

Dover District Audits

Three Towns Route: Dover, Deal & Sandwich

September 2020





About Sustrans

Sustrans is the charity making it easier for people to walk and cycle.

We are engineers and educators, experts and advocates. We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute.

Sustrans works in partnership, bringing people together to find the right solutions. We make the case for walking and cycling by using robust evidence and showing what can be done.

We are grounded in communities and believe that grassroots support combined with political leadership drives real change, fast.

Join us on our journey. www.sustrans.org.uk

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Introduction

This report describes a walking, cycling and wheeling route connecting the towns of Dover, Deal and Sandwich. National Cycle Network (NCN) route 1 covers the majority of its length, with a short section of route 2 in Dover.

Kent's coastal NCN is nationally and internationally renowned attracting high numbers of cycle tourists and day trippers. NCN1 and 2 are very well served by the rail network enabling one-way cycling adventures along Kent's coast and out of London between Lydd and Whitstable.

Much of the cycling infrastructure in place has developed over a 30 year period from the inception of the NCN to current times. There are sections which are already good quality, others where there are immediate opportunities to improve Kent's existing walking and cycling offer, and more challenging sections and gaps for medium and longer term consideration which are detailed in this report.

This report charts the current conditions before recommending improvements to improve the level of service for people using this route. Included in the report are:

- Maps indicating route options at 1:10,000 or larger scale as necessary showing locations for interventions
- Photographs of key features
- Commentary and recommendations for interventions
- Map and list of constraints in delivery including private land on proposed routes
- Indicative deliverability and impact table for proposed recommendations and improvements

This report was prepared alongside town audits of Dover, Deal, Sandwich and Aylesham. As such, route audits have already been carried out for the sections through each town. The relevant route sections have been extracted from each town report with the connecting sections added here. This allows for this report to cover the route as a whole without having to refer to each town report, and also makes sure that there is consistency in the recommendations between the town reports and this one.

Route numbering has been retained from town reports to help cross-referencing, as follows:

Dover section:

- Route 104: Ferry Terminal to Aycliffe (and Capel-le-Ferne, via NCN2)
- Route 106: Ferry Port to St Margaret's at Cliffe, via Upper Road (NCN1)

Dover-Deal section:

- Link section L1: White Cliffs - Kingsdown
- Link section L2: Kingsdown - Deal

Deal section:

- Route 101: Sandown Castle – Walmer Castle and Gardens

Deal-Sandwich section:

- Link section L3: Deal - Sandwich

Sandwich section:

- Routes 101 - 'the Sandwich Arc' and 102 - NCN1

Description of the Area

Dover District is a local government district in Kent. The port town of Dover is its administrative centre. It was formed on 1 April 1974 by the merger of the boroughs of Deal, Dover, and Sandwich along with Dover Rural District and most of Eastry Rural District. It covers an area of 314.8 km sq. and has a combined population of 116,969 (ONS 2018). Latest figures show that the visitor economy in White Cliffs Country is worth £282m and supports 5,796 jobs. The district welcomes over 4.5 million visitor per year. The Port of Dover supports more than 22 000 jobs in the local economy. Visitors include domestic tourists and day-trippers, and international tourists from cruise ships and those accessing the Port of Dover.

Capel-le-Ferne is a village situated near Folkestone, Kent. Its name derives from the phrase "Chapel in the Ferns". It had a population in 2011 of 1,884. It is perched on top of the White Cliffs of Dover.

Dover is the largest town in the Dover District with a population of 31,022 at the 2011 Census. It is characterised by its white cliffs, and the Port of Dover, the nearest English port to France, at just 34 kilometres (21 mi) away. It is one of the world's busiest

passenger ports, with 11.7 million passengers, 2.6 million lorries, 2.2 million cars and motorcycles and 80,000 coaches passing through it in 2017. Dover is also the gateway to and from Europe for thousands of International cycle tourists via ferry's and cruise ships and is a primary National Cycle Route (NCR) route Hub.

St. Margaret's at Cliffe is a three-part village situated just off the coast road between Deal and Dover. The centre of the village is about 1 km from the sea with the residential area of Nelson Park further inland and St Margaret's Bay situated along and below the cliffs north of South Foreland.

Kingsdown is a village immediately to the south of Walmer on the English Channel coast. Parts of the village are built on or behind the shingle beach that runs north to Deal and beyond, while other parts are on the cliffs and hills inland. It has a population of 1,964 (2001) (Parish).

Walmer is six miles south-east of Sandwich, Kent. Largely residential, its coastline and castle attract many visitors. It has a population of 8,178 at the 2011 Census.

Deal lies eight miles north-east of Dover. It is a former fishing, mining and garrison town but today it is a seaside resort. It has a population of 30,085 at the 2011 Census.

Sandwich is 'one of the best preserved medieval towns in England and one of the 'Cinque Ports' Sandwich was a main Kent and UK port until silt build-up in the River Stour made it no longer accessible by ships or large boats. It has a population of 4,985 at the 2011 Census.



District wide Barriers to Walking and Cycling

These include:

- Physical severance due to A20(T)
- Traffic volumes
- Heavy vehicle movements
- Visibility splays and sight lines on rural roads
- Rural country lane widths
- National speed limits on country lanes and generally fast moving traffic
- Potential conflict between users as demand increases

District wide Opportunities for Walking and Cycling

- Contribute to reducing congestion
- Improve and create quality walking and cycling provision and experience
- Surface improvements to NCN and the wider PROW network
- Road/field edge provision subject to permissions
- Safe traffic free shared use provision
- Access to the coast for the less able and elderly
- Opportunities to support the visitor economy



Case Studies

In addition to the Government's Cycling and Walking Investment Strategy, a number of local authorities and devolved administrations have published their own strategies for increasing levels of walking and cycling and some of these are summarised below, together with a few practical examples.

London Cycling Design Standards

The Mayor of London has set out his vision for cycling and his aim to make London a 'cyclised' city. Building high quality infrastructure to transform the experience of cycling in London and to get more people cycling is one of several components in making this happen. This means delivering to consistently higher standards across London, learning from the design of successful, well used cycling infrastructure and improving substantially on what has been done before. It means planning for growth in cycling and making better, safer streets and places for all.

The six core design outcomes, which together describe what good design for cycling should achieve, are: Safety, Directness, Comfort, Coherence, Attractiveness and Adaptability.

Adaptability is a measure in the Cycling Level of Service assessment matrix, with scores given against the following factors:

- Public Transport Integration
- Flexibility
- Growth enabled

The key point here is that provision must not only match existing demand, but must also allow for large increases in cycling.



Quietway 2, Margery Street

Greater Manchester: Made to Move

The goal in Manchester is to double and then double again cycling in Greater Manchester and make walking the natural choice for as many short trips as possible. The intention is to do this by putting people first, creating world class streets for walking, building one of the world's best cycle networks, and creating a genuine culture of cycling and walking. According to the 2011 Census, the proportion of commuters who cycled to work in Greater Manchester was 2.2%.

To make the vision a reality, the aim is to create dedicated networks for walking and cycling. This means building segregated cycling routes on main roads and through junctions supported by traffic-calmed cycling routes. It also means improving the quality of the public realm and better wayfinding to make walking short journeys much easier. The key actions being undertaken are listed below.

Taking action

1. Publish a detailed, Greater Manchester-wide walking and cycling infrastructure plan in collaboration with districts.
2. Establish a ring-fenced, 10 year, £1.5 billion infrastructure fund, starting with a short term Active Streets Fund to kick-start delivery for walking and cycling. With over 700 miles of main corridors connecting across Greater Manchester, this is the scale of network being aimed for.
3. Develop a new, total highway design guide and sign up to the Global Street Design Guide.



4. Deliver temporary street improvements to trial new schemes for local communities.
5. Ensure all upcoming public realm and infrastructure investments, alongside all related policy programmes, have walking and cycling integrated at the development stage.
6. Develop a mechanism to capture and share the value of future health benefits derived from changing how we move.
7. Work with industry to find alternatives to heavy freight and reduce excess lorry and van travel in urban areas.

Cycling Action Plan for Scotland

Scotland's plan is that a shared national vision for a 10% modal share of everyday journeys by bike is being targeted, with a related clear aspiration for reduction in car use, especially for short journeys, by both national and local government. They state that a long term increase in sustained funding is required, with year-on-year increases over time towards a 10% allocation of national and council transport budgets as are currently being achieved in Edinburgh. The primary investment focus is on enabling cycling through changing the physical environment for short journeys to enable anyone to cycle.

There is commitment to a shared vision of 10% of everyday journeys by 2020 by bike, and positively

promoting modal shift away from vehicle journeys which will over time reduce car use for local trips.

At its meeting on 9 February 2012, Edinburgh City Council committed to spend 5% of its 2012/13 transport budgets (capital and revenue) on projects to encourage cycling as a mode of transport in the city, and that this proportion should increase by 1% annually. This funding would be used to support the delivery of the Active Travel Action Plan (ATAP). In 2010, the Council approved its ATAP, which seeks to build on the high level of walking in Edinburgh and the growing role of cycling. It set targets of 10% of all trips and 15% of journeys to work by bike by 2020. These targets are incorporated in the Local Transport Strategy.

South West City Way, Glasgow

From 2014 to 2016, the estimated number of cycling trips on the route of the South West City Way increased by 70%, from 115,450 trips by bike in 2014 to 195,800 in 2016. In 2016, cycling trips made up 22% of all estimated trips on the route. An estimated 43.5% of journeys made on the South West City Way in 2016 were journeys to or from work.

Before



After



Three Towns Route

Old Shoreham Road

Brighton and Hove City Council reallocated road space on Old Shoreham Road in 2012 and introduced “hybrid” cycle lanes, with low-level kerbs separating bicycles from motor vehicles and from the footway. The improvements also included:

- Full segregation for cyclists from motor vehicles, achieved by providing a low kerb edge
- Improvements to side road junctions to make crossing the road easier for pedestrians and people with mobility problems.
- Shared areas for cyclists and pedestrians at bus stops.
- A new zebra crossing across Old Shoreham Road at Chanctonbury Road.



Old Shoreham Road, Hove

Bike Life

Sustrans 2017 Bike Life report is the UK’s biggest assessment of cycling in seven major cities: Belfast, Bristol, Edinburgh, Birmingham, Cardiff, Greater Manchester and Newcastle.

Bike Life is inspired by the Copenhagen Bicycle Account (a biennial summary of key statistics on cycling in Copenhagen) and is an analysis of city cycling development including infrastructure, travel behaviour, satisfaction, the impact of cycling and new initiatives. The information in the report comes from local cycling data, modelling and a representative survey of over 1,100 residents in each city conducted by ICM Unlimited, social research experts. There is widespread public support for creating dedicated space for cycling, as shown in the infographics below.

Liveable Cities and Towns

Sustrans believes that dedicated high quality walking and cycling routes are only part of the overall picture and it is important to regard all public highways as public space and not solely movement corridors for motor vehicles. With this in mind, Sustrans offer the following general principles when designing liveable cities and towns.

1. Ensure that every child who can has the opportunity and confidence to walk and cycle safely to school using high quality walking and cycling routes.
2. Support schools, workplaces and local communities to make walking and cycling the easiest and most attractive option for everybody who can to get around.

3. Create ‘20 minute neighbourhoods’ – places where people can meet most of their everyday needs within a 20-minute walk of their home.
4. Radically reduce the volume and speed of vehicles on main roads, across city and town centres and local high streets – creating places where motorised transport is guest.
5. Remove the through-traffic from our residential areas – creating social streets where walking has priority.
6. Ensure every town and city is served by a dense network of protected cycle routes across urban areas, complemented by off-road routes and routes on quiet streets, as well as walkable routes to and within urban areas.

7. Routes should be attractive, fully accessible, and make people feel safe and secure.
7. Support work to ensure that appealing, comprehensive, affordable and innovative public transport options are available for all, and are integrated with walking and cycling.
8. Green our urban areas and ensure everyone can easily access high quality green spaces and green corridors that are good for and connect us to nature.
9. Embrace the potential of cargo bikes to replace vans and cars in the transportation of goods, services and people, whilst removing the negative impacts of freight in the urban environment.
10. Give everyone the opportunity to take up cycling by providing cycles, including electric and adapted, improving cycle parking, and expanding public cycle scheme provision, inclusiveness and integration.
11. Use evidence, insight and stories to make a compelling case for change and win hearts and minds.
12. Encourage a new public debate on motorised transport use – a citizens’ assembly which considers the radical and immediate intervention needed to reduce unnecessary journeys by motor vehicles, fairly.
13. Ensure the real cost of motorised transport and its impact on current inequality and future generations is recognised in cross-departmental government decision making, and investment in sustainable and active travel is prioritised.
14. Support diversity in transport and planning, so that decision makers are better representative of the communities that they serve. This is key to making walking and cycling attractive and inclusive activities.

Summary of Bike Life survey data

73%

of residents think investing in more space for walking and cycling or buses is the best way to keep their city moving rather than more space for cars



69%
think more cycling would make their city a better place to live and work



75%
of people would like to see more money spent on cycling in their city



64% of residents would cycle more if more roadside cycle routes were created, physically separated from traffic



78% of people support building more protected roadside cycle lanes, even when this could mean less space for other road traffic, including 74% of residents who do not ride a bike

Sustrans Design Principles

Designing for busy roads

Recently published guidance from Highways England (Interim Advice Note 195/16) is a useful starting point when considering whether the busier roads are likely to be suitable for cycling and walking.

This guidance suggests that the key threshold at all traffic speeds is an average annual daily traffic flow of 5,000 vehicles per day (vpd). At higher traffic flows, physical separation from motor vehicles is recommended.

Reducing traffic speed from 30mph to 20mph is clearly desirable, but if traffic flows cannot be reduced below 5,000 vpd, then physical separation will still be required. In these situations it is tempting to accommodate cyclists on existing footways, but this is not acceptable if it means a reduced level of service for pedestrians.

Speed Limit	Average Annual Daily Traffic (AADT)	Minimum Provision
40+	All flows	Cycle Tracks
30	0-5,000	Cycle Lanes
	>5,000	Cycle Tracks
	<2,500	Quiet Streets
20	2,500-5,000	Cycle Lanes
	>5,000	Cycle Tracks

From Interim Advice Note 195/16

Sustrans recommends a minimum shared path width of 3.0 metres in an urban setting, with reduced widths acceptable in certain circumstances. The table below is taken from the Sustrans Design Manual, a handbook for cycle-friendly design.

On some roads it may not be possible to accommodate cycle lanes, cycle tracks or a shared path and the designer must consider other alternatives, such as closing the road to through traffic or finding a different route alignment.

Type of route	Minimum path width
Urban traffic free	3.0m on all main cycle routes, secondary cycle routes, major access paths and school links; wider on curves and steep gradients. 2.5m possible on access routes and links with low use
Urban fringe traffic free	3.0m on all main cycle routes, major access paths and school links 2.5m possible on lesser secondary cycle routes and access links
Rural traffic free	2.5m on all main routes, major access paths and school links 2.0m possible on lesser routes and links

From Sustrans Design Manual

Traffic restrictions

Experience from towns and cities across the UK and in Europe suggests that in addition to providing good quality infrastructure for walking and cycling, it is necessary to restrict motor vehicles so that active travel is the natural and obvious choice for short trips. This does not mean any lack of accessibility for motor vehicles, just that they may need to make longer trips than the equivalent journey on foot or by bike.

There are various ways that traffic can be restricted and the designer will need to consider the appropriate solution for each location. A number of suggested measures are listed below:

- Vehicle Restricted Areas (pedestrian zones)
- Traffic calming and 20mph zones to reduce vehicle speeds
- Reduced availability of on-street and off-street parking
- Workplace Parking Levy
- Congestion charging
- Clean Air Zones

Filtered permeability

Filtered permeability gives pedestrians and cyclists accessibility and journey time advantages compared to other vehicles by exempting them from access restrictions that apply to motor traffic and by the creation of new connections that are available only to cyclists and pedestrians. Measures can include:

- Cycle contraflows on one-way streets
- Exemptions from road closures, point closures and banned turns
- Permitting cycling in parks and open spaces
- Traffic free paths such as links between cul-de sacs and public or permissive routes through private areas
- Traffic cells, restricting through traffic in defined areas
- Cycle parking situated closer to destinations than car parking

Recommended measures

A number of technical solutions have been included in the brief main text descriptions for each location and some of these are summarised in this section.

Traffic calming

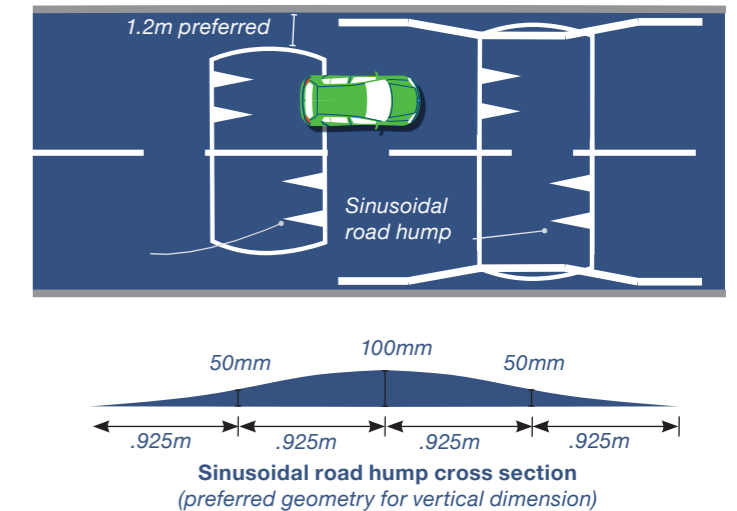
Physical measures to reduce traffic speed can be useful in locations where the speed limit is regularly exceeded or there is a record of accidents. There may be objections from local residents, emergency services and bus operators. Extensive traffic calming is unlikely to be supported on major roads, other than for short lengths. Common vertical and horizontal features are illustrated below.

Informal road crossings

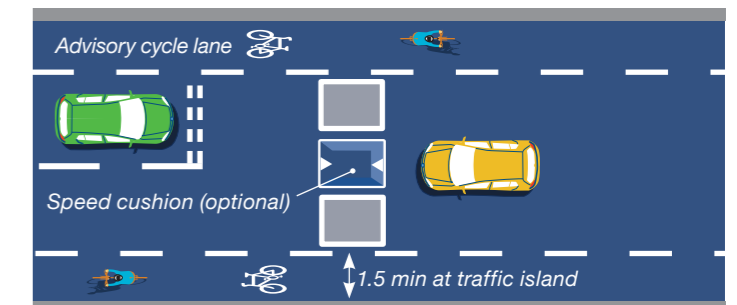
Where a footway alongside a main road crosses a side road, clear priority should be given to pedestrians. The most effective approach is to provide a clear, wide contrasting surface that is raised above carriageway level.

If this is not possible for reasons of available space or cost, flush dropped kerbs should be provided as a minimum.

Road humps



Priority system - pinch point



Zebra crossings

Unsignalled ‘priority’ crossings for both pedestrians and cyclists are a standard part of the toolkit in many parts of continental Europe but are not widely used in the UK. Some local authorities have experimented with “Parallel Crossings” where extra space is provided for cyclists adjacent to a Zebra crossing. These are becoming increasingly common in London and an example from Canterbury is illustrated below.



Chaucer Road, Canterbury

Point closures

Point closures (modal filters) are a simple, cheap, effective and reversible way to remove through traffic from streets. They can also reduce the need for more extensive traffic calming and are best implemented across a wider area to avoid traffic displacement onto parallel routes.

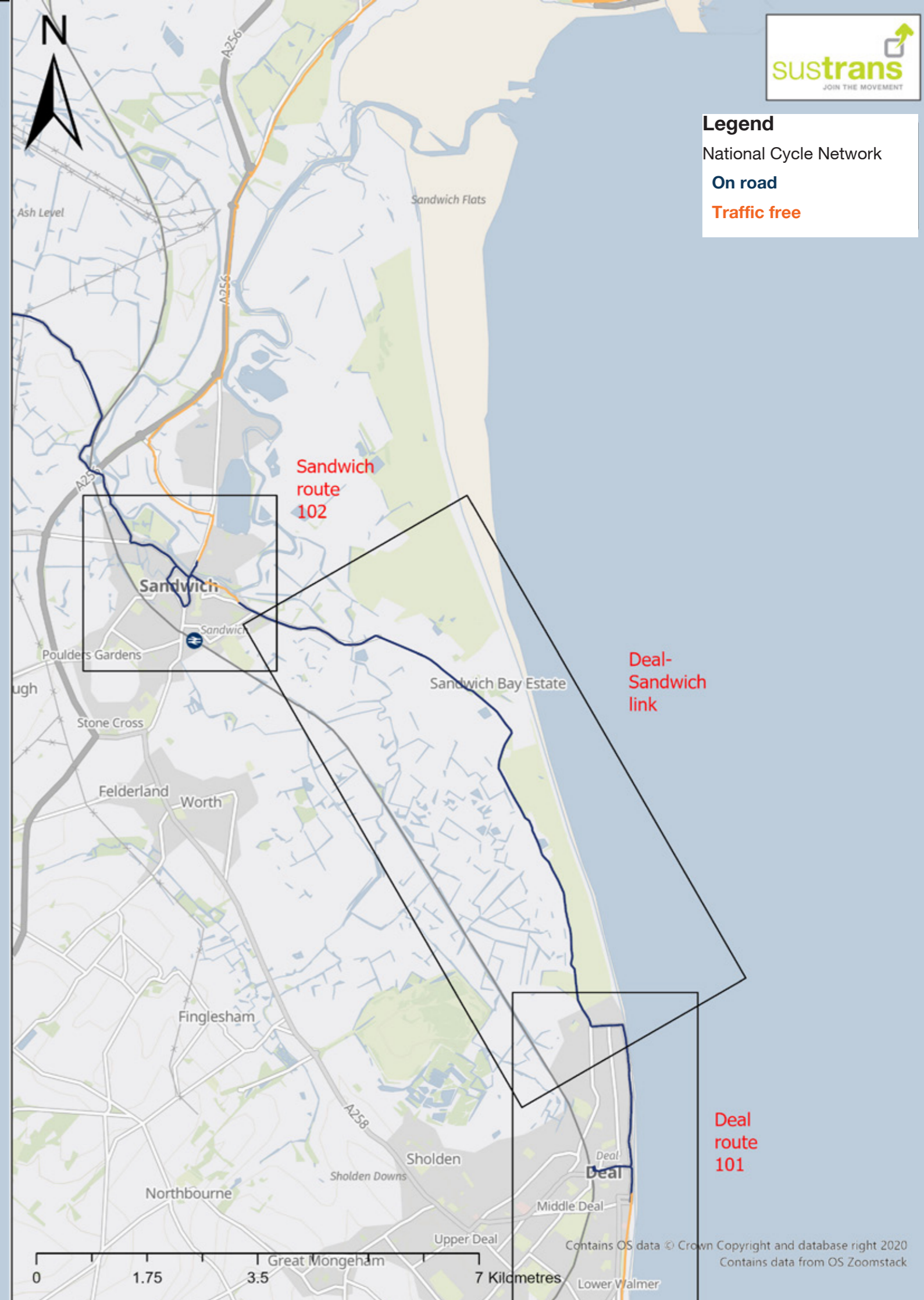
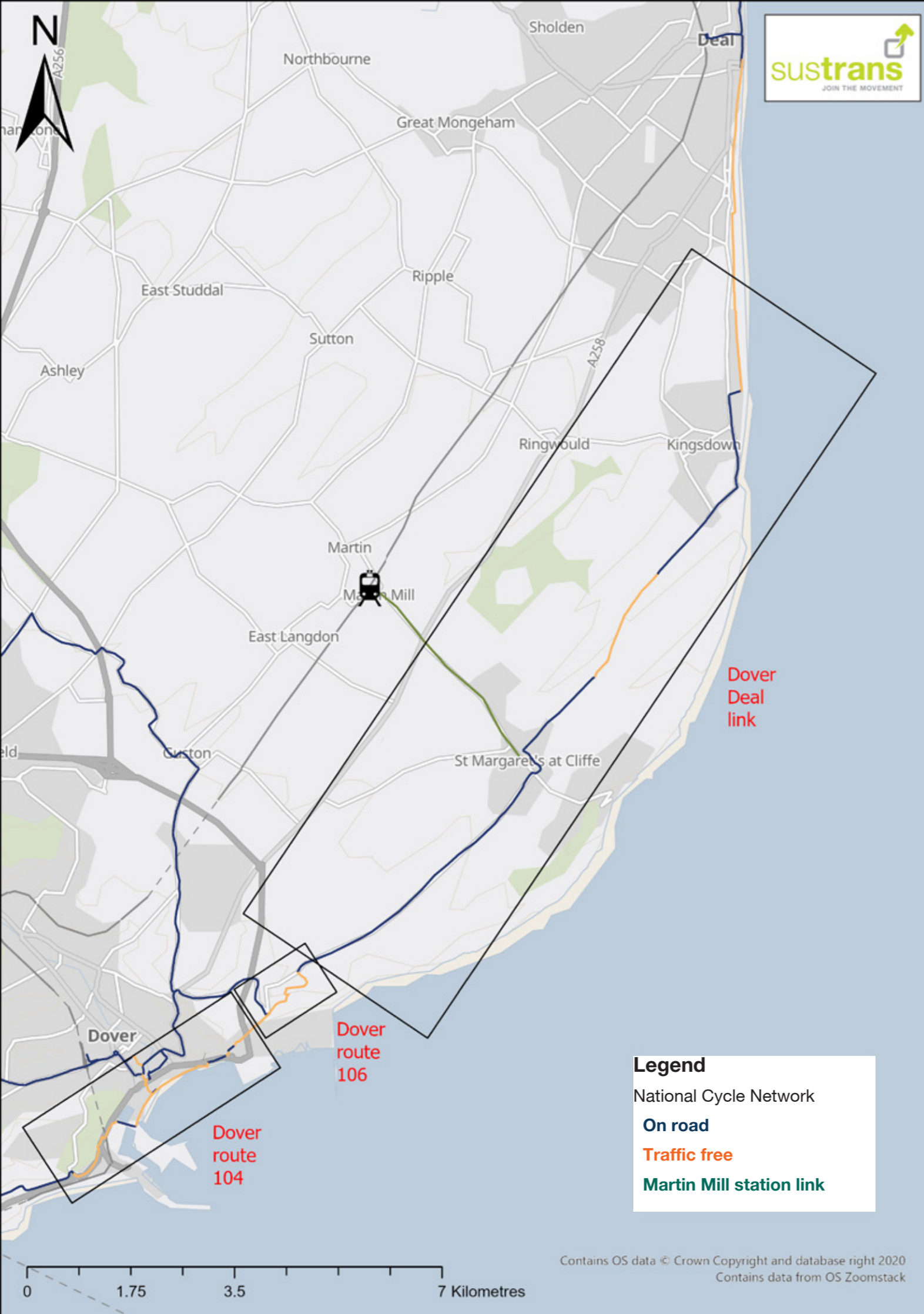
They have been used extensively in London to create “traffic cells” so that through traffic is eliminated from residential neighbourhoods.

20mph speed limits

It is widely accepted that 20mph is much safer for all road users in urban areas and many towns across the UK have introduced 20mph as the default speed limit, particularly in residential areas. If collisions do occur, the risk of a fatality or serious injury is significantly reduced at 20mph compared with 30mph.

As of 2019, there are 60 local authorities on the list of places who have implemented or who are implementing a community-wide 20mph default speed limit published by ‘20’s Plenty for Us’. In the South these include Brighton & Hove, Chichester and Portsmouth.

Studies show that a 20mph limit can improve traffic flows and road capacity in some situations, by reducing stop-start traffic and promoting a more even flow through urban streets.





Route 104 Map 1

0 100 200 m



104.1.1 Lack of pedestrian/wheeler priority



104.1.2 Lack of formal crossing †



104.1.3 Poor surface condition



104.1.4 Lack of pedestrian/wheeler priority

Route recommendations

Dover section

Route 104: Ferry Terminal to Aycliffe (and Capel-le-Ferne, via NCN2)

Route Description

This route links the Dover Ferry terminals to the small residential area of Aycliffe, via the waterfront, Dover Western Docks and Dover Marina. This route fulfils recreational and tourism functions, as it connects the ferry terminals to the waterfront, as well as utility journeys for people employed in the harbour that may use other routes to commute, and residents of Aycliffe accessing the town centre and station.

A connection to Capel-le-Ferne (and Folkestone) is provided from Aycliffe, along NCN2, via a recently upgraded path adjacent to the southern side of the A20.

The Dover waterfront is controlled by the Dover Harbour Board, and the area is undergoing residential and extensive port-based development. These changes should incorporate the needs of pedestrians and cyclists to enhance the experience of visitors to Dover, and encourage people employed in the harbour to commute by sustainable means.

Background

This route aligns with the NCN routes 1 and 2 along the Dover waterfront, and westwards towards Capel-le-Ferne. The remaining sections were identified in Sustrans scoping work.

This route carries high numbers of cyclists in all of the PCT scenarios. As conditions are already good along much of the route, the PCT scenarios show any investment in the route will be worthwhile and improve the experience of existing users as well as attract new users, including visitors to the town.

104.1 Ferry Terminal to Western Docks

Existing Conditions

The eastern section of the route is aligned along an existing signed walking and cycling route from the waterfront to the ferry terminal check-in desks. The middle section, along the waterfront, is aligned along NCN 1 and NCN 2 along Waterloo Crescent. This follows shared use paths towards Dover Western Docks, a short section on-road in the marina, and then back onto shared use paths alongside the A20.

Some parts of this route are of a good condition for walking and cycling, however there are sections where improvements are required both for walking and cycling and where vehicles are currently being prioritised at the expense of sensible walking and cycling facilities. The off-road path that runs between the A20 and the coast requires either vegetation maintenance or widening or both to be acceptable for walking and cycling.

Barriers to Walking and Cycling

The section of the route through the ferry port is characterised by paths, segregated from road traffic by metal barriers, with several signalised crossings that currently require cyclists to dismount.

Along the waterfront, the section of the route is shared use, and is likely to present issues of user conflict between tourists and wheelers/cyclists at peak visitor times. In addition, during the site audit, a recent winter storm had carried pebbles onto the path which could pose a risk to users.

The rest of this section through Western Docks is on-road where cyclists/wheelers are likely to need to mix with harbour traffic, including HGVs, and coaches accessing the cruise terminal. A safe walking and wheeling facility is required along this section.

Recommendations

- 104.1.1 Work with Port of Dover to improve access for pedestrians, wheelers and cyclists to ferry terminal: provide a continuous route without the need for dismount, removal of pinch points, accessible bike parking.
- 104.1.2 Introduce formal crossing (e.g. parallel zebra) over East Cliff Rd near the Eastern

- 104.1.3 Dogs Roundabout. Resurface and widen, where possible, cycle track from East Cliff Rd to Marine Parade.
- 104.1.4 Feasibility study to investigate removing traffic from Marine Parade, or installing segregated bi-directional track, to provide safer walking and wheeling/cycling route.
- 104.1.5 Tighten junction of East Cliff/Marine Parade/A20 to slow traffic speeds.
- 104.1.6 Improve footpath surface along Marine Parade.
- 104.1.7 Upgrade existing two-stage crossing to straight-across toucan crossing. Remove street clutter where possible.
- 104.1.8 Build-out footways on north side of Marine Parade, and reduce corner radii at side junctions to improve environment for wheelchair users and people walking.



† Image sourced from Google Street View.

- 104.1.9 Introduce series of informal (e.g. colourful zebra) crossings on Marine Parade to align with pedestrian access points to the waterfront and improve the accessibility for all users of each access point, including removing railings and widening access points. Replace cycle give-ways at each access point, with less visually obtrusive option.
- 104.1.10 Continue shared use designation along the waterfront, opposite Waterloo Crescent.
- 104.1.11 Feasibility study of segregated bi-directional cycle track on Waterloo Crescent, and Esplanade, Union St to reduce user conflict on the waterfront.

104.2 Western Docks to Aycliffe (and Capel-le-Ferne)

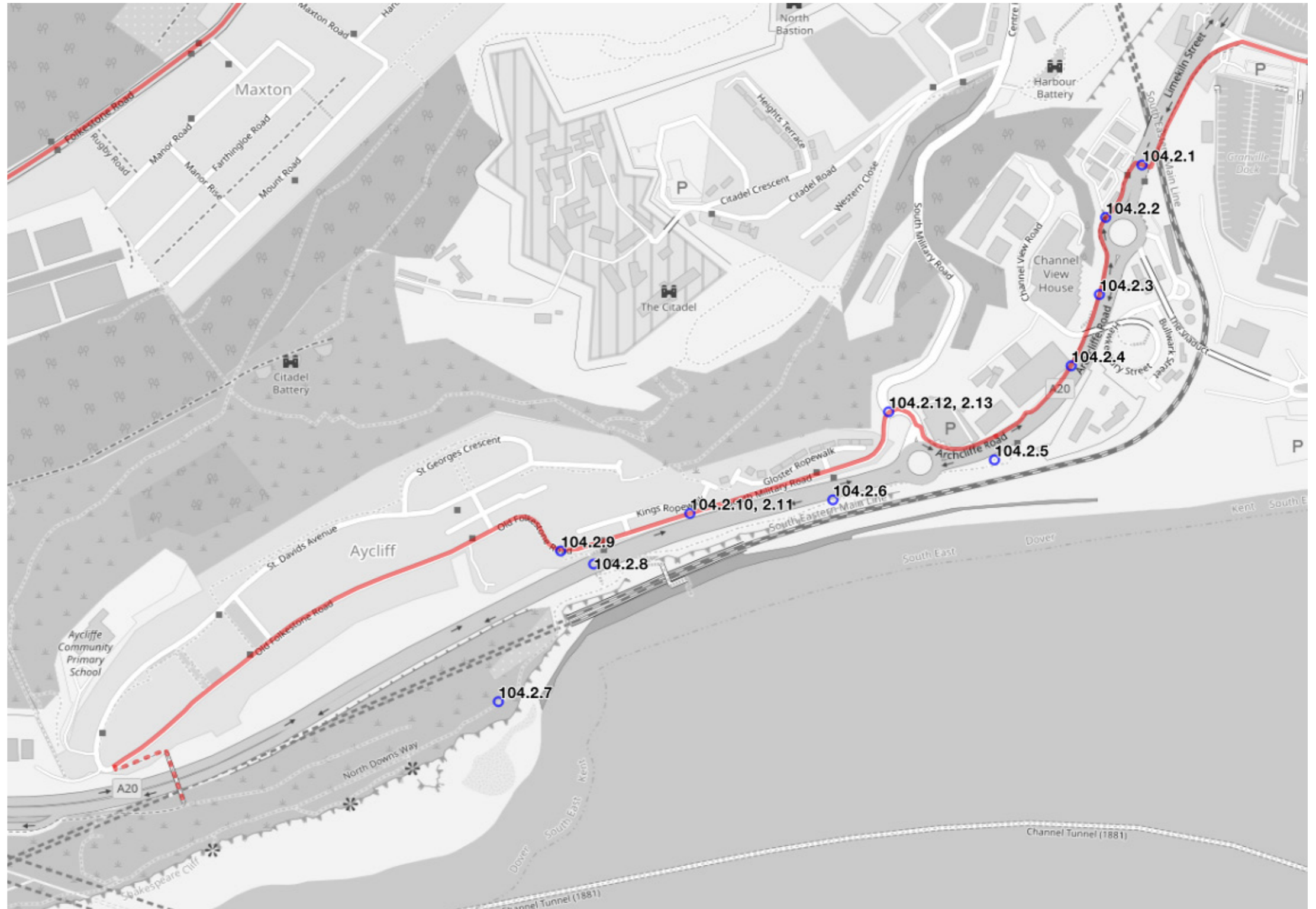
Existing Conditions

Heading westwards away from the marina, the route follows a shared use path (NCN2) alongside the busy A20, as far as the junction with Old Folkestone Rd. Where the shared path ends, the route is then aligned along the quiet Old Folkestone, through Aycliffe, reconnecting to the coastal path via a footbridge over the A20. The route then continues along the recently upgraded NCN2 towards Capel-le-Ferne, also known as the North Downs Way - a long distance footpath through from Dover to Farnham, Surrey.

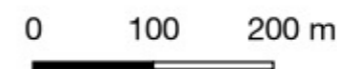
Traffic data analysis is required through Aycliffe to determine the traffic volume and speed, to identify where traffic calming measures are required.

Barriers to Walking and Cycling

The section of the route along NCN2 from the marina to Aycliffe is along a shared use path adjacent to the busy, noisy A20, which is unwelcoming and likely to be a barrier to people travelling to/from Aycliffe. The path gives way to motor-vehicles at side junctions and there is a lack of verge/buffer between the path and A20, likely to be a safety concern for less confident path users or families.



Route 104 Map 2



Through Aycliffe, the cycling/wheeling route is on no-through roads, likely to see low traffic volumes, but there are no existing traffic calming measures. There are two underpasses that connect to a narrow footpath on the cliff side that are overgrown with vegetation, and exposed to littering and fly tipping.

Recommendations

- 104.2.1 Upgrade existing two-stage crossing to straight-across toucan crossing. Remove street clutter where possible.
- 104.2.2 Reduce corner radii by building out footways, and introduce priority crossings (e.g. continuous footway) across access roads to BP garage. Improve surfacing where required.
- 104.2.3 Widen shared use path adjacent to A20 where possible, and introduce low-level planting to create buffer.
- 104.2.4 Reduce corner radii by building out footways, and introduce priority crossing (e.g. continuous footway) across eastern access road to Megger Ltd car park.
- 104.2.5 Feasibility study to improve access from Megger car park to path that runs adjacent to Western Heights Roundabout. Improve lighting and visual appearance of underpass. Agree maintenance regime to cutback vegetation and remove litter. Build out footway on southern edge of roundabout to connect with path that runs adjacent to A20 towards Aycliffe.
- 104.2.6 Reduce corner radii by building out footways, and introduce priority crossing (e.g. continuous footway) across western access road to Megger Ltd car park.
- 104.2.7 Reduce corner radii by building out footways, and introduce priority crossing (e.g. continuous footway) across junction with South Military Rd.
- 104.2.8 Traffic data analysis to determine suitability of Old Folkestone Rd for a quiet wheeling/cycling route. Create 20mph zone through traffic calming measures and enforcement.
- 104.2.9 Feasibility study to improve appearance of noise barriers between Old Folkestone Rd and A20 (e.g. green wall).



104.2.1 Lack of pedestrian/wheeler priority



104.2.5 Narrow path



104.2.9 Poor street environment



104.2.2 Wide junction and poor pedestrian provision



104.2.6 Lack of pedestrian/wheeler priority



104.2.10 Poor surface condition



104.2.3 Poor pedestrian provision



104.2.7 Wide junction and poor pedestrian provision †

104.2.10 Feasibility study to improve access from Aycliffe to path that runs adjacent to A20. Improve lighting and visual appearance of underpass. Agree maintenance regime to cutback vegetation and remove litter. Improve transition to path from Old Folkestone Rd.



104.2.4 Lack of pedestrian/wheeler priority



104.2.8 Lack of traffic calming

- Recommendation Location
 - Walking/Cycling Route
 - - - Indicative Route Link
 - Former Connaught Barracks Site
- Map Source: OpenStreetMap



Route 106 Map 1



Dover section

Route 106: Ferry Port to St Margaret's at Cliffe, via Upper Road (NCN1)

Route Description

This route connects the ferry terminal to the National Trust White Cliffs Visitor Centre and the village of St Margaret's at Cliffe. Connecting to Route 104 at its western point, this provides a direct link between St Margaret's and Capel-le-Ferne, via the waterfront and town centre. It follows National Cycle Network route 1 (NCN1) via off-road paths up to the cliffs and then along Upper Road.

Background

The route follows NCN 1. The first part of this route along the cliff path is an important link under the PCT scenarios, with moderate levels of cycling despite the steep inclines and stepped access. Improvements that help address the access issues, particularly for wheeled users along this route will increase the cycling potential.

Existing conditions

The route from the ferry terminal to the National Trust White Cliffs Visitor Centre is along a narrow, steep footpath, with several sections with steps that have had channels installed for use by two-wheeled cycles.

Apart from a short section along the access road to the visitor's centre, the paths throughout the White Cliffs reserve are traffic-free and rural in nature – largely unsealed and unsuitable for wheeling. The section of the route along Upper Rd is on-road, with plenty of space either side that could be suitable for a segregated walking and wheeling facility, subject to permission by the landowner.

Barriers to Walking and Cycling

The cliff path connecting Athol Terrace to the National Trust White Cliffs Visitor Centre, is a major barrier to cycles, buggies, bike-trailers and anyone with impaired mobility. Where the path is step-free, it is narrow and steep, and exposed.

Bicycle channels along the stepped sections have been installed too close to the edge of the path, making them unfit for purpose.

Paths through the White Cliffs reserve are narrow, steep and sometimes unsealed. Several physical barriers to restrict access to unauthorised users will restrict some valid users (e.g. buggies, bike-trailers and wheelchairs) and necessitate cyclists to dismount.

Upper Rd lacks footways along the entire section, and walkers, wheelers and cyclists are required to use the road, with traffic travelling at the national speed limit, which is entirely inappropriate for a cycling/wheeling. The environment discourages long-distance wheeling/cycling and it is likely that only a segregated walking and cycling route is suitable here.

The entire route is unlit, meaning it is unlikely to be suitable for people travelling between Dover and St Margaret's at Cliffe during low-light conditions.

Recommendations

- 106.1.1 Feasibility study to provide a safe, accessible walking and wheeling route up the cliff from Athol Terrace to Upper Rd, e.g. introducing low gradient path through green space, east of the A2.
- 106.1.2 Replace barrier (kissing gate) at the top of the cliff with bollards, at access to Upper Rd. Improve transition from path to National Trust access road.
- 106.1.3 Work with the National Trust to provide safe walking and cycling route along access road, from Upper Rd to visitor's centre.
- 106.1.4 Work with the National Trust to improve cycle parking and step-free access to the visitor centre from the existing path (NCN1).
- 106.1.5 Work with landowner to upgrade path (NCN1) through National Trust White Cliffs reserve to minimum 3.0m, and remove barrier (kissing gate).
- 106.1.6 Work with landowner to replace two barriers (kissing gates) between White Cliffs reserve path (NCN1) and HM Coastguard centre access road with more accessible option.
- 106.1.7 Replace barrier on access road to HM Coastguard Maritime Rescue Co-Ordination Centre with bollards, to

ensure access onto NCN1 for pedestrians, wheelers and cyclists.

- 106.1.8 Feasibility study to provide a safe walking and wheeling route on Upper Rd to St Margaret's at Cliffe, such as shared use facility (minimum 3.0m width) either side of the road. Implement and enforce a slower speed limit.



Dover to Deal link

Link section L1: White Cliffs - Kingsdown

Existing conditions

Upper Road is not an ideal environment for novice and occasional cyclists. Fast moving traffic noted. Road width is tight with just enough space for motor vehicles to pass in opposite directions. Double yellow lines have been installed both sides of the road for over half this section to discourage car parking. This section is exposed to cross winds which can affect cyclist's stability. Great views can be enjoyed along the way.

St. Margaret's at Cliffe is a delightful medieval village with period properties and an archetype duck pond. The current alignment runs parallel with Station Road which is congested during peak travel times and with seasonal holiday traffic. The traffic free descent to Oldstairs Road is a delight! Testament to what can be achieved with a simple point closure midway along the track. Credit to Kent County Council Highways for years of negotiations with land and home owners resulting in funding and resurfacing of a worn out, potholed farm track!

Barriers to Walking and Cycling

Upper Road: fast moving traffic, restricted carriageway width, crosswinds, not considered safe for vulnerable road users.

Lack of way marking and cyclist warning signs to inform motorists. Lack of safe refuges along the way. Cyclists exposed when encountering two way traffic.

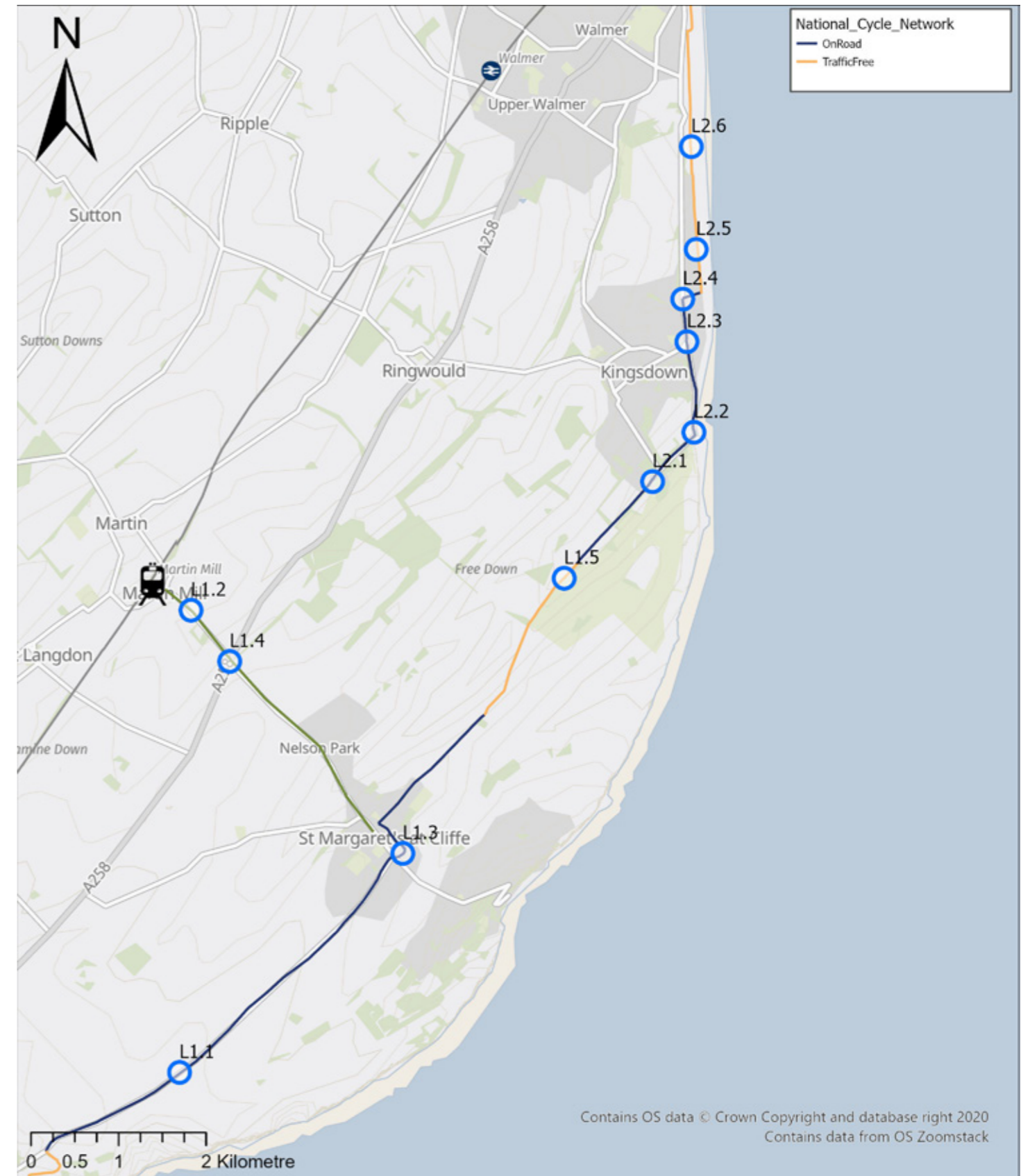
Way-marking through St. Margaret's at Cliffe is sub-standard. Width, sightlines, congestion and parked cars by primary school is an issue.

Opportunities for walking and cycling

A segregated field/road edge path beside Upper Road would transform this sub-standard section of NCN1 and provide a key section suitable for all users including walkers, the less able and novice cyclists. Signed link to Martin Mill Station to enable users to avoid steep climb to Dover Castle.

Recommendations

- L1.1 Continuation of 106.1.8: Seek landowner consents and other permissions for segregated field/road edge shared use path. Way-marking and cyclist warning signs to alert motorists along the way.
- L1.2 Sign link along Station Road to Martin Mill Train Station. 20mph Zone. Way-finding.
- L1.3 Cyclist warning sign and way-marking by primary school.
- L1.4 Design and engineering assessment to improve level of service across A258 staggered crossing.
- L1.5 Establish maintenance schedule to manage vegetation cut back along route as width is confined to one way traffic.





L1.3 Provide cyclist warning signs by school



L2.1 Gateway and waymarking



L1.4 Improve crossing of A258



L2.2 Parking restrictions



L1.5 Vegetation management



L2.5 Widen shared use path



L2.6 Repair surface

Link section L2: Kingsdown - Deal

Existing conditions

The initial on-road section out of Kingsdown beside the beach is the only desirable alignment. No available space to widen beachside as the road margin contains ecological value.

This location can be prone to storm surges so unlikely to be considered suitable for any on-beach infrastructure solutions. Undercliffe Road is congested during the holiday season and weekends as Old Stairs Bay is a fantastic destination!

Cliff Road Boundary Road is the first surfaced access road to the beach leading to a near perfect walking and cycling experience.

Wellington Parade is an unsurfaced private road lined by impressive period and contemporary properties landside and a well surfaced but narrow, adjacent shared use walking and a cycling path beachside.

The pedestrian track is well surfaced whereas the cycle track surface dressing is showing signs of wear and tear and is breaking up in places, particularly along the beach hut and fishing boats section.

Both tracks continue to Deal Pier where cyclists are signed to join the Prince of Wales Terrace carriageway.

Barriers to walking and cycling

Parked cars along Undercliffe and Cliffe Road. Wellington Parade is narrow.

The segregated cycle path's surface dressing has worn over time due to wear and tear. There are potential trip hazards or instances where cyclists divert into the adjacent segregated pedestrian path to avoid pot holes.

Opportunities for walking and cycling



This is considered one of the best NCN beach side routes in the South of England and usage is high.

Application of a new cycle track surface dressing plus new signing and separation measures would result in an exemplar route. The segregated pedestrian route surface is in very good condition.

Recommendations

- L2.1 Gateway and waymarking.
- L2.2 Parking restrictions – install yellow lines to accommodate passing points.
- L2.3 Way marking and warning signs to alert motorists of cycle route.
- L2.4 Gateway and way-marking.
- L2.5 Widen Wellington Parade walk/cycle path into private road. Surface private road, both subject to landowners consent.
- L2.6 Repair worn sections and potholes and apply new surface dressing to 1600m cycle track.
- L2.7 Improve and surface selected access footpaths to enable less able user's access to the path.

Key

-  Intervention
-  Route 101



Deal section

Route 101: Sandown Castle – Walmer Castle and Gardens

Route Description

This is a key north-south route in Deal, broadly following the existing NCN1 alignment along the seafront and connecting cyclists to the town centre and popular tourist attractions. The route forms an integral part of the route network in Deal and therefore interventions focus on providing legible wayfinding, accessibility and safety.

Background

The NCN1 connects Deal and Sandwich to the north of town, and Dover to the south. The route is both a key connection to neighbouring coastal towns and a picturesque north-south coastal route, providing leisure and active travel opportunities to visitors and residents alike.

This route isn't a strong corridor in the PCT school and commuting analysis, however this is more of a leisure focussed route.

Existing conditions

The southern section of the route, from Walmer Castle to Deal Castle, benefits from a high quality off-road cycle path along the seafront. The route shares a wide asphalt footway, with the cycle lane designated by thermoplastic markings – this section is not designated as shared use.

From Deal Castle to Deal Pier, the delineated cycle path and footway merge into a shared use footway. During the summer months the shared use section of the NCN1 alignment experiences high volumes and instances of conflict between pedestrians and cycle users.

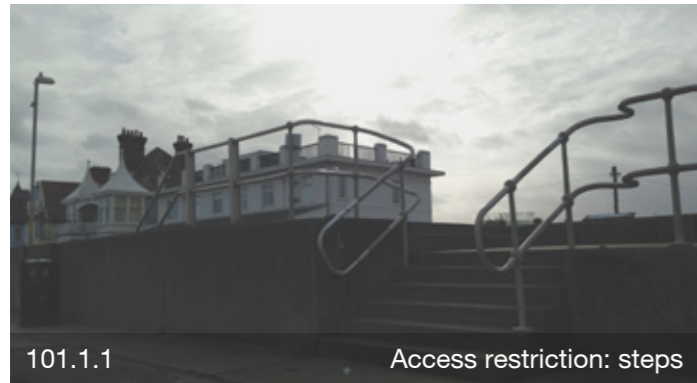
At Deal Pier, northbound cyclists are required to rejoin the carriageway, following Beach Street/The Marina until Godwyn Road. Beach Street/The Marina is a long straight road with wide lanes and multiple adjoining side-roads. Along this road, vehicle speeds are high, as is the potential for conflict between turning vehicles and cyclists.

Barriers to Walking and Cycling

The southern section of the route offers a good level of service for cyclists however potential users may be hesitant to use the middle and northern sections of the route due to fast moving traffic on Beach Street/The Marina. Similarly, pedestrians may feel unsafe on the shared footway, south of the pier, due to possible interaction with cycle users.

Recommendations

- 101.1.1 Create a point of access to the seafront promenade for cycles and pedestrians on Godwyn Road by removing the staircase and introducing dropped kerbs
- 101.1.2 Update NCN1 alignment to follow the seafront promenade, instead of Beach Street/The Marina, and widen path
- 101.1.3 Move most eastern parking bays outside the Royal Hotel west to allow space for widening the seafront path
- 101.1.4 Create a shared use path (and widen) in front of The Royal hotel and adjoining car park
- 101.1.5 Reduce carriageway width and increase footway at the Broad Street/Beach Street Roundabout and between Deal Castle and the Royal Hotel, in order to increase capacity for pedestrians and cycles.



101.1.1 Access restriction: steps



101.1.5 † Lack of capacity and user conflict

Gateways

Gateway features are proposed at a number of locations along the Three Towns route (see L2.1, L2.4 and L3.1). They draw peoples' attention and make the route more prominent, as well as adding local visual interest. Principally they are a wayfinding tool, providing continuity and reassurance for the route user that they're still very much on the right route.

The images below provide some sources of inspiration for different approaches to gateway features that could be employed on the Three Towns route



Examples of floor designs



101.1.2 Current alignment on parallel busy road



Examples of vertical elements



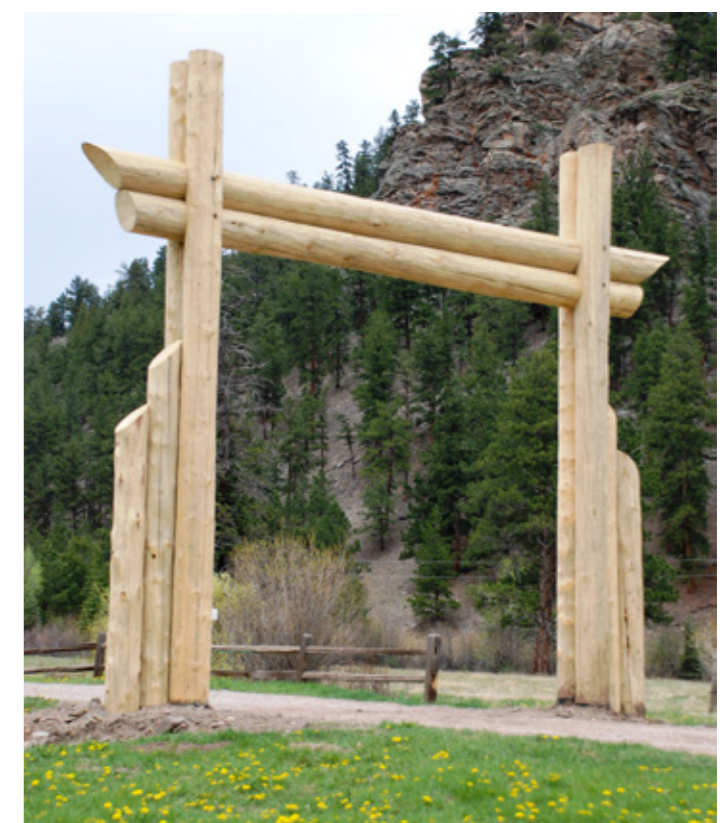
Example of entrance structure



101.1.3 Narrow path and user conflict



101.1.4 Narrow path, lacking shared use capacity



† Image sourced from Google Street View.

Deal to Sandwich link

Link section L3: Deal - Sandwich

Existing conditions

NCN1 continues on Beach Street beyond the Royal Hotel where the road narrows and kinks resulting in poor sightlines. A sea defence promenade skirts behind the hotel linking South and North Promenades.

Beach Street is lined by mostly period terraced residential properties and each facing horizontal parking bays. The North Promenade runs beachside of the parking bays and is serviced by two open flood defence gates which also provide access points onto the Promenade and beach.

NCN1 continues on highway via The Marina before diverting inland along Godwyn Road to Golf Road. Betteshanger Country Park is less than 1km away however is severed by the main railway line. The route is however signed on road using its previous name of Fowlmead CP via Southwall Road.

Golf Road's status changes as it follows a private road through the Royal Cinque Ports Golf Club course passing its period clubhouse. The road has been the subject of improvement and resurfacing in recent years by Kent County Council. Rough unmade passing places noted along the way. An ancient highway passes through the golf course adjacent to Golf Road providing a segregated alternative for walkers but is not suitable for the less able due to surface condition. The kink in the road at Walnut Tree Farm has confined width and very poor sight lines.

Sight lines are also poor at Greenacres and the Chequers Kitchen Cookery School. Manned toll barriers are in place either side of the Sandwich Bay Estate Road and the fee charged is a deterrent for motorists and reduced vehicle numbers not associated with the Estate or Golf Clubs.

NCN1 continues some 2,300m on highway following Guildford Road and Sandown Road to a traffic free shared use walking and cycle path beside the River Stour to the Quay and Sandwich High Street.

Barriers to walking and cycling

Golf Road traffic. Poor sight lines along Golf Road. Unmade passing points and their exposed road edges are potential trip hazards.

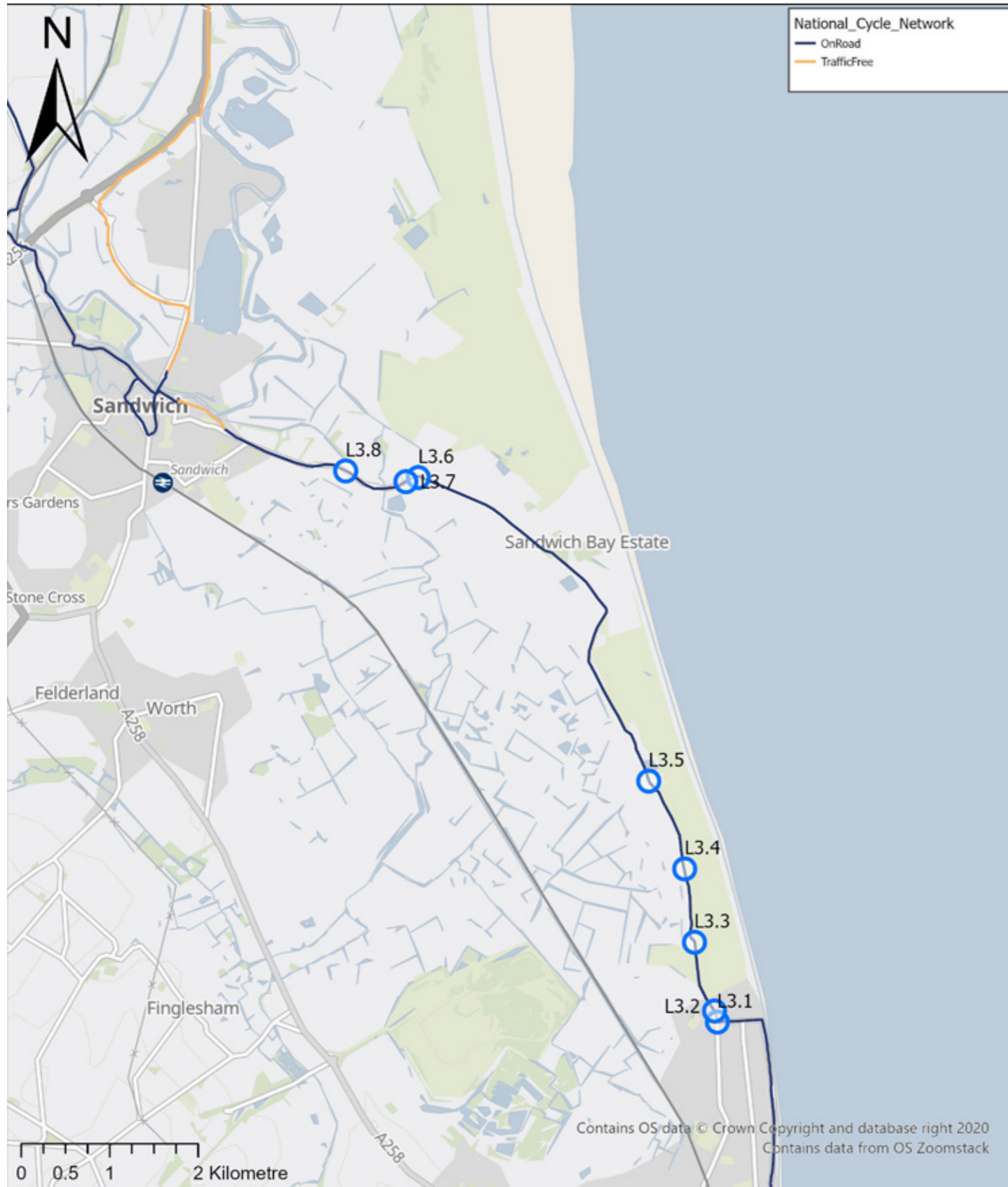
Opportunities for walking and cycling

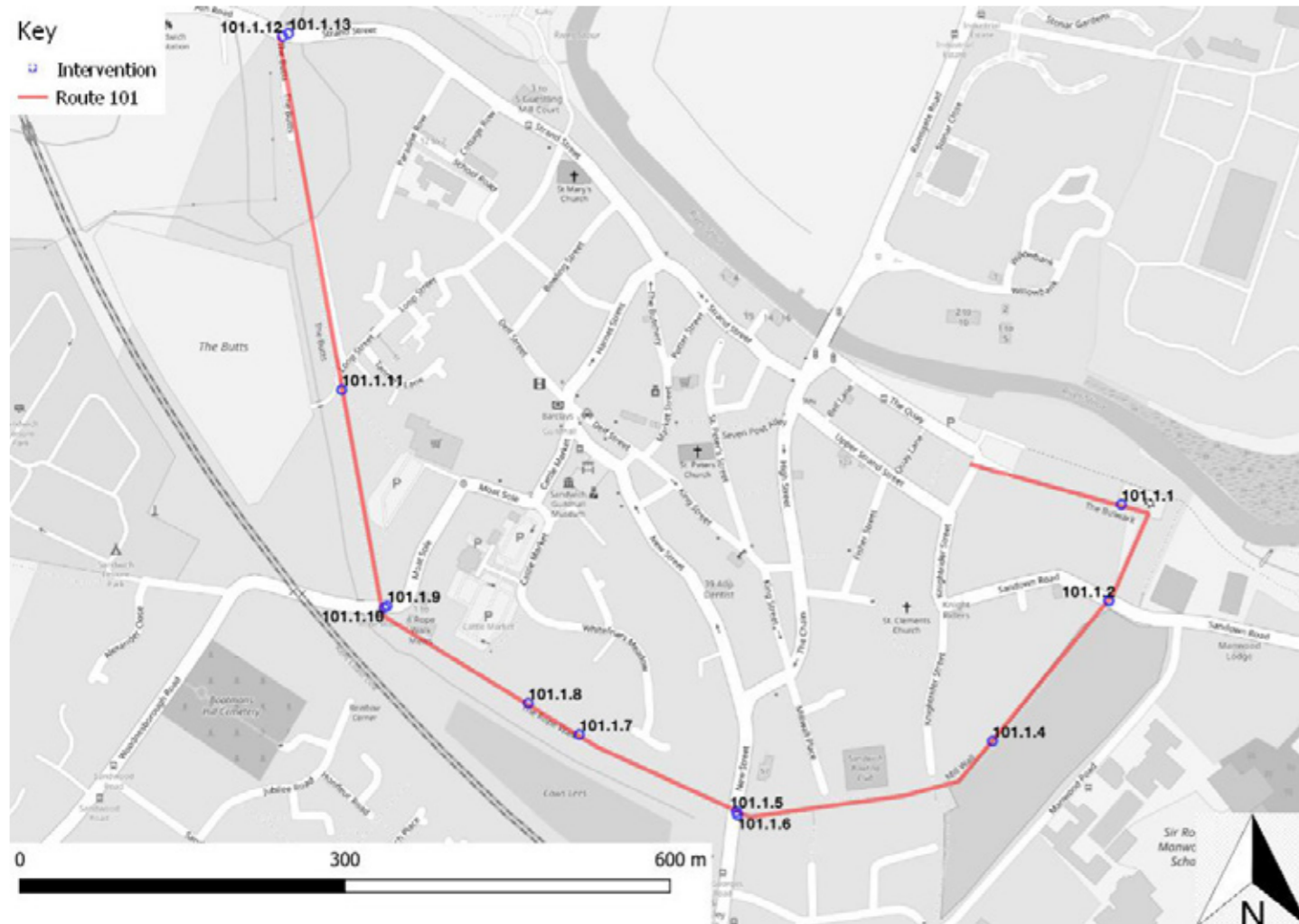
This is a very popular section of NCN1 for both touring and leisure cycling and has the potential to offer a high quality route experience for all user levels and capabilities.

Recommendations

- L3.1 Gateway and way-marking.
- L3.2 Repair and resurface highway approach to Royal Cinq Ports Golf Club.
- L3.3 Provide cyclists warning signs either side of blind spot.
- L3.4 Repair and resurface passing bays and make good road edges along Golf Road.
- L3.5 Cyclist warning signs either side of blind spot by Chequers Cookery School.
- L3.6 Code of conduct information boards at both Sandwich Bay Toll Stations.
- L3.7 Reduce national speed limit to 30mph speed limit. Cycle symbols waymarking along Guildford Road.
- L3.8 Introduce priority give way traffic calming at 30 mph zone, residential area east of Little Sandown Farm. Cycle symbols waymarking along Sandown Road.







Sandwich section

Routes 101 - 'the Sandwich Arc' and 102 - NCN1

Route Description

Sandwich is strategically significant to the National Cycle Network with both NCN1 and NCN15 running through it. NCN1 runs from Deal in the south east and Canterbury to the west. The existing alignment of NCN enters Sandwich via Sandown Road from the east and exits via Richborough Road to the north. Due to the town's one way system, entering Sandwich from the east - heading west - requires the route user to perform a short, but complicated and often congested detour.

Realigning NCN1 onto proposed Route 101 from the Sandwich report - 'the Sandwich Arc' - offers the route users a safer, more pleasant and direct route through the town. The realignment includes bringing route users onto Mill Wall from Sandown Road at the site of the proposed parallel zebra crossing. NCN1 users re-join the previous alignment on Strand Street before turning right and continuing north on Richborough Road.

Background

In Sandwich, NCN 1 intersects with NCN Route 15, making the town a key interchange for cycle tourists, day-trippers and local residents using the two routes for exercise, leisure, work and to access neighbouring towns, including Canterbury, Dover and Ramsgate. As discussed above, PCT data demonstrates that an accessible east-west cycle route through the town (utilising NCN1), is crucial to increasing modal share on both work and school commutes.

Existing conditions

The existing NCN1 alignment uses roads in the town centre (High Street, New Street, Harnet Street and Strand Street). Currently, these roads lack protection for cyclists. On some roads, the carriageway is between 3.2m-3.9m wide one-way - a width considered dangerous, as it encourages drivers to consider overtaking cyclists in close proximity. Due to the priority of vehicle movements on the current alignment it is possible that route users will share the

narrow carriageway with heavy goods vehicles and high volumes of traffic.

Barriers to Walking and Cycling

The existing NCN1 alignment does not contain physical barriers (such as chicanes), however, the quality of the route is affected by confusing wayfinding and safety concerns from sharing narrow roads with vehicles. These barriers may be significant enough to dissuade potential users.

For those choosing to walk, the current alignment offers a poor level of service in terms of footways and crossing points.

Recommendations

- 102.1.1 Introduce double yellows to restrict parking on western side of Sandown Rd
- 102.1.2 Realign NCN 1 to continue on Sandown Rd and to join at entrance to The Bulwark/ Mill Wall (past the right turn on to existing alignment towards River Stour).
- 102.1.3 Realign NCN to continue through Sandwich along Route 101, with the following recommendations from Route 101 'the Sandwich Arc' recommendations in the Sandwich town report:

- 101.1.1 Permit cycling on The Bulwark and widen to minimum 3m where possible
- 101.1.2 Introduce parallel zebra on Sandown Rd to connect The Bulwark to Millwall
- 101.1.3 Remove barriers and brick pillars at existing crossing
- 101.1.4 Permit cycling on Mill Wall and widen to 3m where possible
- 101.1.5 Convert zebra crossing to parallel zebra crossing on New Street to connect Mill Wall to The Rope Walk
- 101.1.6 Remove steps and introduce ramp/ gradient
- 101.1.7 Permit cycling on Rope Walk and widen to 3m where possible
- 101.1.8 Address safety issue of steep bank on western side of the path
- 101.1.9 Remove or reduce parking south of The Butts to provide space for safe crossing

- 101.1.10 Introduce parallel zebra on Woodnesborough Rd connecting Rope Walk to The Butts
- 101.1.11 Permit cycling on The Butts and widen to 3m where possible
- 101.1.12 Introduce zebra crossing connecting the Butts to Gazen Saltz Nature Reserve
- 101.1.13 Remove fence/barrier at entrance to Gazen Saltz Nature Reserve



101.1.1 Narrow path and lack of cycle provision



101.1.8. Narrow path and lack of cycle provision



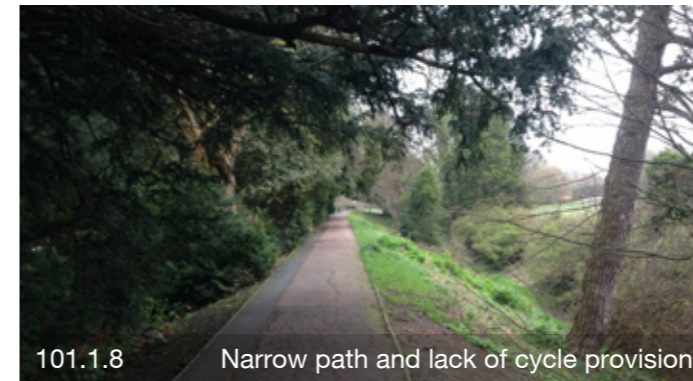
101.1.10 Lack of formal crossing



102.1.1 Streets narrowed by on-street parking



101.1.2. Lack of formal crossing



101.1.8 Narrow path and lack of cycle provision



101.1.11 Narrow path and lack of cycle provision



101.1.3 Access restriction – (barrier).



101.1.8 Narrow path and lack of cycle provision



101.1.12 Lack of formal crossing



101.1.5 Lack of cycle provision



101.1.9 Accessibility restriction (parking)



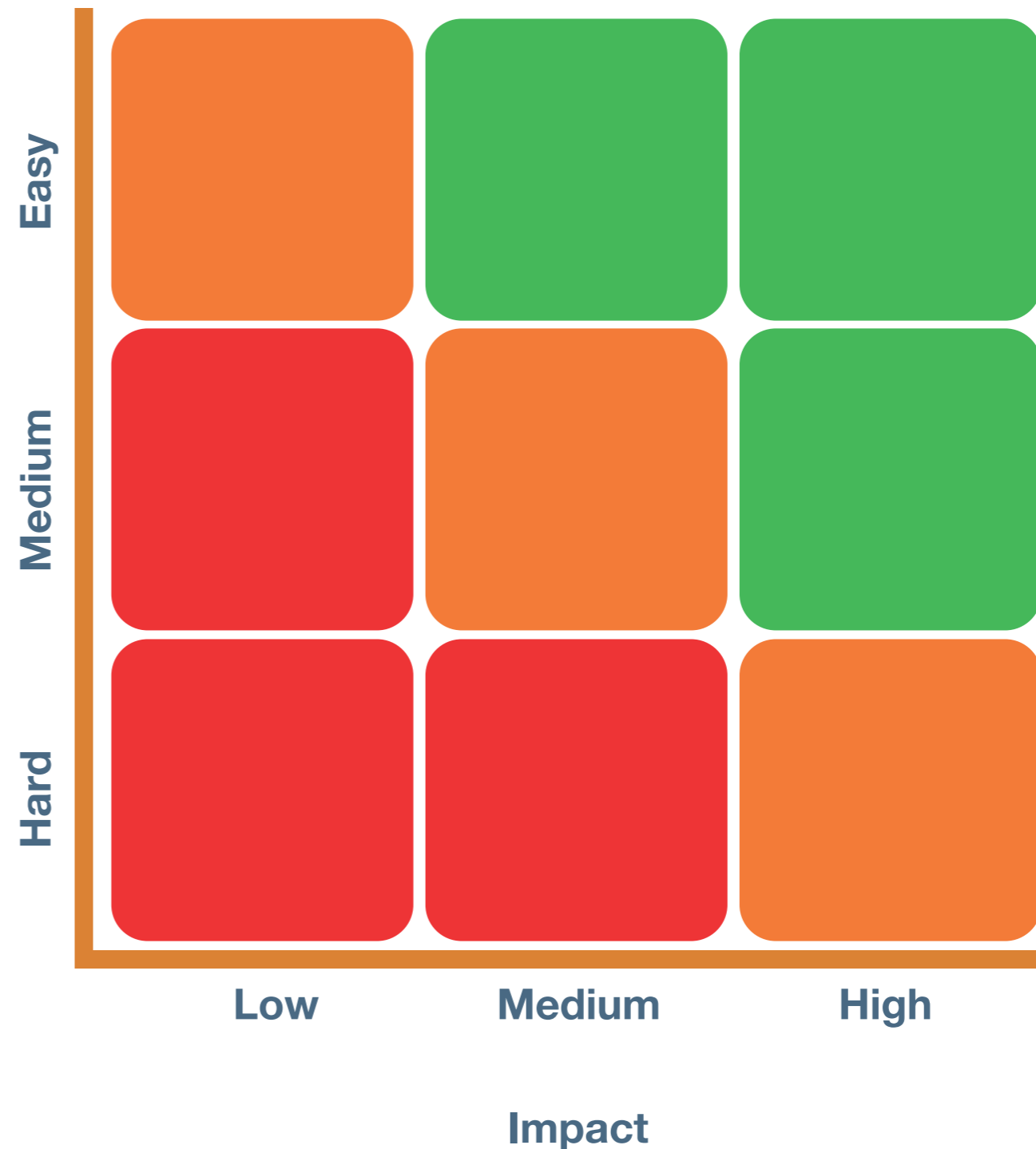
101.1.13 Access restriction – (barrier)

Deliverability and Impact of Proposed Interventions

The following table details the potential deliverability and impact of the proposed interventions described in this report. The objective of this exercise is to differentiate the interventions from each other. This will enable decision-makers to identify ‘quick wins’ (interventions that are easy to deliver and high impact), as opposed to interventions that may be costly and/or challenging to install, and have limited impact. There are, of course, many in between, for example, interventions that offer high impact, but may require additional fundraising and/or a more detailed feasibility study.

In order to visually represent deliverability and impact, each intervention has been assigned a colour of red, amber or green, accordingly. This is intended to rank the interventions against each other. Assessments have been made according to Sustrans Design Principles, however, it is recognised that an amount of subjectivity is inherent within the process. Deliverability status has been assigned according to best estimates of cost, ease of collaboration with stakeholders (including landowners) and other potential barriers. Impact status has been assigned according to PCT data and practitioners’ experience of delivering impactful walking and cycling infrastructure.

Deliverability



Intervention	Description of the Intervention	Deliverability (Easy/Medium/Hard)	Impact (Low/Medium/High)	RAG Score
Dover	Route 104: Ferry Terminal to Aycliffe (and Capel-le-Ferne, via NCN2)			
104.1.1	Work with Port of Dover to improve access for pedestrians, wheelers and cyclists to ferry terminal: provide a continuous route without the need for dismount, removal of pinch points, accessible bike parking.	Medium	High	
104.1.2	Introduce formal crossing (e.g. parallel zebra) over East Cliff Rd near the Eastern Dogs Roundabout.	Medium	High	
104.1.3	Resurface and widen, where possible, cycle track from East Cliff Rd to Marine Parade.	Medium	Medium	
104.1.4	Feasibility study to investigate removing traffic from Marine Parade, or installing segregated bi-directional track, to provide safer walking and wheeling/cycling route.	Medium	Medium	
104.1.5	Tighten junction of East Cliff/Marine Parade/A20 to slow traffic speeds.	Medium	Medium	
104.1.6	Improve footpath surface along Marine Parade.	Medium	Medium	
104.1.7	Upgrade existing two-stage crossing to straight-across toucan crossing. Remove street clutter where possible.	Hard	Low	
104.1.8	Build-out footways on north side of Marine Parade, and reduce corner radii at side junctions to improve environment for wheelchair users and people walking.	Medium	High	
104.1.9	Introduce series of informal (e.g. colourful zebra) crossings on Marine Parade to align with pedestrian access points to the waterfront and improve the accessibility for all users of each access point, including removing railings and widening access points. Replace cycle give-ways at each access point, with less visually obstrusive option.	Easy	High	
104.1.10	Continue shared use designation along the waterfront, opposite Waterloo Crescent.	Easy	High	
104.1.11	Feasibility study of segregated bi-directional cycle track on Waterloo Crescent, and Esplanade, Union St to reduce user conflict on the waterfront.	Medium	Medium	
104.2.1	Upgrade existing two-stage crossing to straight-across toucan crossing. Remove street clutter where possible.	Hard	Low	
104.2.2	Reduce corner radii by building out footways, and introduce priority crossings (e.g. continuous footway) across access roads to BP garage. Improve surfacing where required.	Medium	High	
104.2.3	Widen shared use path adjacent to A20 where possible, and introduce low-level planting to create buffer.	Hard	Medium	
104.2.4	Reduce corner radii by building out footways, and introduce priority crossing (e.g. continuous footway) across eastern access road to Megger Ltd car park.	Medium	High	
104.2.5	Feasibility study to improve access from Megger car park to path that runs adjacent to A20 on south side towards bus stop. Agree maintenance regime to cutback vegetation and remove litter.	Medium	Medium	
104.2.6	Reduce corner radii by building out footways, and introduce priority crossing (e.g. continuous footway) across western access road to Megger Ltd car park.	Medium	High	
104.2.7	Reduce corner radii by building out footways, and introduce priority crossing (e.g. continuous footway) across junction with South Military Rd.	Medium	High	
104.2.8	Traffic data analysis to determine suitability of Old Folkestone Rd for a quiet wheeling/cycling route. Create 20mph zone through traffic calming measures and enforcement.	Easy	Medium	
104.2.9	Feasibility study to improve appearance of noise barriers between Old Folkestone Rd and A20 (e.g. green wall).	Medium	Medium	
104.2.10	Feasibility study to improve access from Aycliffe to path that runs adjacent to A20. Improve lighting and visual appearance of underpass. Agree maintenance regime to cutback vegetation and remove litter. Improve transition to path from Old Folkestone Rd.	Medium	Medium	
Intervention	Description of the Intervention	Deliverability	Impact	RAG Score

Intervention	Description of the Intervention	Deliverability (Easy/Medium/Hard)	Impact (Low/Medium/High)	RAG Score
Dover	Route 106: Ferry Port to St Margaret's at Cliffe, via Upper Road (NCN1)			
106.1.1	Feasibility study to provide a safe, accessible walking and wheeling route up the cliff from Athol Terrace to Upper Rd, e.g. introducing low gradient path through green space, east of the A2.	Hard	High	
106.1.2	Replace barrier (kissing gate) at the top of the cliff with bollards, at access to Upper Rd. Improve transition from path to National Trust access road.	Easy	High	
106.1.3	Work with the National Trust to provide safe walking and cycling route along access road, from Upper Rd to visitor's centre.	Medium	High	
106.1.4	Work with the National Trust to improve cycle parking and step-free access to the visitor centre from the existing path (NCN1).	Easy	High	
106.1.5	Work with landowner to upgrade path (NCN1) through National Trust White Cliffs reserve to minimum 3.0m, and remove barrier (kissing gate).	Medium	High	
106.1.6	Work with landowner to replace two barriers (kissing gates) between White Cliffs reserve path (NCN1) and HM Coastguard centre access road with more accessible option.	Easy	High	
106.1.7	Replace barrier on access road to HM Coastguard Maritime Rescue Co-Ordination Centre with bollards, to ensure access onto NCN1 for pedestrians, wheelers and cyclists.	Easy	High	
106.1.8	Feasibility study to provide a safe walking and wheeling route on Upper Rd to St Margaret's at Cliffe, such as shared use facility (minimum 3.0m width) either side of the road. Implement and enforce a slower speed limit.	Hard	High	
Dover-Deal	Link section L1: White Cliffs - Kingsdown			
L1.1	Continuation of 106.1.8: Seek landowner consents and other permissions for segregated field/road edge shared use path. Way-marking and cyclist warning signs to alert motorists along the way.	Hard	High	
L1.2	Sign link along Station Road to Martin Mill Train Station. 20mph Zone. Way-finding.	Medium	Medium	
L1.3	Cyclist warning sign and way-marking by primary school.	Easy	Medium	
L1.4	Design and engineering assessment to improve level of service across A258 staggered crossing.	Medium	Medium	
L1.5	Establish maintenance schedule to manage vegetation cut back along route as width is confined to one way traffic.	Easy	High	
Dover-Deal	Link section L2: Kingsdown - Deal			
L2.1	Gateway and waymarking.	Easy	Low	
L2.2	Parking restrictions – install yellow lines to accommodate passing points.	Medium	Medium	
L2.3	Way marking and warning signs to alert motorists of cycle route.	Easy	Medium	
L2.4	Gateway and way-marking.	Easy	Low	
L2.5	Widen Wellington Parade walk/cycle path into private road. Surface private road, both subject to landowners consent.	Medium	High	
L2.6	Repair worn sections and potholes and apply new surface dressing to 1600m cycle track.	Easy	Medium	
L2.7	Improve and surface selected access footpaths to enable less able user's access to the path.	Medium	High	
Deal	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	
Intervention	Description of the Intervention	Deliverability	Impact	RAG Score

Intervention	Description of the Intervention	Deliverability (Easy/Medium/Hard)	Impact (Low/Medium/High)	RAG Score
Deal-Sandwich	Link section L3: Deal - Sandwich			
L3.1	Gateway and way-marking.	Easy	Low	
L3.2	Repair and resurface highway approach to Royal Cinq Ports Golf Club.	Easy	Medium	
L3.3	Provide cyclists warning signs either side of blind spot.	Easy	Medium	
L3.4	Repair and resurface passing bays and make good road edges along Golf Road.	Medium	Medium	
L3.5	Cyclist warning signs either side of blind spot by Chequers Cookery School.	Easy	Medium	
L3.6	Code of conduct information boards at both Sandwich Bay Toll Stations.	Easy	Low	
L3.7	Reduce national speed limit to 30mph speed limit. Cycle symbols waymarking along Guildford Road.	Medium	Medium	
L3.8	Introduce priority give way traffic calming at 30 mph zone, residential area east of Little Sandown Farm. Cycle symbols waymarking along Sandown Road.	Medium	High	
Sandwich	102: NCN 1 Deal - Sandwich - Fordwich			
102.1.1	Introduce double yellows on western side of Sandown Rd	Easy	High	
102.1.2	Realign NCN 1 to continue on Sandown Rd and to join at entrance to The Bulwark/Mill Wall	Easy	High	
102.1.3	Realign NCN to follow alignment of 'Sandwich Arc'	Easy	High	
Sandwich	101: the 'Sandwich Arc' - Town Quay to Gazen Saltz Nature Reserve			
101.1.1	Permit cycling on The Bulwark	Easy	High	
101.1.2	Introduce parallel zebra on Sandown Rd to connect The Bulwark to Millwall	Medium	High	
101.1.3	Remove barriers and brick pillars at existing crossing	Easy	High	
101.1.4	Permit cycling on Mill Wall	Easy	High	
101.1.5	Convert zebra crossing to parallel zebra crossing on New Street to connect Mill Wall to The Rope Walk	Medium	High	
101.1.6	Remove steps and introduce ramp/gradient	Medium	High	
101.1.7	Permit cycling on Rope Walk	Easy	High	
101.1.8	Address safety issue of steep bank on western side of the path	Medium	Medium	
101.1.9	Remove or reduce parking south of The Butts to provide space for crossing	Medium	Medium	
101.1.10	Introduce parallel zebra on Woodnesborough Rd connecting Rope Walk to The Butts	Medium	High	
101.1.11	Permit cycling on The Butts	Easy	High	
101.1.12	Introduce zebra crossing connecting the Butts to Gazen Saltz Nature Reserve	Medium	High	
101.1.13	Remove fence/barrier at entrance to Gazen Saltz Nature Reserve	Easy	High	
Intervention	Description of the Intervention	Deliverability	Impact	RAG Score