			
202.1.1	Redesign cluster of junctions adjoining Station Road (leading to Walmer station) to prioritise pedestrians accessing the station. Recommend continuous level footways and reduced turning radii on Station Rd, Court Rd and Mayers Road.	Hard	High	
202.1.6	Install continuous level footway and reduce turning radii across south end of Sydney Road (junction with Station Road)	Medium	High	
202.1.8	Widen footpaths and remove parking under rail bridge on Station Road, to eliminate parking on footway and narrowing of the carriageway.	Medium	High	
202.1.10	Install zebra crossing across Dover Road, just north of junction with Station Road, to enable pedestrian access to Station Road and Walmer Station.	Medium	High	
202.1.11	Install continuous level footway and reduce turning radii across Hillcrest Gardens, Sydney Road Junction.	Medium	High	
202.1.12	Prohibit parking on footway, either side of the rail bridge on Station Road.	Easy	High	
	Focus Area 203: Improving Access to Attractions			
203.1.1	Create pedestrian access to Walmer Castle: introduce zebra crossing across Kingsdown Road, formalise footway connecting to car park, install footway on west side of Kingsdown road, at entrance to Walmer Castle	Medium	High	
203.1.5	Create footway conforming to pedestrian desire lines, connecting Walmer castle entrance (via zebra crossing) to the seafront and NCN 1.	Medium	High	
203.1.6	Resurface Walmer Seafront car park in asphalt	Medium	High	
203.1.7	Remove guard-rails on corner of Marine Road/the Strand junction - outside Walmer Paddling pool	Easy	Low	
203.1.8	Install continuous level footway and reduce turning radii across west end of Marine Road (junction with The Strand)	Medium	High	
203.1.10	Install Pelican crossing across Victoria Road, outside Deal Castle connecting pedestrians to the Castle and the seafront.	Hard	High	
203.1.11	Redesign junction of Deal Castle Road and Victoria road, to reduce and streamline vehicle movements and prioritise pedestrian movements	Hard	High	
203.1.17	Install continuous level footway and reduce corner radii across east end of Gilford Road (junction with Victoria Road	Medium	High	
203.1.19	Install continuous level footway and reduce corner radii across north end of Blenheim Road (junction with Guilford Road	Medium	High	
203.1.21	Introduce zebra crossing across Beach Street from the Timeball Tower to the seafront, to enable pedestrians to access the Timeball Tower	Medium	High	
203.1.22	Remove guard-rails on Stanhope Road outside Astor Community Theatre.	Low	Low	
203.1.23	Introduce dropped kerbs on east side of theatre to enable accessible crossing of the theatre loading bay/driveway.	Medium	High	
203.1.24	Install continuous level footway and reduce corner radii across west end of Stanhope Road (junction with West Street)	Medium	High	
203.1.26	Introduce dropped kerbs at entrance to Deal Town Hall car park on St George's Road, to facilitate accessible crossing	Medium	High	
203.1.27	Prohibit use of A-boards causing footway obstruction on St George's Road.	Easy	Medium	
203.1.28	Install continuous level footway and reduce corner radii across west end of St George's Road (junction with West Street)	Medium	High	
203.1.29	Introduce dropped kerb onto seafront footpath at Sandown Castle Remains and prohibit parking in this location, to enable pedestrians to access the footpath.	Medium	High	
	Focus Area 204: Improving Access to Schools			
	Conduct feasibility into School Street closures outside Deal schools, to reduce the amount of traffic during drop off and pick up times	Medium	High	
	Audit a minimum 200m radius around each Deal school, to record and assess existing controlled pedestrian crossing facilities, parking arrangements, traffic calming measures etc.	Medium	High	
	Develop interventions to reduce the risk posed by road traffic around schools (detailed above)	Medium	High	
Intervention	**Description of the Intervention**	**Deliverability**	**Impact**	**RAG Score**

Intervention	Description of the Intervention	Deliverability (Easy/Medium/Hard)	Impact (Easy/Medium/Hard)	RAG Score
103.1.19	Alignment Option 1: Traffic data analysis to establish suitability of London Road section, (between Albert Rd/London Rd junction and Mill Rd/ Beechwood Ave junction) as part of the Quietway. Create 20mph zone, reduce carriageway widths and install traffic calming measures as needed. Recommend sinusoidal speed humps.	Medium	High	
103.1.21	Alignment Option 1: Improve connection between Bridgeside Rd and London Road by removing bollards and installing a raised table and parallel zebra crossing. Widen footway on south side of crossing and allow cycles to use the parallel zebra to turn right.	Hard	High	
103.1.24	Alignment Option 1: Redesign junction to permit safe right turns for cycle users from London Road to Mill Road	Hard	High	
103.1.25	Alignment Option 2: Realign Route to utilise Beechwood Ave and avoid London Road. Make Beechwood Avenue two-way, by removing parking and installing a parallel zebra crossing between Beechwood Road and north section of Albert Road triangle. This would avoid southbound right turn detailed in 103.1.24 and northbound right turn onto Bridgeside Road.	Easy	High	
103.1.26	Convert zebra crossing to parallel zebra crossing across Park Avenue.	Easy	High	
103.1.27	Ensure path is well maintained and vegetation cut back on shared-use path between Park Avenue and Hamilton Road	Easy	High	
103.1.29	Remove barriers and bollards and widen entrance to shared use path (Hamilton Road)	Medium	High	
103.1.31	Build out Telegraph Road/Hamilton Road to provide space for parallel zebra crossing across Hamilton Road junction	Medium	High	
103.1.33	Introduce raised continuous footway across Salisbury Road (Court Rd junction)	Medium	High	
103.1.34	Traffic data analysis to establish suitability of Court Road as part of the Quietway. Create 20mph zone, reduce carriageway widths and install traffic calming measures as needed.	Medium	High	
	104: St Leonard's Church to Seafront			
104.1.1	Investigate redesigning junction layout to prioritise cycle and pedestrian movements. Remove roundabout and through-access for vehicles from London Road to Manor Road. Create safe area to transition from London Road to Rectory Road	Hard	High	
104.1.2	Traffic data analysis to establish suitability of Rectory Road (between Manor Road and Addelam Road) as a quiet route. Create 20mph zone, reduce carriageway widths and install traffic calming measures as needed. Recommend reduce parking, remove centre line and possibly light segregation.	Medium	High	
104.1.5	Protected right turn for northbound cycles from Addelam Rd onto Rectory Rd.	Hard	High	
104.1.6	Install modal filter at north end of Addelam Road (junction with Rectory Road), making Addelam Rd a cul-de-sac (access only from Pilots Avenue) and remove one-way system	Medium	High	
104.1.9	Introduce shared use footpath between Trinity Place and St James Close.	Medium	High	
104.1.10	Create parallel zebra for cycles and pedestrians between St James Close and Freeman's way (across Mill Hill), build out footway and designate access to crossing as shared use, to enable cycles to utilise the crossing.	Medium	High	
104.1.17	Install modal filters at West end of Somerset Road (junction with Telegraph road) and create pedestrian/cycle only area under bridge, making Somerset Rd a cul-de-sac (access only from Downs Road end).	Medium	High	
104.1.18	Introduce modal filter to prevent access to Kelvedon Road from Dover Road	Medium	High	
104.1.19	Redesign junction to enable safe right turns for cycle users from Dover Road to Kelvedon Road	Hard	High	
104.1.20	Widen western footway between Kelvedon Road and Warwick Road (along Dover Rd) and designate as shared use path, or install segregated cycle track, if width allows.	Medium	High	
104.1.21	Redesign junction to enable safe right turns for cycle users from Dover Road onto Warwick Road	Hard	High	
104.1.22	Traffic data analysis to establish suitability of Liverpool Road (including between Warwick Road and Alexander Road) as a quiet route. Create 20mph zone, reduce carriageway widths and install traffic calming measures as needed. Recommend sinusoiasal speed humps.	Medium	High	
104.1.25	Install modal filter at West end of Alexander road, making it a cul-de-sac (access only from The Beach/Kingsdown Rd)	Medium	High	
Intervention	Description of the Intervention	Deliverability	Impact	RAG Score

Intervention	Description of the Intervention	Deliverability (Easy/Medium/Hard)	Impact (Easy/Medium/Hard)	RAG Score
104.1.26	Introduce parallel zebra crossing from Alexander Road, Across The Beach/Kingsdown Road, onto shared use path, connecting to the sea front. Widen footpath and designate shared use onto crossing to enable cycles to utilise it.	Medium	High	
104.1.29	Explore potential for a low traffic neighbourhood within green polygon area, to reduce vehicle journeys through residential streets.	Medium	Medium	
	105: Sholden Village Hall - Deal Castle			
105.1.1	Formalise shared use footpath between The Street and Hyton Drive	Easy	High	
105.1.3	Introduce continuous level footway across Church Meadows (south end)	Medium	High	
105.1.4	Traffic data analysis to establish suitability of Church Lane and Orchard Avenue as a quiet route. Create 20mph zone, reduce carriageway widths and install traffic calming measures as needed. Recommend double yellow lines around junction of the two roads, to increase visibility.	Medium	High	
105.1.5	Enable cycle users to utilise the north footway on London round from Bowling Green Lane to Park Avenue, by increasing footway width and either designated shared use, or installing a segregated cycle track, if possible.	Medium	High	
105.1.6	Install parallel zebra across London Road from north to south footway (property number 120), connecting onto footpath detailed below.	Medium	High	
105.1.7	Introduce shared use footpath, across existing small green-space, to connect the proposed parallel zebra crossing with Allenby Avenue.	Medium	High	
105.1.8	Traffic data analysis to establish suitability of Park Ave (between Allenby Ave and Mill Rd) as a quiet route. Create 20mph zone, reduce carriageway widths and install traffic calming measures as needed. Recommend chicanes.	Medium	High	
105.1.14	Introduce safe transition between Hope Road and Renelagh Road.	Hard	High	
	106: Deal Train Station - Victoria Walmer & District War Memorial Hospital			
106.1.1	Reduce junction width and flair, and install continuous level footway at North end of Park Ave, to reduce crossing distance and slow traffic speed.	Medium	High	
106.1.4	Introduce parallel zebra crossing on London Road (outside property number 153), in place of current informal crossing (island)	Medium	High	
106.1.5	Reduce junction width and flair, and install continuous level footway at south end of Lister Close, to reduce crossing distance and slow traffic speed.	Medium	High	
106.1.6	Reduce junction width and flair, and install continuous level footway at junction of Park Ave of Mill Road heading south, to reduce crossing distance and slow traffic speed.	Medium	High	
106.1.7	Reduce junction width and flair, and install continuous level footway at junction of Park Ave of Mill Road heading north, to reduce crossing distance and slow traffic speed.	Medium	High	
106.1.8	Ensure vegetation adjacent to footway is maintained and not obstructing footway width, around The Drive/Mill Road junction.	Easy	High	
106.1.10	Install pelican crossing across London, Road, at the top of ramp from the west side of Deal station. This will enable pedestrians alighting at Deal Station to cross London Road safely.	Hard	High	
	Focus area 201: Deal Train Station Gateway and connection to Deal Pier			
	Meet pedestrian desire lines	Medium	High	
	Prioritise pedestrian movements	Medium	High	
	Reduce barriers to movement for those using mobility aids	Easy	High	
	Provide a sense of arrival in Deal	Medium	High	
	Guide pedestrians towards the town centre and seafront	Easy	High	
	Reduce current traffic dominance	Medium	High	
	Improve quality of urban realm e.g., create opportunities for play, rest, greening, creativity, socialising, connecting and cultivating local communties	Hard	High	
Intervention	**Description of the Intervention**	**Deliverability**	**Impact**	**RAG Score**

Intervention	Description of the Intervention	Deliverability (Easy/Medium/Hard)	Impact (Easy/Medium/Hard)	RAG Score
	Focus area 202: Improving Access to Walmer Station			
202.1.1	Redesign cluster of junctions adjoining Station Road (leading to Walmer station) to prioritise pedestrians accessing the station. Recommend continuous level footways and reduced turning radii on Station Rd, Court Rd and Mayers Road.	Hard	High	
202.1.6	Install continuous level footway and reduce turning radii across south end of Sydney Road (junction with Station Road)	Medium	High	
202.1.8	Widen footpaths and remove parking under rail bridge on Station Road, to eliminate parking on footway and narrowing of the carriageway.	Medium	High	
202.1.10	Install zebra crossing across Dover Road, just north of junction with Station Road, to enable pedestrian access to Station Road and Walmer Station.	Medium	High	
202.1.11	Install continuous level footway and reduce turning radii across Hillcrest Gardens, Sydney Road Junction.	Medium	High	
202.1.12	Prohibit parking on footway, either side of the rail bridge on Station Road.	Easy	High	
	Focus Area 203: Improving Access to Attractions			
203.1.1	Create pedestrian access to Walmer Castle: introduce zebra crossing across Kingsdown Road, formalise footway connecting to car park, install footway on west side of Kingsdown road, at entrance to Walmer Castle	Medium	High	
203.1.5	Create footway conforming to pedestrian desire lines, connecting Walmer castle entrance (via zebra crossing) to the seafront and NCN 1.	Medium	High	
203.1.6	Resurface Walmer Seafront car park in asphalt	Medium	High	
203.1.7	Remove guard-rails on corner of Marine Road/the Strand junction - outside Walmer Paddling pool	Easy	Low	
203.1.8	Install continuous level footway and reduce turning radii across west end of Marine Road (junction with The Strand)	Medium	High	
203.1.10	Install Pelican crossing across Victoria Road, outside Deal Castle connecting pedestrians to the Castle and the seafront.	Hard	High	
203.1.11	Redesign junction of Deal Castle Road and Victoria road, to reduce and streamline vehicle movements and prioritise pedestrian movements	Hard	High	
203.1.17	Install continuous level footway and reduce corner radii across east end of Gilford Road (junction with Victoria Road	Medium	High	
203.1.19	Install continuous level footway and reduce corner radii across north end of Blenheim Road (junction with Guilford Road	Medium	High	
203.1.21	Introduce zebra crossing across Beach Street from the Timeball Tower to the seafront, to enable pedestrians to access the Timeball Tower.	Medium	High	
203.1.22	Remove guard-rails on Stanhope Road outside Astor Community Theatre.	Low	Low	
203.1.23	Introduce dropped kerbs on east side of theatre to enable accessible crossing of the theatre loading bay/driveway.	Medium	High	
203.1.24	Install continuous level footway and reduce corner radii across west end of Stanhope Road (junction with West Street)	Medium	High	
203.1.26	Introduce dropped kerbs at entrance to Deal Town Hall car park on St George's Road, to facilitate accessible crossing	Medium	High	
203.1.27	Prohibit use of A-boards causing footway obstruction on St George's Road.	Easy	Medium	
203.1.28	Install continuous level footway and reduce corner radii across west end of St George's Road (junction with West Street)	Medium	High	
203.1.29	Introduce dropped kerb onto seafront footpath at Sandown Castle Remains and prohibit parking in this location, to enable pedestrians to access the footpath.	Medium	High	
	Focus Area 204: Improving Access to Schools			
	Conduct feasibility into School Street closures outside Deal schools, to reduce the amount of traffic during drop off and pick up times	Medium	High	
	Audit a minimum 200m radius around each Deal school, to record and assess existing controlled pedestrian crossing facilities, parking arrangements, traffic calming measures etc.	Medium	High	
	Develop interventions to reduce the risk posed by road traffic around schools (detailed above)	Medium	High	
Intervention	**Description of the Intervention**	**Deliverability**	**Impact**	**RAG Score**