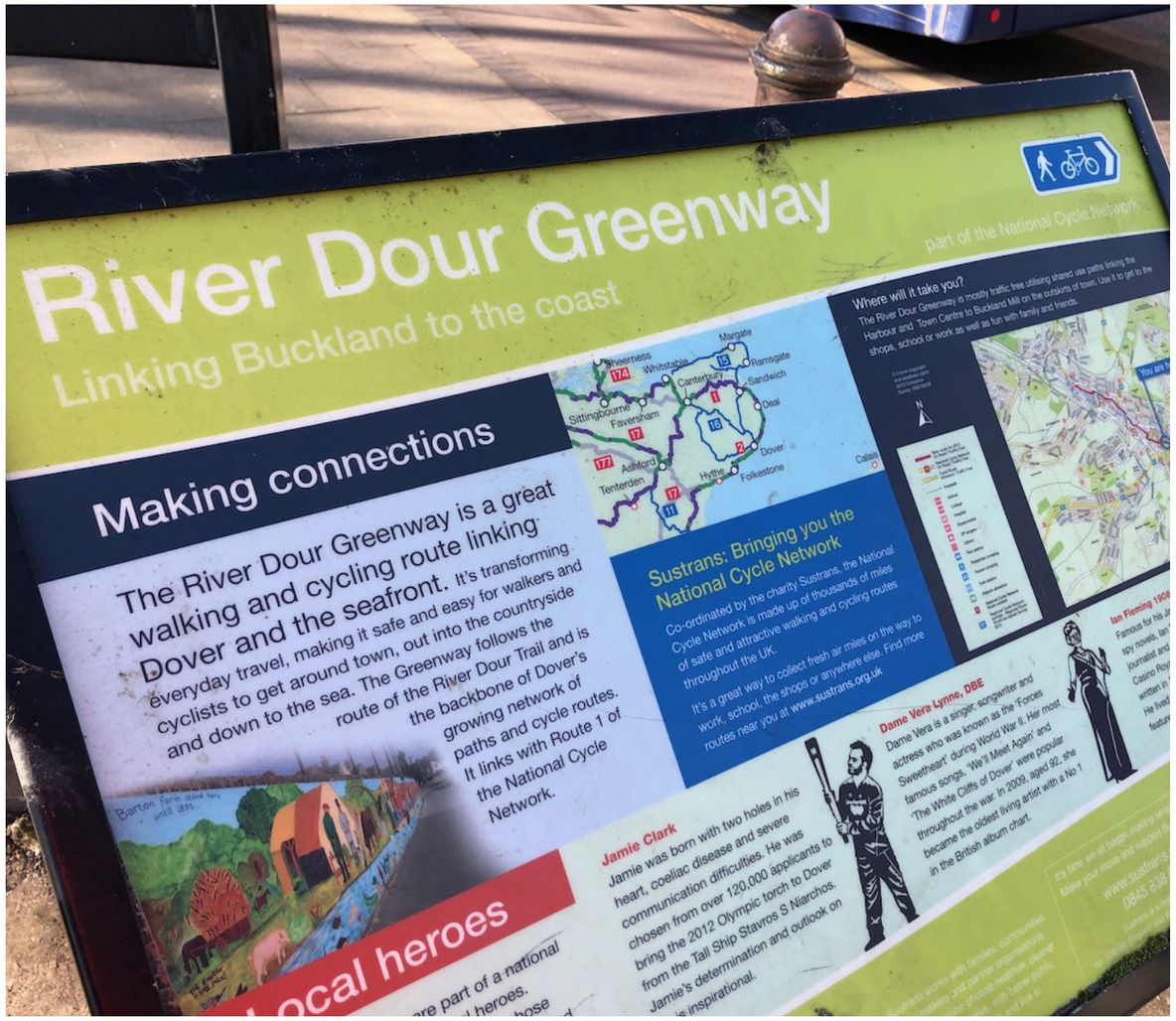
Dover District Audits

Dover

April 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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Contents

Introduction	1
Case Studies	5
Sustrans design principles	7
PCT Commute Data	12
PCT School Data	13
101: Waterfront to Kearsney Abbey Gardens	19
102: Buckland Mill to Whitfield	25
103: Whitfield to Kearsney Abbey Gardens	30
104: Ferry Terminal to Aycliffe (and Capel-le-Ferne, via NCN2)	34
105: River Dour Greenway to Capel-le-Ferne, via Dover Priory Station	38
106: Ferry Port to St Margaret's at Cliffe, via Upper Road (NCN1)	42
107: River Dour Greenway to Burgoyne Heights, via Connaught Park	44
108: Dover Priory Station to Holmestone Rd Trading Estate	48
T1: Tower Hamlets Area Focus Recommendations	54
Deliverability and Impact of Proposed Interventions	57

† Image sourced from Google Street View.

Introduction

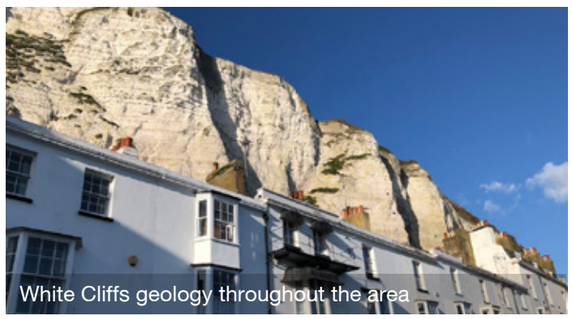
Description of the Area

Dover is the largest town in the Dover District with a population of more than 45,000. It is characterised by its White Cliffs, proximity to the European mainland at the narrowest section of the English Channel, and its busy port - the Port of Dover - England's busiest cruise port, Europe's busiest international ferry port, and a major port for freight, particularly for fruit and other perishables[1].

The central valley that runs through Dover - formed by the River Dour - and the associated ridges that surround the town, have heavily influenced the way housing, transport infrastructure, and business and industry districts have developed in the area. There are quite distinct urban areas and the higher ridges around the town have resulted in a rich military heritage: Roman and Napoleonic forts, and defence structures from both World Wars, are characteristic of the town, and the famous Dover Castle that overlooks the port is a popular tourist attraction.

The white chalk cliffs of the south east coastline are a significant feature of the district, well-known across the country and a major tourist attraction for both domestic and international visitors. The cliffs have been a sign of hope and freedom for centuries and millions of people wonder at them every year as they cross the Channel[2].

1https://www.dovermuseum.co.uk/Dover-History/Dover-History.aspx
2 https://www.kentdowns.org.uk/visit/50-places-to-visit/white-cliffs-of-dover/



White Cliffs geology throughout the area

Economy

The backbone of the Dover economy is the shipping and port logistics at the Port of Dover, which handles over £89million of trade each year and supports more than 22,000 jobs in the local economy. The manufacturing industry is another significant employer within the district, as well as Bio-Technology, food production and logistics[3].

The historic and natural sites in Dover, particularly the White Cliffs and Dover Castle, attract a tourism industry worth more than £100million and account for 7% of employment in the local economy. Visitors to the town include domestic tourists, international tourists travelling through the Port of Dover to other destinations in the UK and Ireland, and cruise ship passengers. Efforts to increase connectivity and accessibility between Dover's tourist attractions, particularly between the castle and the town centre, and measures to encourage visitors to spend time within the town centre and along the waterfront will help to enhance the impact of tourism on the local economy.

Despite its connected location, proximity to London and the strong industrial sector, some areas of the town are within the top 10% most deprived areas of the country, namely St Radigund's, Town and Castle, Buckland, and Whitfield[4]. Unemployment in Dover was at 3.6% in January 2020, which is higher than the Kent average (2.8%).

3https://www.investindover.co.uk/Why-Dover/Major-Employers/Major-Employers.aspx
4https://www.kent.gov.uk/__data/assets/pdf_file/0006/7953/Indices-of-Deprivation-headline-findings.pdf



Dover Ferry Port

Transport

The roads leading into Dover are of international significance due to the 2.5 million freight vehicles, 80,000 coaches and more than 2 million cars that travel through the Port of Dover each year. Two major highways serve Dover: the A2, which skirts the east of town from the Port, dissecting Dover from Whitfield, and the A20, which heads west from the Port towards Folkestone, separating the waterfront from the town centre. The A20 carries around 80% of the 5 million vehicles and 13.7 million passengers who travel through the port each year[5].

Running through the central valley of Dover – the River Dour – the busy A256 London Rd sandwiches the town centre in a one-way system south of Buckland Mill, which runs towards the coast on the eastern branch and away from the coast on the western branch. The nature of London Rd – dual carriageway with high traffic speeds, and sections with on-road parking, narrow footways and lack of safe facilities for wheeling/cycling – acts as a major severance between the town centre and surrounding areas.

From Dover's central train station, Dover Priory, High Speed Rail 1 (HS1) connects the town to central London in just over an hour, with other train services to Sandwich, Deal, Folkestone, Ashford, and Canterbury and beyond.

There is a vast network of Public Rights of Ways (PROWs) in and around the town, as well as the North Downs Way National Trail (153 mile trail that starts and ends in Dover) and several existing signed cycle routes (including National Cycle Network routes NCN 1 and NCN 2). The existing routes offer opportunities for enhancing the walking and cycling network in and around the town, as well as connections to other areas of the district.

5 http://tearchitect.co.uk/files/a-new-front-for-dover-reconnecting-land-and-sea.pdf

Active Travel Policy

The Dover District Cycling Plan[6] (2008-2013), albeit out of date, demonstrates the appetite for improving cycling in Dover. The Plan proposes four areas of focus, including new cycle links, maintenance of old links, and behaviour change initiatives. It highlights the need for new routes to connect to existing routes, particularly off the spinal River Dour Cycle Path, and to use opportunities to link to public rights of way. The plan also addresses the need to consider both residents and tourists when planning any new routes.

More current policies include, at the national scale, The Department of Transport's Cycling and Walking Investment Strategy[7] (2017), which makes a commitment to supporting walking and cycling infrastructure projects. The Kent Active Travel Strategy[8] and its 2018/19 Action Plan[9] provide further context and tone for activities and initiatives that encourage and facilitate active travel within the Dover District. It includes intent to integrate active travel into planning; provide and maintain appropriate routes for active travel; and support active travel in the community.

6https://www.kent.gov.uk/__data/assets/pdf_file/0005/7862/Dover-cycling-strategy.pdf
7https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/874708/cycling-walking-investment-strategy.pdf
8https://www.kent.gov.uk/__data/assets/pdf_file/0007/71773/Active-Travel-Strategy-information.pdf
9https://www.kent.gov.uk/__data/assets/pdf_file/0009/83925/Active-Travel-action-plan-2018-2019.pdf



Portrait benches where NCN1 and NCN2 meet

† Image sourced from Google Street View.

From November 2019 to January 2020, the District's draft growth strategy for tourism and the visitor economy 2020 to 2030 underwent public consultation. Objective 5 sets aside plans to see an upgrade in infrastructure, with visitors, accessibility and sustainability at its heart, including lobbying, supporting and investing in cycling and walking infrastructure to 'improve connectivity and accessibility, and encourage 'greener' and more sustainable transportation'[10].

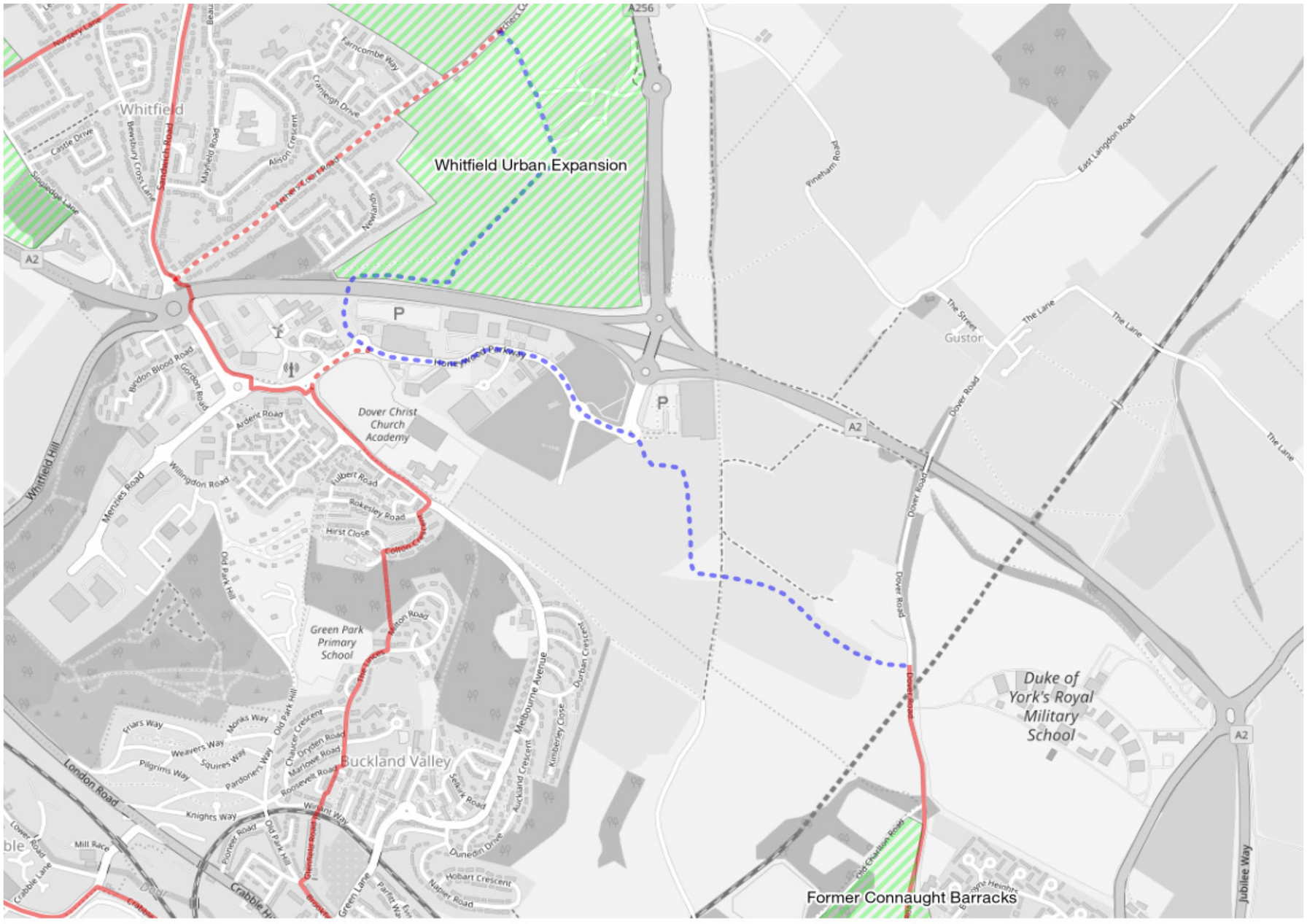
Policies to improve transport infrastructure must be considered in light of extensive development planned around Dover, particularly around Whitfield, and other areas such as the former Connaught Barracks, and the Dover Waterfront. These developments must make provisions and be designed in such a way that prioritises pedestrians and cyclists and enhances access to public transport, rather than increasing motor vehicle dependency, as is still seen across much of the housing development sector.

10https://www.dover.gov.uk/Consultation/Tourism-Visitor-Economy-Strategy-Consultation/Destination-White-Cliffs-Country-Tourism-and-Visitor-Economy-Strategy-DDC-Consultation-Draft-November-2019.pdf



Wider cycle route oonnections

DCC Provisional Housing Allocations
Indicative Dover BRT Alignment
Walking/Cycling Route
Indicative Route Link
Map Source: OpenStreetMap



Indicative Dover BRT Route Alignment

0 200 400 m

N

Future growth

Significant urban expansion on sites to the west, north and east of Whitfield, was adopted within the Dover District Local Development Framework[11], adopted in February 2010. At least 5,750 new homes are proposed in Whitfield, supported by transport, schools, healthcare, utility services, retail and office premises. The strategy also proposes a minimum housing component of 500 homes at the former Connaught Barracks, off Dover Rd.

The Dover Transport Strategy[12] (2008) listed an express bus service as one of the key elements of the future transport strategy for the town, as well as improved public transport access to Dover Priory Station. The proposed Bus Rapid Transit System (BRT) will run on a mix of dedicated infrastructure and existing roads, which will require delivery of bus priority measures to ensure minimal delays.

In 2010, Atkins Transport Planning and Management (Atkins) undertook a study[13] on behalf of Dover District Council to consider the corridor and form of the BRT between Whitfield and Dover Rd. In 2018, the Council was awarded £15.8 from the Government's Housing Infrastructure Fund to support the development of a BRT between Dover Priory railway station, the town centre, the former Connaught Barracks, and Whitfield.

The Housing Infrastructure Fund is part of a comprehensive programme to 'support local work that will make housing developments viable and get much-needed homes built quicker'[14].

11https://www.dover.gov.uk/Planning/Planning-Policy-and-Regeneration/PDF/Adopted-Core-Strategy.pdf
12https://www.dover.gov.uk/Planning/Planning-Policy-and-Regeneration/PDF/Dover-Transport-Strategy.pdf
13https://www.dover.gov.uk/Planning/Planning-Policy-and-Regeneration/PDF/Dft-Strategic-Studies-Budget-Dover-Dover-Park-and-Ride-Bus-Rapid-Transit-Routing-Study.pdf
14https://www.gov.uk/government/news/866-million-investment-to-help-unlock-potential-200000-new-homes

Destinations along Dover Rd, where the former Connaught Barracks site is situated, are only served by two bus services: service 80 between Dover and Sandwich, and service 81 (Sandwich to Dover) that both run on average once an hour (as of March 2020). Connecting the BRT to the site would improve the connectivity of the new development and existing residential estates at Burgoyne Heights, to the town centre, train station, and waterfront.

Where this audit makes recommendations for improving walking and wheeling east of the town, adjacent to Castle Hill Rd and Dover Rd, it may be appropriate to align a signed route along the same route as the BRT, provided safe walking and wheeling facilities are delivered as part of the BRT project.

Mixing cycles with buses in dedicated bus lanes should be seen as a last resort, as the risk of conflict is a significant barrier to less confident cyclists, people with impaired mobility that use a bike to travel around, and families. Where this is proposed, a parallel route should be provided for less confident users.

<u>Infrastructure improvements that have been identified for the BRT include:</u>

- A bridge over the A2 for bus, pedestrian and cycle access
- Dedicated bus link through White Cliffs Business Park and open farmland to the north of the town centre to Dover Road, preferable to alignment along the A2 and A258.
- Widening of Dover Road and a new junction onto Castle Hill Road
- Junction improvements at Castle Hill Road
- Potential future development of a Public Transport Hub in York Street[15].

Dover District Council is currently in the process of producing a new Local Plan, expected to be adopted from 2022[16]. The Local Plan covers the period from 2018 to 2038 and will set out the key policies for the district. Once adopted, the Local Plan will replace the current suite of Development Plan documents.

15https://www.dover.gov.uk/News/Press-Releases/2018/Dover-Bus-Rapid-Transit-BRT-System-to-Accelerate-Housing-Growth.aspx
16https://www.dover.gov.uk/Planning/Planning-Policy-and-Regeneration/New-District-Local-Plan/Home.aspx


Housing construction around Whitfield is well underway



Connaught Barracks site is earmarked for development


BRT project would likely improve Castle Hill Rd

† Image sourced from Google Street View.

Current Strengths and Opportunities

- Attractive coastal town which attracts visitors, seaside promenade and pedestrianised high street. Short distances between most attractions, achievable by walking, wheeling or public transport.
- Strategic gateway to the UK - international ferry port, and major port for freight.
- Existing Greenway along the River Dour, connecting the town centre to residential streets and service destinations along the valley.
- Existing shared use path adjacent to Melbourne Avenue provides semi-continuous facility to Whitfield, along Sandwich Rd as far as the junction with Nursery Lane. Some minor improvements needed to increase route cohesion, including several crossing upgrades and removal of cycle dismounts. Potential to extend northwards in line with Whitfield urban expansion.
- Long distance cycling routes: NCN1 to the Shetland Islands, NCN2 to Cornwall.
- Cycling routes to towns across Kent: NCN15 to Ramsgate, Margate and Whitstable, NCN16 to Canterbury, and NCN17 to Rochester.
- Long distance walking route, North Downs National Trail to Farnham, Surrey.
- Wide network of public rights of way in and surrounding the town. Existing attractive walking routes on surrounding hills / through woodland, which could be easily made accessible to all users, i.e. through resurfacing, widening and barrier removal, etc.
- Wealth of open spaces and parks within the town, as well as easy access to open countryside.

Barriers to Cycling and Walking

- A lack of dedicated cycling and walking routes to key destinations across the town including schools, employment centres, and local amenities.
- High levels of traffic, travelling in 30mph zones, within residential areas across the town. National speed limits outside of built-up areas where existing cycle routes are aligned, e.g. NCN1 along Upper Rd.
- A general lack of traffic calming and lack of traffic restrictions on residential streets.
- General road environment that prioritises motor-vehicle movement over non-motorised users.
- Low levels of service for pedestrians across the town, caused by narrow footways, poor surfacing condition, wide junction entries with large crossing distances, and a common lack of formal crossings.
- Narrow shared use paths in busy areas, such as through the town centre, with poor connections to surrounding areas.
- Absence of measures to enable separation of cyclists' movements through junctions, e.g. low-level cycle signals with advanced stop lines.
- Barriers on existing cycle and walking paths, e.g. on National Trust White Cliffs reserve path.
- Significant gradients between the town centre and train station, and surrounding neighbourhoods.
- No existing safe walking and wheeling route linking the train station, waterfront and ferry port.
- A lack of secure cycle parking across the town.



A cyclist dismount sign can be a barrier to some users

Area Wide Recommendations

In addition to route specific recommendations listed in this report, the following town wide recommendations are suggested:

- Policy of 20mph speed limit across the town in line with other urban authorities in the UK, and delivery of 20mph zones in residential areas, with physical measures to calm traffic.
- Identification of measures to implement Low Traffic Neighbourhoods in residential areas that restrict through motor-traffic through traffic calming and modal filtering, and prioritise walking and cycling journeys (full definition on page 51)
- Programme to properly engage with local community groups, business representatives and residents, to collaboratively design interventions fit for purpose, and encourage community ownership and long lasting change.
- Remove cycling and walking barriers as 'quick wins', and improve footway condition.
- Implementation of School Streets (measures to restrict motorised traffic at school drop-off and pick-up times outside schools to improve safety and reduce air pollution outside the school gate), providing safe crossing facilities and high quality routes from local residential areas.
- Undertake a full walking audit, detailing key pedestrian routes, and upgrades required to overcome barriers for all users, including people using mobility aids, pushchairs and prams. Investigate step-free solutions for people between neighbourhoods.
- Fully pedestrianise Biggin St and Cannon St, permitting courteous cycling/wheeling.
- Work with developers, Kent County Council and Dover District Council to ensure new developments are permeable for walking and cycling, link to local sustainable transport networks, and support car-free lifestyles.
- Work with developers to deliver pedestrian and wheeling priority throughout the urban expansion zones at Whitfield and former Connaught Barracks. Reduce car dependency through design and provide high quality barrier-free open spaces for recreation.
- Implementation of cycle and walking way-finding strategy across the town.
- A district-wide behaviour change programme to reduce car use, especially traffic associated with the school run.
- Development of last-mile logistic systems – transportation of goods from a delivery hub to the final destination by low-carbon method, e.g. cargo bike.

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



† Image sourced from Google Street View.

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.

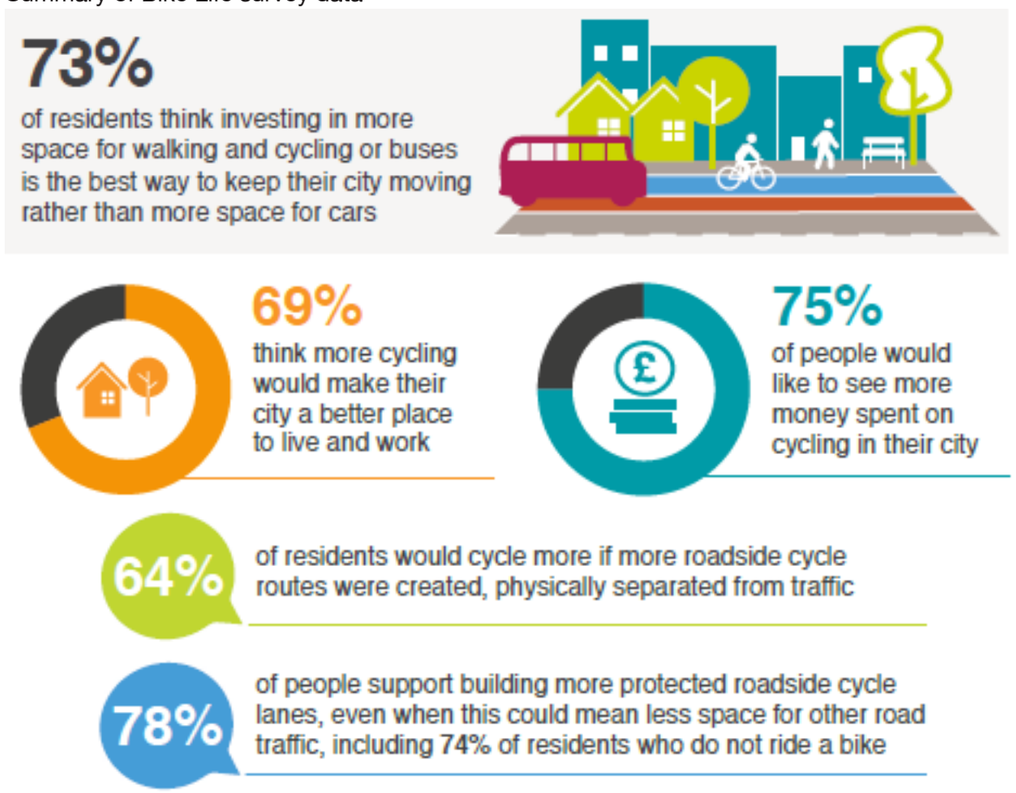
Bike Life is inspired by the Copenhagen Bicycle Account (a biennial summary of key statistics on cycling in Copenhagen) and is an analysis of city cycling development including infrastructure, travel behaviour, satisfaction, the impact of cycling and new initiatives. The information in the report comes 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



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

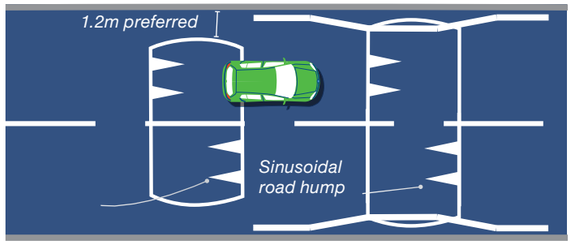
Physical measures to reduce traffic speed can be useful in locations where the speed limit is regularly exceeded or there is a record of accidents. There may be objections from local residents, emergency services and bus operators. Extensive traffic calming is unlikely to be supported on major roads,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

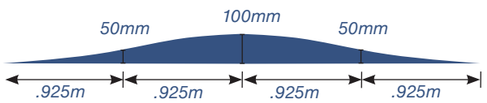
Informal road crossings

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.

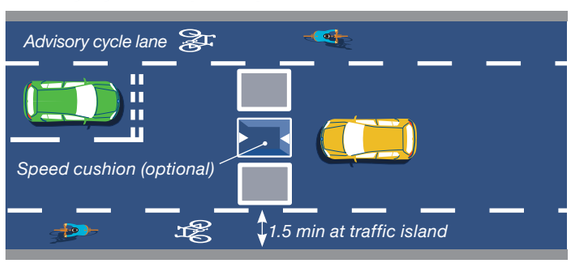
Road humps





Sinusoidal road hump cross section
(preferred geometry for vertical dimension)

Priority system - pinch point



† Image sourced from Google Street View.

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

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 reduce at 20mph compared with 30mph.

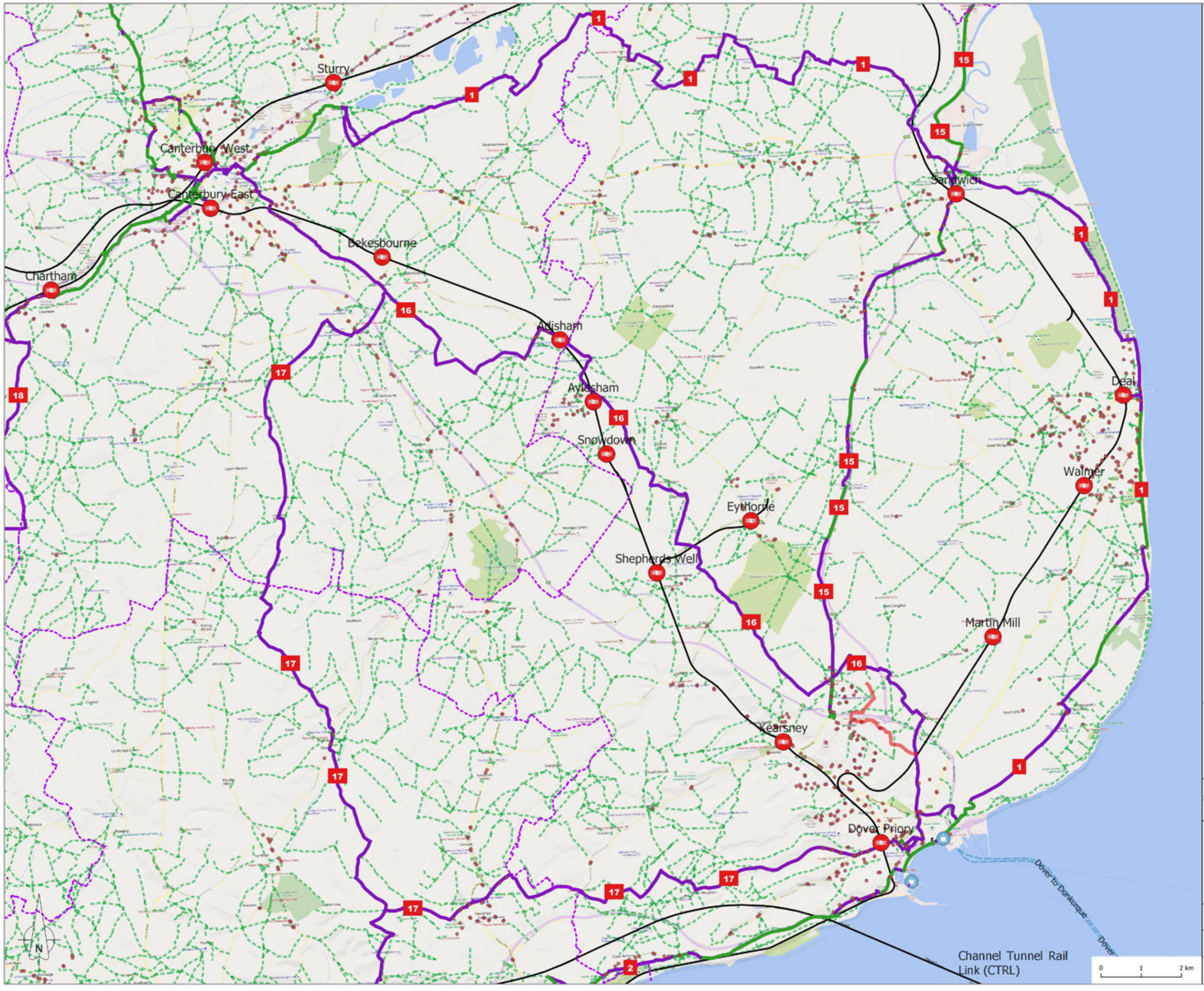
As of 2019, there are 60 local authorities on the list of places who have implemented or who are implementing a community-wide 20mph default speed limit published by ‘20’s Plenty for Us’. In the South these include Brighton & Hove, Chichester and Portsmouth.

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.

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.



KEY

National Cycle Network

- On-Road
- Traffic Free
- Public Rights of Way
- Railway Station
- Railway Track
- Ferries
- Bus Stops
- Administrative Boundary
- Proposed Bus Rapid Transit Route

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PROJECT
Dover District Cycling and Walking Assessment

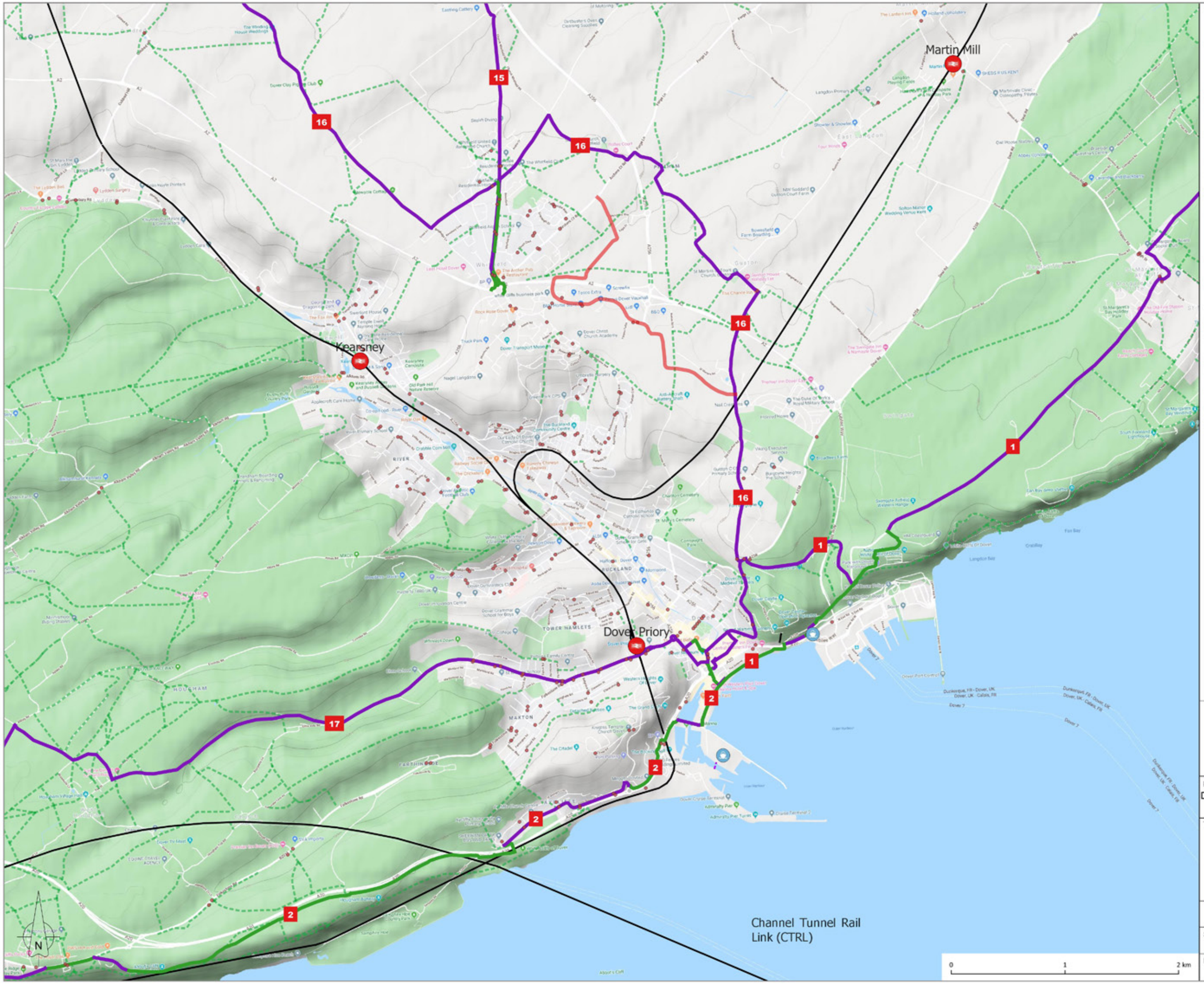
TITLE
Dover District Existing Sustainable Transport Network

Drawn	Checked	Date	Scale at A3
SM	DY	30/1/2020	1:85000

STATUS: ISSUE

DRAWING NUMBER: 12513DOV-SD-MAP-00-02

REVISION: B



KEY

National Cycle Network

- On-Road
- Traffic Free
- Public Rights of Way
- Railway Station
- Railway Track
- Ferries
- Bus Stops
- Administrative Boundary
- Proposed Bus Rapid Transit Route

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PROJECT
Dover District Cycling and Walking Assessment

TITLE
Dover Existing Sustainable Transport Network

Drawn	Checked	Date	Scale at A3
SM	LD	30/1/2020	1:30000

STATUS: ISSUE

DRAWING NUMBER: 12513DOV-SD-MAP-00-02

REVISION: B

This map shows the key hotspots / concentrations of population and employment, as well as highlighting key trip attractors such as schools, leisure centres, tourist attractions and hospitals. The locations of provisional housing allocations are also shown to provide an indication of where future journeys may arise from. The map therefore shows the main origins and destinations of journeys in the district.

KEY

Employment
2011 Census Population
Density of Employment (Jobs per Hectare)
- 20 - 50
- 50 +

Population
2011 Census Population
Density (People per Hectare)
- 0-50
- 50 - 100
- 100 +

Trip Attractors
Education
- Primary School
- Secondary School
- Further Education

Local Facilities and Amenities
- Leisure/Sports Centre
- Hospital
- Top 15 Tourist Attractions in Dover District
- Smaller Tourist Attractions

Transport
- Railway Station
- Railway Track
- Ferries
- Proposed Bus Rapid Transit Route

National Cycle Network
- On-Road
- Traffic Free

Other
- Administrative Boundary
- National Nature Reserves/AONB
- DCC Provisional Housing Allocations

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PROJECT
Dover District Cycling and Walking Assessment

TITLE
Dover Trip Generators and Attractors

Drawn	Checked	Date	Scale at A3
SM	LD	30/1/2020	1:30000

STATUS: ISSUE

DRAWING NUMBER: 12513DOV-SD-MAP-00-01

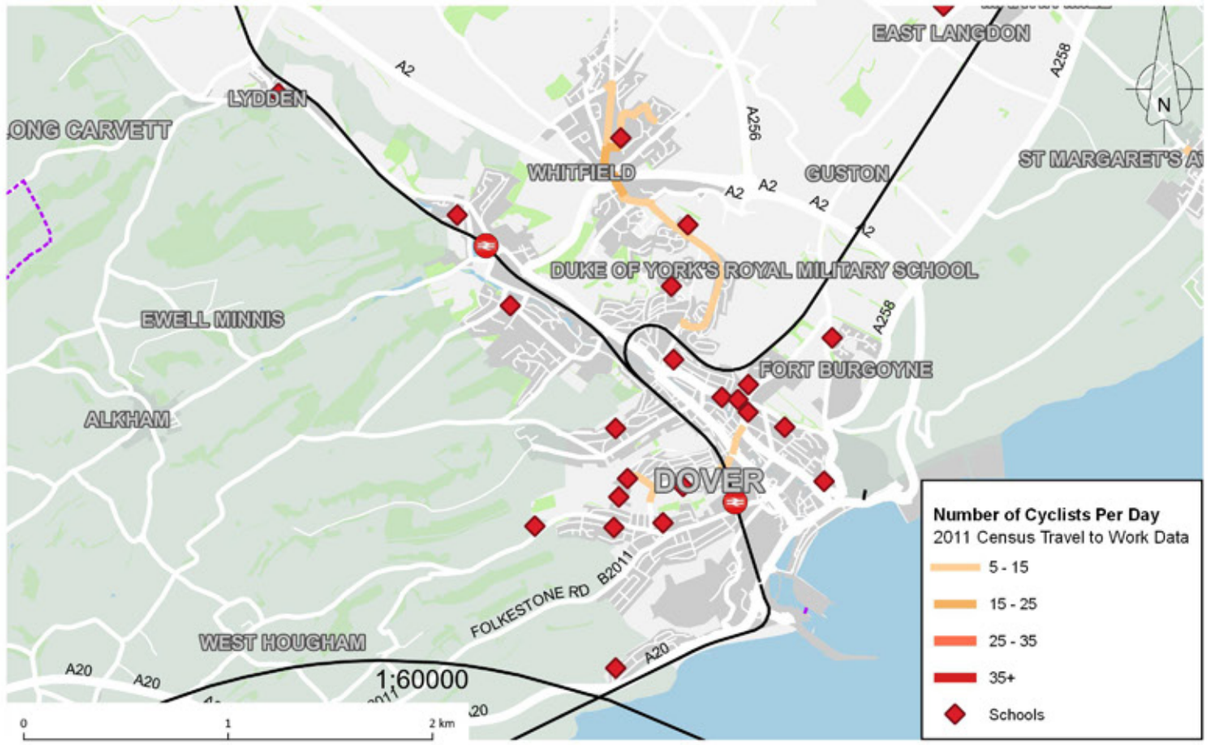
REVISION: B

0 1 2 km

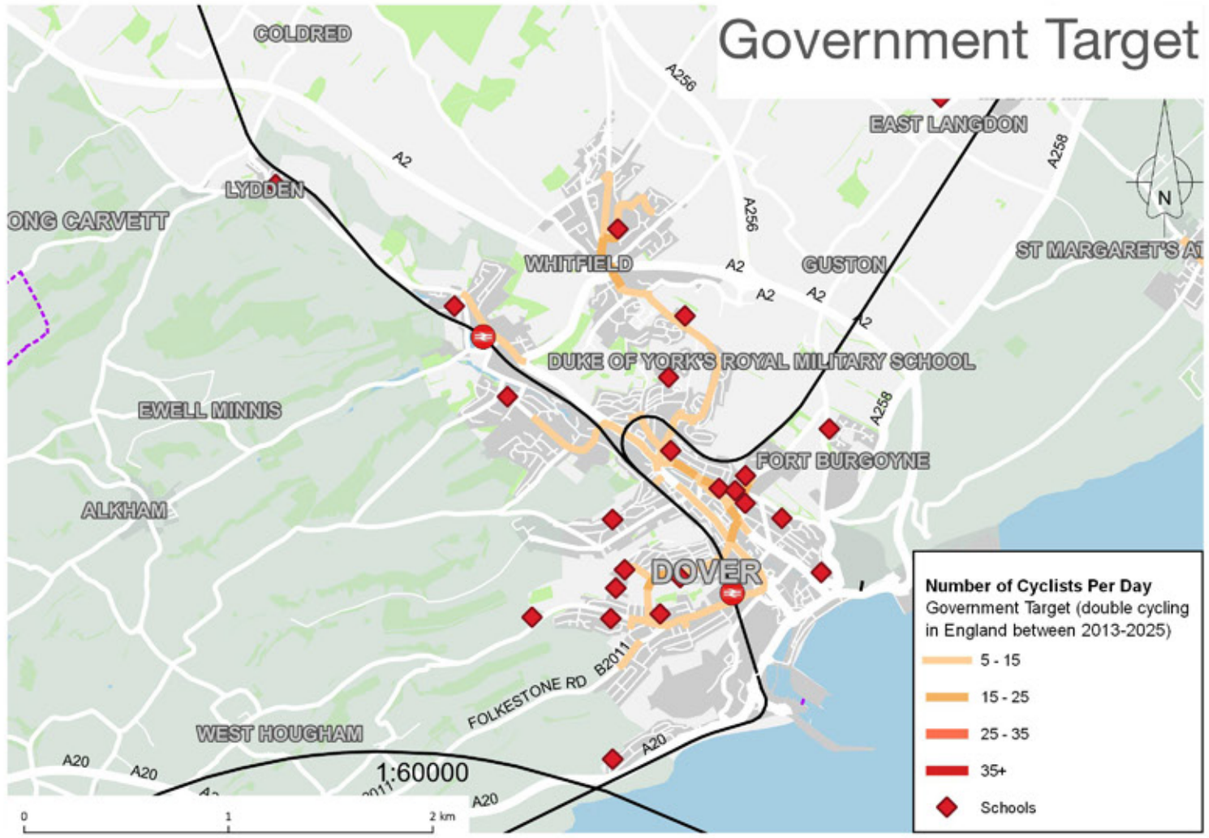
Mapping contains Ordnance Survey data supplied by Webb Assembly - HERO, DEFRA, Dorset Tyrol and Dorset | © Crown Copyright licence no. 100019791, 100020540, 100019919.8.6/100003673. Also ©Environment Agency copyright and/or database right 2015. All rights reserved. Also Microsoft® BingTM Maps

Dover PCT School Data

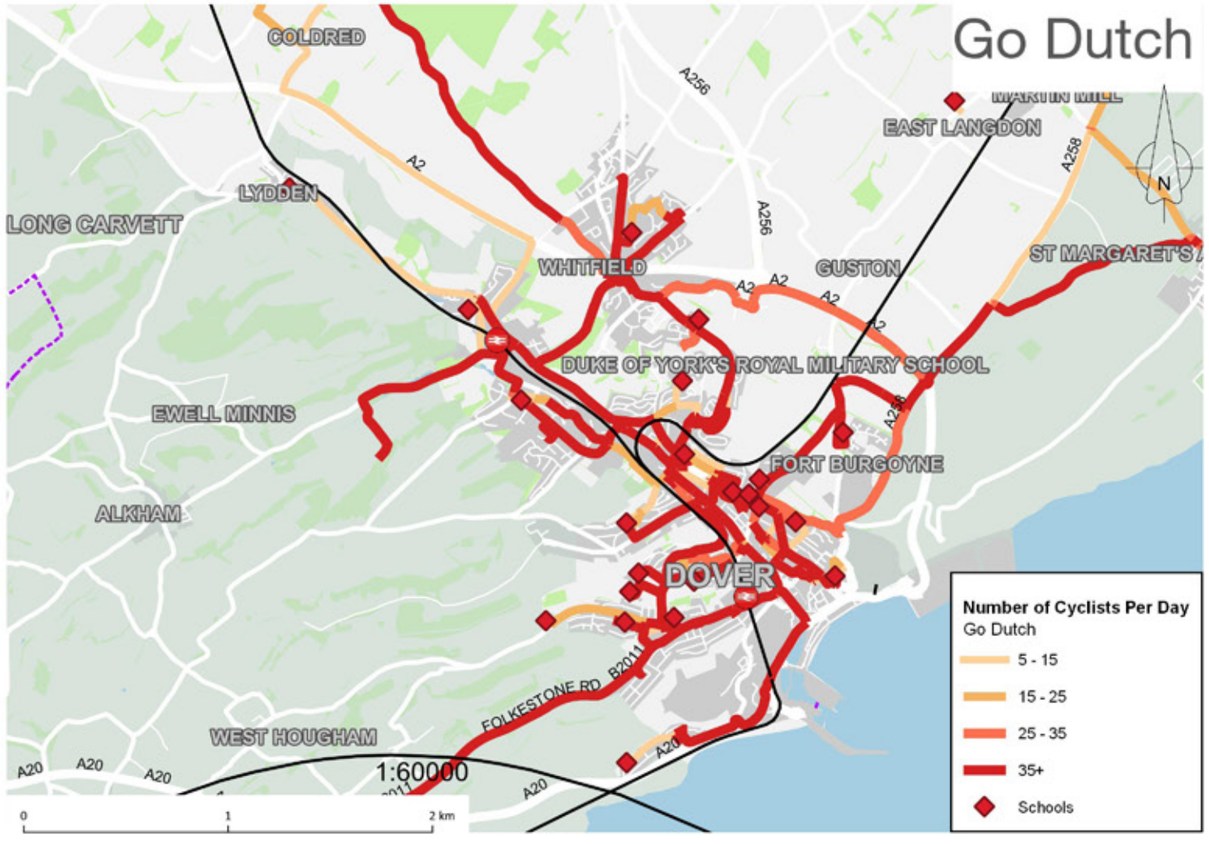
2011 Census

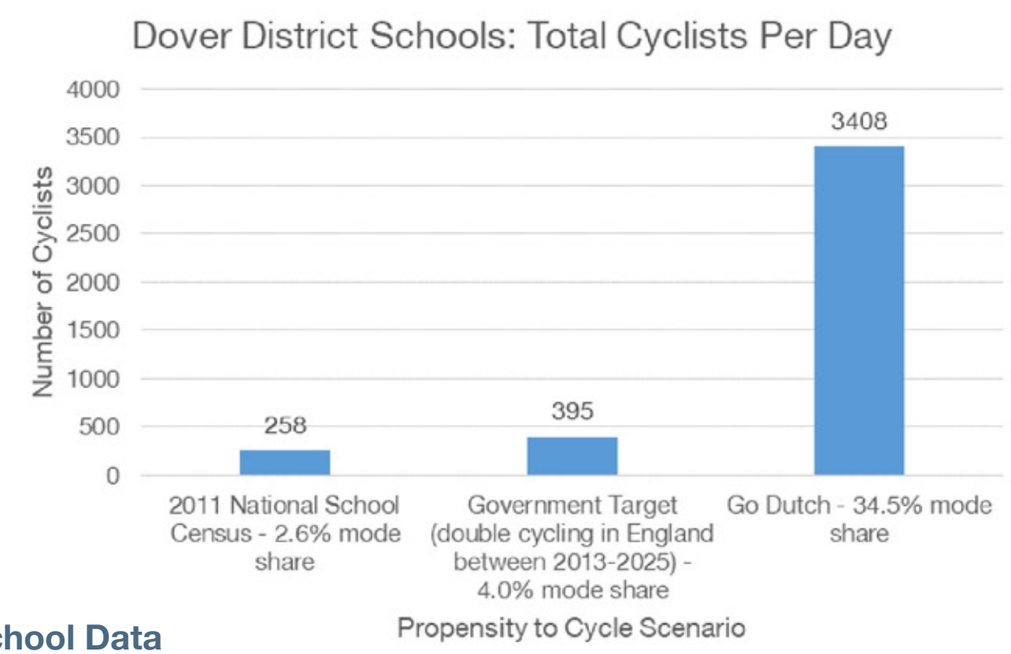


Government Target



Go Dutch



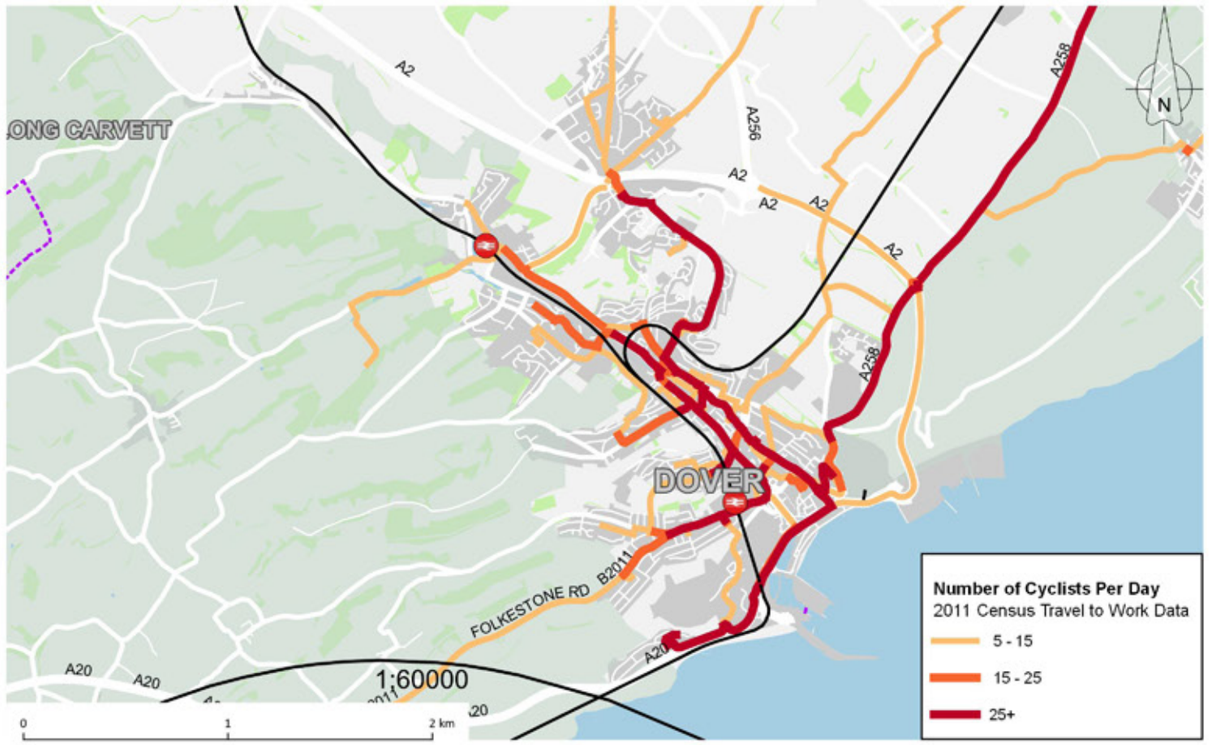


PCT School Data

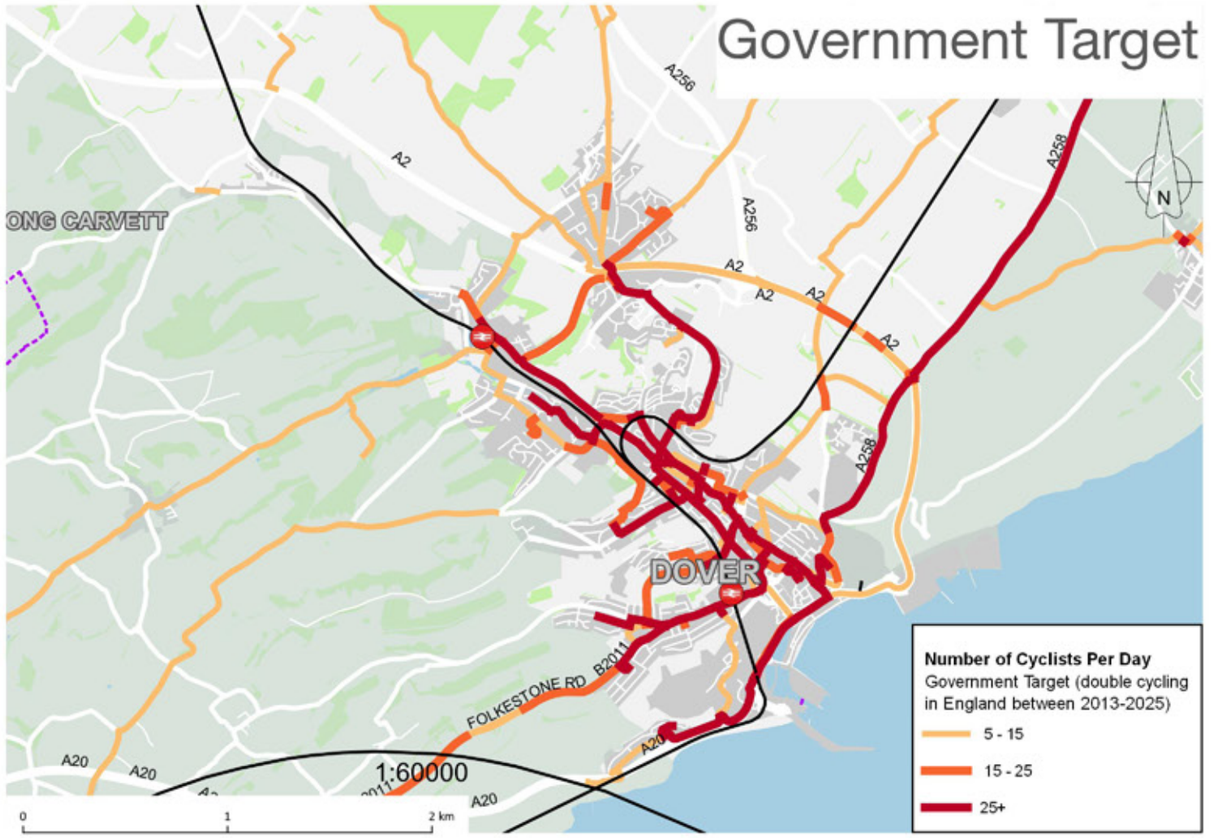
These maps of cycling routes to school are derived from School Census 2010/11 data, so do not reflect any recent changes in school sites or catchment areas. If the local priority is enabling more students to cycle to school, then these travel patterns are a useful guide to routes where investment is needed. However, it must be remembered that education and escort to education is only 13% of all trips. In Dover, the Government target would see an increase of 150% in cycling to school, while the Go Dutch scenario suggests that cycling could increase 13 fold on 2010/11 levels.

Dover PCT Commute Data

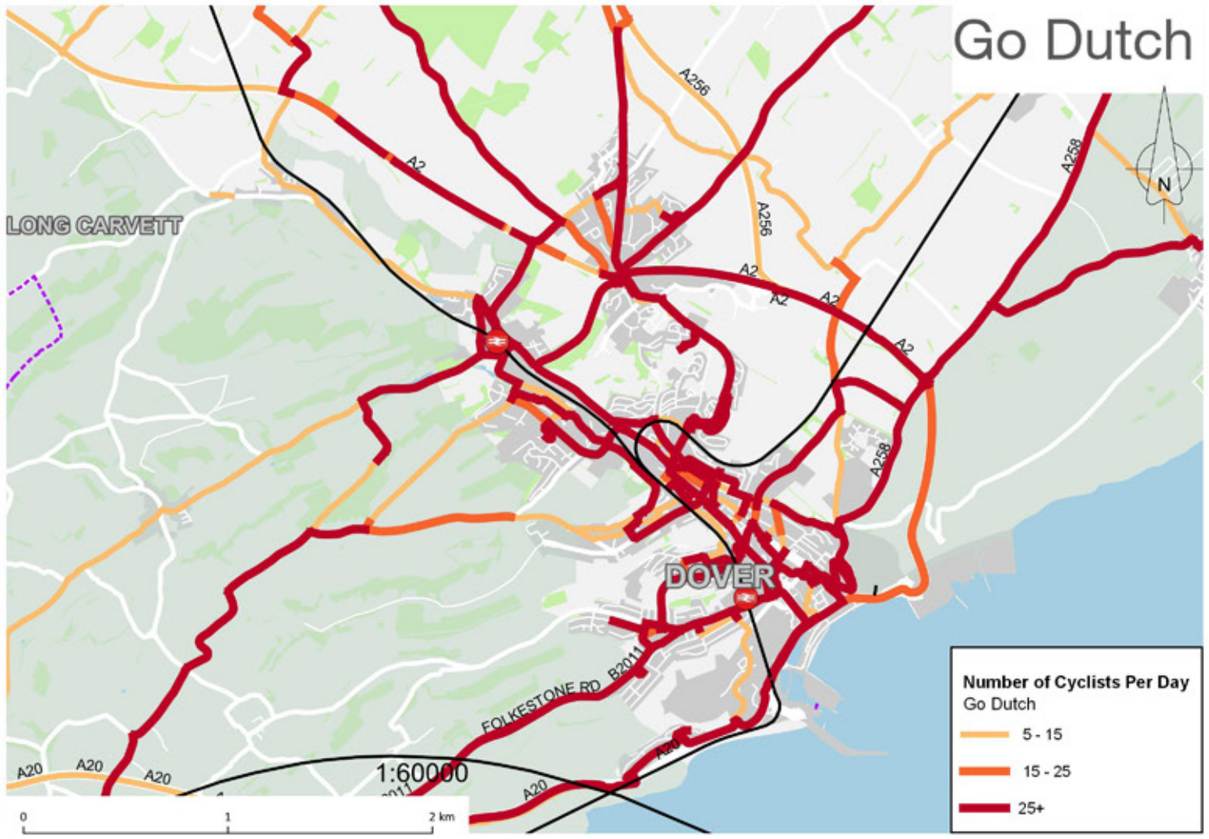
2011 Census

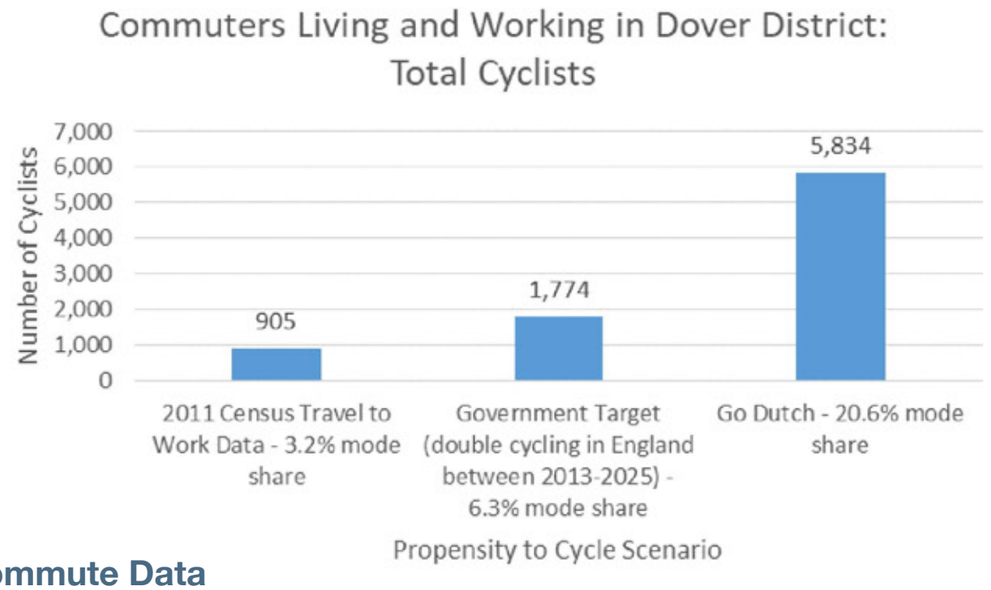


Government Target



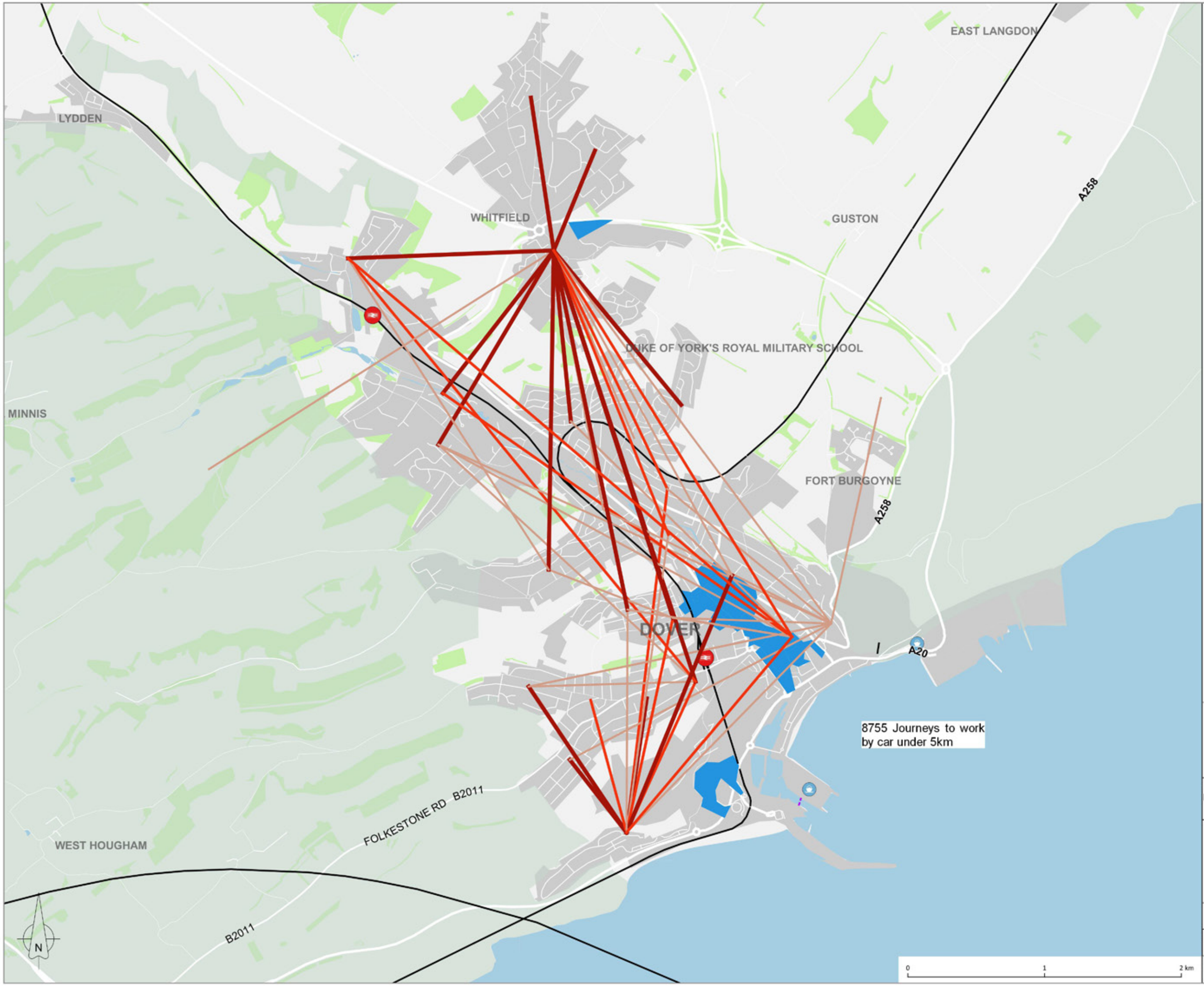
Go Dutch





PCT Commute Data

These maps of cycling routes to work are derived from Census 2011 data, so do not reflect any recent changes in employment sites. If the local priority is enabling more people to cycle to work, then these travel patterns are a useful guide to routes where investment is needed. However, it must be remembered that commuting is only 14% of all trips. In Dover, there is clearly huge potential for increasing cycle trips to work. The Government target would see levels double, while the Go Dutch scenario suggests that cycling could increase more than six-fold here.



KEY

Census 2011 Commuter Flow Data
Number of Car Commuters Per Day

- 25 - 35
- 35 - 45
- 45+

Other
2011 Census Density of Employment (Jobs per Hectare)

- 50 +
- Ferries
- Railway Station
- National Nature Reserves England

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PROJECT
Dover District Cycling and Walking Assessment

TITLE
Dover Commuting Journeys by Car under 5km (PCT Straight Lines)

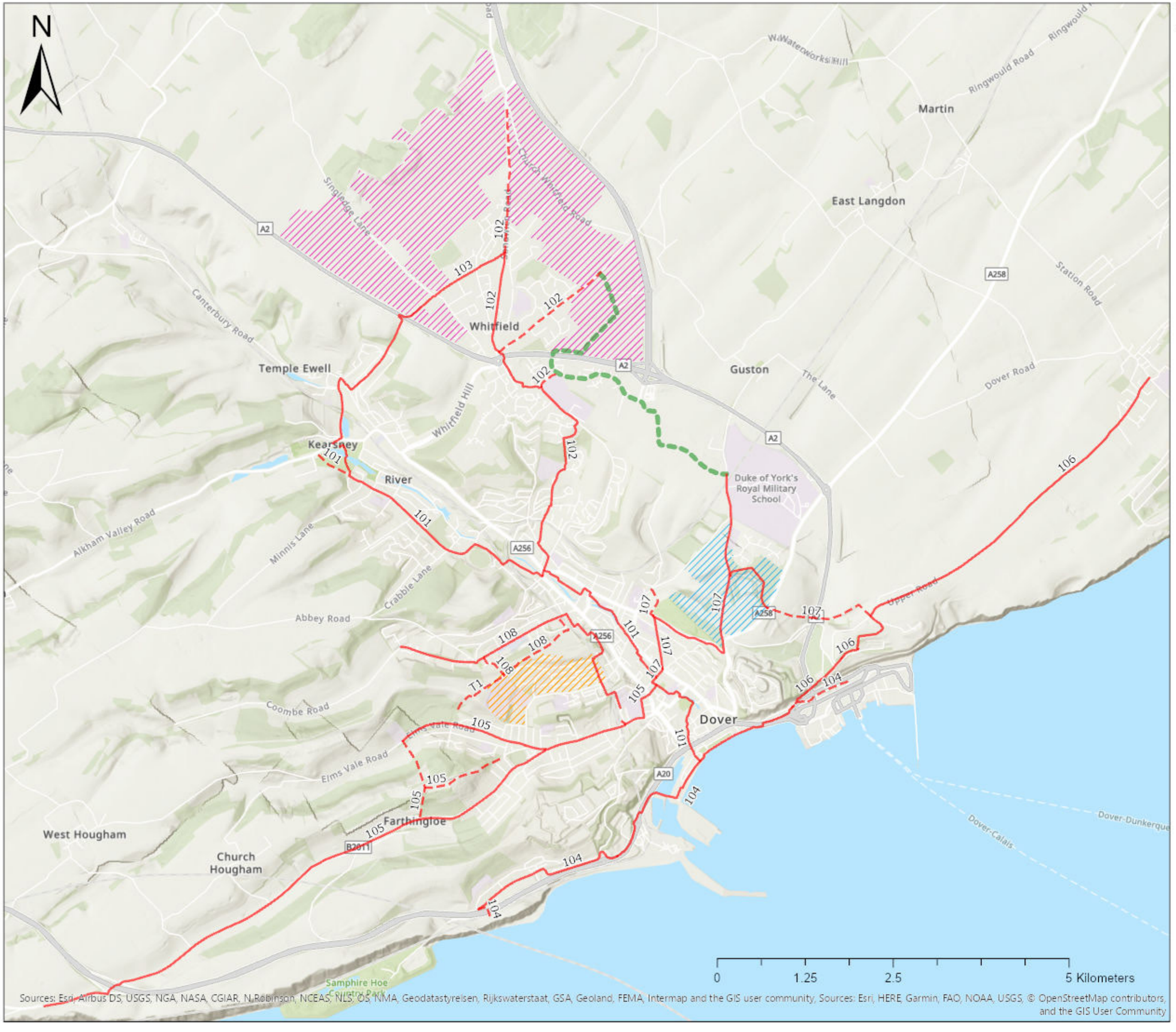
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SM	LD	9/1/2020	1:25000

STATUS: ISSUE

DRAWING NUMBER: 12513DOV-SD-MAP-00-03
REVISION: A

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Route Recommendations



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







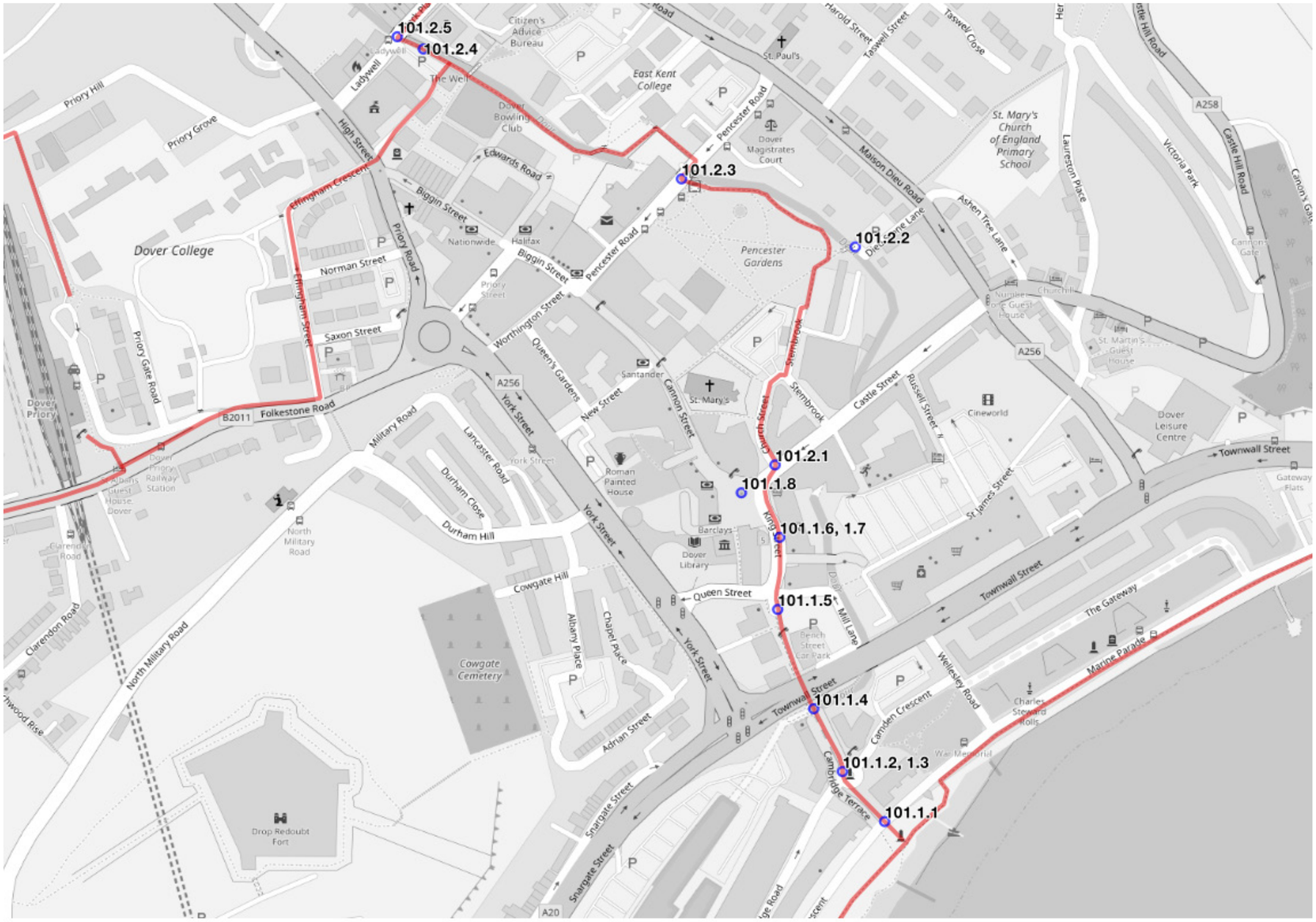


† Image sourced from Google Street View.

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- Recommendation Location
- Walking/Cycling Route
- Indicative Route Link

Map Source: OpenStreetMap



Route 101 Map 1

0 100 200 m

N









Route 101: Waterfront to Kearsney Abbey Gardens

Route Description

This is a primary route in Dover, a spinal route along the River Dour valley, linking the waterfront and town centre to the northern suburban areas, as well as to other recommended routes that connect Buckland, Whitfield, Tower Hamlets, and River. It provides safe traffic-free space for cycling in its southern section, and access to quieter residential streets and green-space in its northern section. Due to the topography of the town, this route could become a flagship walking and cycling route for Dover, and the main link to the town centre.

Background

The southern section of the route, from Buckland Mill to the seafront, follows an existing signed cycle route alongside the River Dour that was completed in 2013, as part of Dover's Connect2 project, a partnership between Kent County Council and Sustrans. The northern section of the route, from Buckland Mill to Kearsney Abbey Gardens, was identified in Sustrans scoping work

The PCT simulations demonstrate the importance of this as a central route connecting Dover and the surrounding areas to the centre of town. PCT maps show this route, particularly parts 101.2 and 101.3 would be highly utilised, even without the improvements that would support all users.

101.1 Waterfront to Market Square

Existing conditions

This short section, from the waterfront to Market Square is predominantly along existing traffic-free shared use paths and no-through roads. Most sections are already high quality, however transitions between on-road sections and shared use paths need to be improved, as well as the overall experience of the route for all users.

Barriers to Walking and Cycling

There are currently insufficient facilities for wheeling/cycling through the town centre, with numerous points of potential user conflict, either side of the A20 underpass.

A significant barrier to improving the cohesion of the route is the A20 underpass, which fails to provide a welcoming environment for people walking/wheeling between the town centre and waterfront. A wide low-gradient path enters the underpass from the north side, towards the town centre, but steps on the waterfront side force wheelchair users or cyclists to use a narrow ramp to one side. By delivering a low-gradient ramp on the south side, which mirrors the ramp on the north side, the impression that the waterfront and town centre are disconnected could be removed, drawing cruise passengers and tourists visiting the waterfront into the town.

Due to one-way traffic restrictions on Queen St/ King St, wheelers/cyclists are only able to travel westbound.

Recommendations

101.1.1 Install formal crossing over Waterloo Crescent (e.g. parallel zebra).

101.1.2 Remove railing and bollards around roundabout on Cambridge Rd.

101.1.3 Build out footway to widen crossing point, formalise crossing, remove bollards over Cambridge Rd arm of roundabout to reduce conflict between pedestrians and cyclists.

101.1.4 Upgrade steps to fully accessible ramp under the A20 underpass, remove railings where possible, improve lighting and signage.

101.1.5 Create separated cycle link to King St and Queen St on Bench St. Remove bollards, restrict parking, and improve transition from road to path towards underpass.

101.1.6 Feasibility of segregated cycle path with contraflow on Queen St / King St, to provide for eastbound wheeling movement.

101.1.7 Build out footways by removing bus lane on King St – reassign land use to public realm, greening.

101.1.8 Ensure redevelopment of Market Square prioritises walking and cycling journeys towards Cannon St, and provides sufficient cycle parking capacity.

101.2 Market Square to Buckland Mill

Existing conditions

This section is aligned along existing traffic-free shared use paths, and quiet no-through residential roads, along the signed River Dour Greenway. Most sections are already high quality, and the environment is largely welcoming to walkers/wheelers, however transitions between on-road sections and shared use paths need to be improved. Formal crossings for pedestrians and wheelers are required at road crossings, and points of potential conflict between users should be addressed to improve the cohesion of the route and experience for all users.

Barriers to Walking and Cycling

Several links to the River Dour Greenway prohibit cycling, and there are a few road crossings that need to be upgraded to formal crossings to prioritise walking/wheeling.

There are numerous points of potential user conflict along the River Dour Greenway, exacerbated by narrow sections of the path. A review of wayfinding should take into account encouraging safer wheeling/ cycling and pedestrian priority.

A significant barrier to the cohesion of this route is the main signalised junction at Buckland Mill, which is prioritised for vehicular movement and doesn't currently provide a safe and direct route from Buckland Ave to Crabble Meadows. Combined with narrow footways, the geometry of the junction – wide lanes and rounded corners – also encourage higher traffic speeds that present an unwelcoming environment for non-motorised users. A feasibility study is required to facilitate a continuous walking and cycling link from the River Dour Greenway to Crabble Ave.

Recommendations

101.2.1 Improve left turn from Castle St onto Church St, extend contraflow lane to the corner by building into the footway.

101.2.2 Widen the existing footbridge in the eastern corner of Pencester Gardens to minimum 3.0m and permit cycling to allow access to the residential roads north of the A256 and St Marys C of E Primary School, via Dieu Stone Lane.



101.1.6, 101.1.7 One-way system †


101.1.8 Lack of pedestrian/wheeler priority


101.2.1 Non-continuous cycle contraflow facility

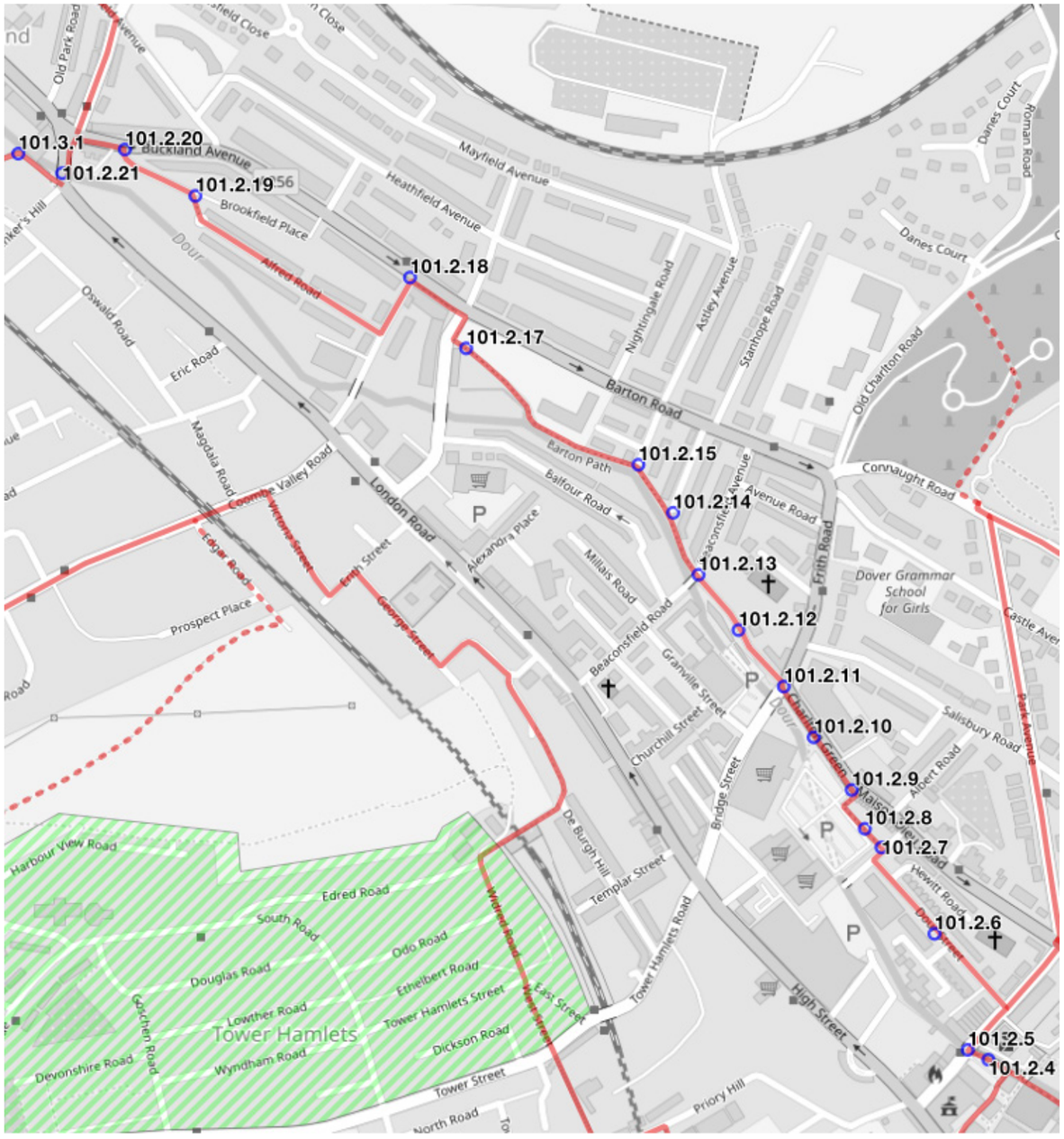

101.2.2 Cycle dismount

† Image sourced from Google Street View.

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- Recommendation Location
- Walking/Cycling Route
- Indicative Route Link
- Tower Hamlets Neighbourhood

Map Source: OpenStreetMap



Route 101 Map 2

















101.2.3 Introduce formal crossing (e.g. signalised toucan crossing) across Pencester Rd to connect to shared path towards Dover Technical College.

101.2.4 Widen shared path behind the Town Hall to minimum 3.0m, and remove street clutter where possible. Review 5mph speed limit signage to instead encourage safer cycling.

101.2.5 Build out the footway, to improve the transition from the shared path to on-road at Park Place / Ladywell.

101.2.6 Traffic data analysis for Dour St to determine its suitability for a quiet route. Create 20mph zone through traffic calming measures and enforcement.

101.2.7 Improve the transition from the shared use path to the road at Crafford St / Dour St.

101.2.8 Widen shared path adjacent to the Asda and Morrisons car park to minimum 3.0m.

101.2.9 Create pedestrian priority across junction between the car park and A256 (e.g. continuous footway).

101.2.10 Widen shared path between the Asda and Morrisons car park and Bridge St to minimum 3.0m.

101.2.11 At the junction of Bridge St and the A256, build-out footways to reduce corner radii, review crossing distances and times, and add early-release signals on all arms and advanced stop lines for cyclists using the junction.

101.2.12 Restrict vehicle access to maintain suitable width at Charlton Green and consider pedestrianisation.

101.2.13 Where the path crosses Beaconsfield Road, introduce a formal crossing (e.g. parallel zebra) and improve dropped kerbs.

101.2.14 Remove steps and metal barriers to improve access to the riverside path from Charlton Ave.

101.2.15 Remove steps and metal barriers to improve access to the riverside path from Limes Rd.

101.2.16 Widen river path where possible and improve lighting east of Cherry Tree Ave.

101.2.17 Widen the shared path on Cherry Tree Ave that connects Charlton Green and Buckland Ave to minimum 3.0m.


101.2.12 Lack of pedestrian/wheeler priority


101.2.13 Lack of formal crossing


101.2.14 Street clutter and access restrictions


101.2.15 Street clutter and access restrictions


101.2.16 Secluded path, narrow in places


101.2.17 Narrow path and user conflict


101.2.18 Poor transition from path to road


101.2.19 Street clutter

101.2.18 Improve the transition from the shared use path to the road at Lorne Rd / Buckland Ave.

101.2.19 On the path between Alfred Rd and Brookfield Place, improve surfacing, remove bollards, and restrict parking.

101.2.20 Widen path outside Medical Centre. Create pedestrian/cyclist priority across junction (e.g. continuous footway) of A256 and Brookfield Place.

101.2.21 Feasibility study to identify interventions to facilitate a safe and direct route from Brookfield Place to Crabble Meadows. Build out footways to reduce corner radii, whilst improving the junction for pedestrians. Review current crossing distances and times to improve access for pedestrians and cyclists. Add early-release signals on all arms and install advanced stop lines for cyclists.

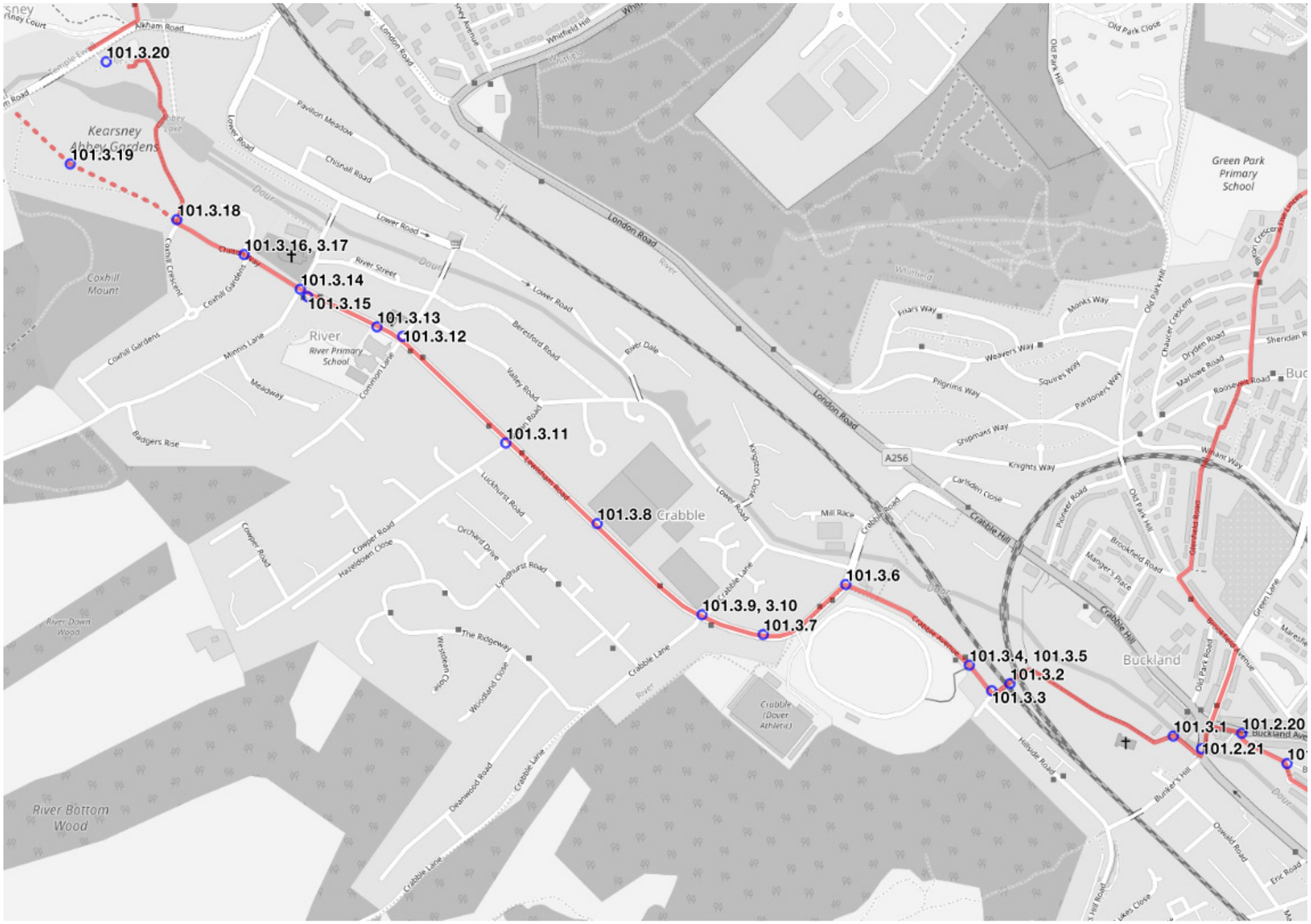

101.2.20 Lack of pedestrian/wheeler priority



101.2.21 Lack of pedestrian/wheeler priority

† Image sourced from Google Street View.

Recommendation Location
Walking/Cycling Route
Indicative Route Link
Map Source: OpenStreetMap



Route 101 Map 3

101.3 Buckland Mill to Kearsney Abbey Gardens

Existing conditions

The northern part of the route from Buckland Mill to Kearsney Gardens has the potential to fulfil quality criteria for a safe on-road quiet route, parallel to the busier A256. Traffic data analysis is required along this section to determine the traffic volume and speed, to identify where traffic calming measures are required to facilitate the introduction of the route. Characteristic of this section of the route is wide junction mouths, resulting in large crossing distances for pedestrians, areas of poor road surfacing, and absence of pedestrian crossings points.

Barriers to Walking and Cycling

The main barriers along on-road sections are the potential high traffic speeds and volumes, and current absence of traffic calming measues. Traffic data analysis will identify where physical measures are required to make this section better for walking and wheeling. On traffic-free sections, current users are faced with physical access restrictions, poor surface quality and poor transitions from the paths to on-road sections. There is a general lack of formal crossing points for pedestrians, and junction entries are wide, resulting in larger crossing distances for pedestrians and discouraging slower traffic speeds.

Recommendations

101.3.1 Ensure resurfacing of Crabble Meadows takes place, likely to be completed as part of development at Buckland Mill.

101.3.2 Improve surfacing and lighting where necessary, and permit cycling through railway underpass, on the shared use path between Crabble Meadows and Crabble Ave.

101.3.3 At the northern access point to the underpass, improve transition to Crabble Ave. Widen footways, introduce traffic calming of junction and restrict parking. Provide informal crossing on desire line.

101.3.4 Traffic data analysis for Crabble Ave to determine its suitability for a quiet route. Create 20mph zone through traffic calming measures and enforcement.


101.3.1 Poor surface condition



101.3.5 Access restriction†


101.3.10 Access restriction †


101.3.2 Cycling not permitted


101.3.6 Wide junction and poor pedestrian provision


101.3.11 Wide junction and poor pedestrian provision†


101.3.3 Poor transition from path to road



101.3.8 Lack of traffic calming


101.3.12 Wide junction and poor pedestrian provision†


101.3.4 Lack of traffic calming


101.3.9 Wide junction and poor crossing provision


101.3.13 Lack of traffic calming outside school †

101.3.5 Remove the A-frame barrier at the entrance to the sports ground.

101.3.6 At the junction of Crabble Ave and Crabble Rd, install informal crossings on desire line, tighten junction, build-out footways, and install continuous footways on side road.

101.3.7 Traffic data analysis for Crabble Rd to determine its suitability for a quiet route. Create 20mph zone through traffic calming measures and enforcement.

101.3.8 Traffic data analysis for Lewisham Rd to determine its suitability for a quiet route. Create 20mph zone through traffic calming measures and enforcement.

101.3.9 At the junction of Lewisham Rd and Crabble Lane, install informal crossings across Lewisham Rd on desire line, tighten junction, build-out footways, and install continuous footways on side road.

101.3.10 Replace gate with bollard or similar to improve access to River Recreation Ground.

101.3.11 At the junction of Lewisham Rd / Cowper Rd / Byllan Rd, install informal crossings across Lewisham Rd on desire line, tighten junction, build-out footways, and install continuous footways on side road.

101.3.12 At the junction of Lewisham Rd and Common Lane, install informal crossings across Lewisham Rd on desire line, tighten junction, build-out footways, and install continuous footways on side road.

101.3.13 Potential School Street outside River Primary School. Build out footways to narrow the road and calm traffic, introduce formal crossing on desire line and implement timed closure at school drop-off and pick-up times.

101.3.14 At the junction of Lewisham Rd and Minnis Lane, install informal crossings across Lewisham Rd on desire line, tighten junction, build-out footways, and install continuous footways on side roads.

101.3.15 Review parking demand east of Minnis Lane, and consider converting to green space. Widen footways and introduce continuous footways on side road.

† Image sourced from Google Street View.



101.3.14 Wide junction and poor pedestrian provision †


101.3.16 Lack of traffic calming



101.3.15 Lack of pedestrian/wheeler priority †



101.3.17 Wide junction and poor pedestrian provision †

101.3.16 Traffic data analysis for Chilton Way to determine its suitability for a quiet route. Create 20mph zone through traffic calming measures and enforcement.

101.3.17 At the junction of Chilton Way / Coxhill Gardens / Sanctuary Close, install informal crossings across Chilton Way on desire line, tighten junction, build-out footways, and install continuous footways on side roads.

101.3.18 At the western end of Chilton Way, restrict parking and improve the transition to Kearsney Abbey Gardens.

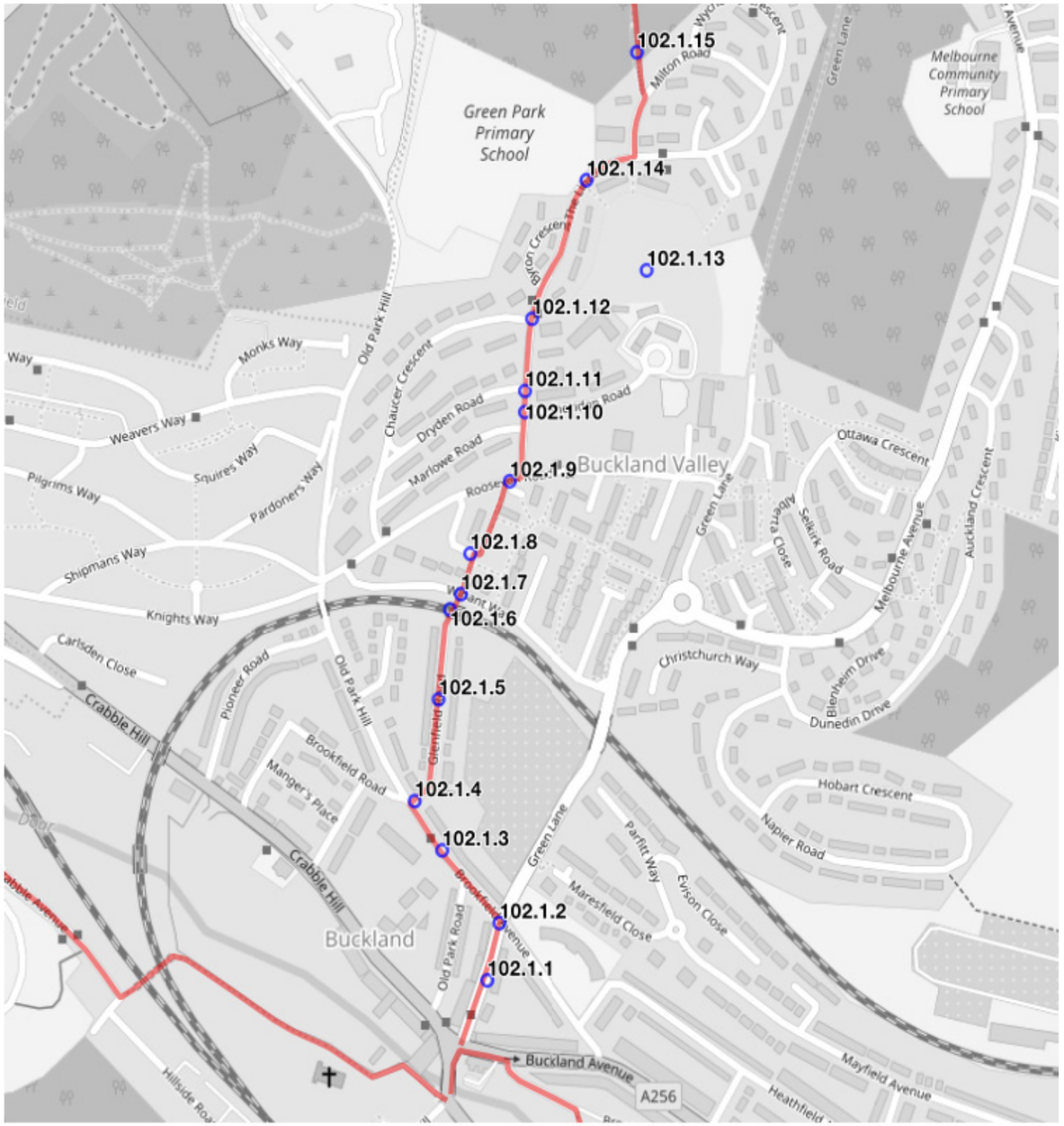
101.3.19 Deliver minimum 3.0m wide shared path through Kearsney Abbey Gardens from Chilton Way to Alkham Rd along desire line.

101.3.20 Undertake review of covered and accessible bike parking within Kearsney Abbey Gardens for visitors and employees.


101.3.18 Access restriction †


101.3.19 Poor surface condition

Recommendation Location
Walking/Cycling Route
Indicative Route Link
Map Source: OpenStreetMap



Route 102 Map 1 0 100 200 m N

Route 102: Buckland Mill to Whitfield

Route description

This primary route links Buckland Mill to the village of Whitfield via quiet residential roads and traffic-free paths, providing a direct connection from Whitfield to the waterfront along the southern section of route 101, via the River Dour Greenway.

This route is vitally important as Whitfield has been identified in Dover District Council's Core Strategy as a location for major urban expansion with the development of up to 5,750 homes[1]. In order to better connect the growing population of Whitfield to the major employment hub and commercial heart of Dover, this route is fundamental to reducing car dependency and encouraging modal shift to active travel for new and existing residents. The successful implementation of this route is dependent on the development of low-traffic neighbourhoods, permeable to walking and wheeling across the village.

The route connects the residential areas of Whitfield and Buckland, numerous primary schools, Dover Christ Church Academy and Honeywood Retail Park. Via a short spur to Honeywood Parkway, the route will connect to the proposed Dover BRT, that is planned to will link Dover Priory railway station, Dover Town Centre and the two major housing sites at Whitfield via a bridge over the A2.

Background

Identified in Sustrans scoping work. The route has been identified in the propensity to cycle analysis as has having the potential to generate a high volume of commuter and school journey trips. It passes several schools and children's centres, making it an important route for increasing cycling and walking on the school run and improving safety for children and young people.

The PCT simulations show that this is an important route for cycling in all scenarios. The maps are based on 2011 census data and so as Whitfield expands, the numbers of people who will conceivably be using this route for everyday journeys will grow, especially if greater provision of cycling facilities is provided as part of the development.


102.1.1 One-way system



102.1.2 One-way system †


102.1.3 Lack of traffic calming


102.1.4 Wide junction and poor pedestrian provision †

† Image sourced from Google Street View.

102.1 Buckland Mill to Melbourne Ave

Existing Conditions

In its southern section, the route follows quiet residential streets, and a proposed traffic-free path on the steep slopes between Buckland and Peverell Rd, towards Melbourne Ave. The steep incline in the central section means that route cohesion is particularly important for cyclists and pedestrians to make the route accessible and more pleasant to use.

Barriers to Walking and Cycling

The southern section is characterised by narrow footways, wider junction mouths, and an absence of pedestrian crossings and traffic calming. The existing stepped path connecting Milton Road to Peverell Road is a major barrier to cycles, buggies, bike-trailers and anyone with impaired mobility. Road surface is poor in some sections, creating an additional challenge.

Recommendations

102.1.1 Identify suitable solution for cycles on Whitfield Ave, such as contraflow facility/ full segregation, and introduce traffic calming.

102.1.2 Reconfigure the junction of Whitfield Ave and Brookfield Ave to allow two-way cycle movement between Whitfield Ave & Brookfield Ave. Install continuous footways across side road.

102.1.3 Traffic data analysis for Brookfield Ave to determine its suitability for a quiet route. Create 20mph zone through traffic calming measures and enforcement.

102.1.4 Tighten the junction of Brookfield Ave and Glenfield Rd, build out footways and create continuous footway on Glenfield Road.

102.1.5 Improve road surface of Glenfield Rd. Traffic data analysis to determine its suitability for a quiet route. Create 20mph zone through traffic calming measures and enforcement.

102.1.6 Improve access through the underpass connecting Glenfield Rd to Winant Way – widen to minimum 3.0m.

102.1.7 Add formal crossing over Winant Way (e.g. raised parallel zebra) and remove guard railing.



102.1.5 Lack of traffic calming



102.1.6 Access restriction



102.1.7 Narrow path, and lack of formal crossing



102.1.8 Poor pedestrian provision

102.1.8 Install a shared use path along the desire line between Winant Way and Roosevelt Rd, widening to minimum 3.0m and improving access to the path from Washington Close and neighbouring roads.

102.1.9 Improve the transition from the shared use path to The Linces (on-road) over Roosevelt Rd and install a formal crossing over Roosevelt Rd for pedestrians (e.g. zebra crossing).

102.1.10 Improve road surface of The Linces.

102.1.11 Build-out footways to reduce junction corner radii at The Linces/Dryden Rd. Work with landowner to deliver step-free access to Wellington Gardens.

102.1.12 Build-out footways to reduce junction corner radii at The Linces/Chaucer Crescent, and improve access to green space.

102.1.13 Introduce sealed path through Sheridan Rd open space to improve accessibility for all users.

102.1.14 Potential School Street outside Green Park Community Primary School. Build out footways to narrow the road and calm traffic, introduce formal crossing on desire line to access green space and implement timed closure at school drop-off and pick-up times.

102.1.15 Feasibility study to deliver accessible low-gradient path between Milton Rd and Peverell Rd/Colton Crescent. Potential to use green space south of Peverell Rd.

102.1.16 Reduce junction corner radii at Rokesley Rd/Colton Crescent by building out footways.

102.1.17 Replace mini-roundabout at Rokesley Rd/Melbourne Ave with priority junction. Install formal crossing on northern arm, to facilitate cycle/pedestrian movement from Rokesley Rd to shared use path on Melbourne Ave.



102.1.9 Wide junction and poor pedestrian provision



102.1.10 Poor surface condition



102.1.11 Wide junction and poor pedestrian provision †



102.1.12 Wide junction and poor pedestrian provision



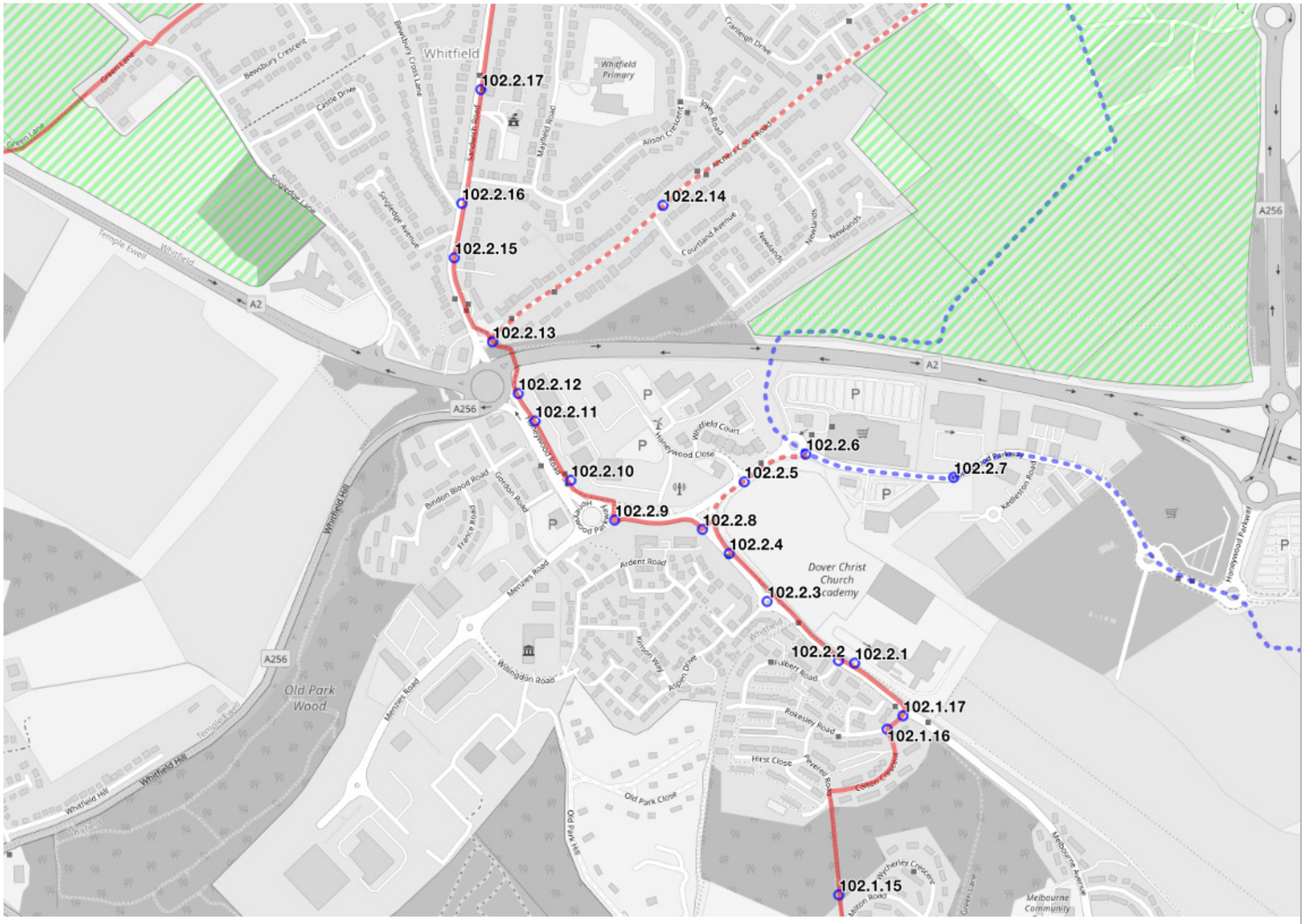






Recommendation Location
Walking/Cycling Route
Indicative Route Link
Whitfield Urban Expansion
Dover BRT Route

Map Source: OpenStreetMap



Route 102 Map 2

† Image sourced from Google Street View.


102.2.1 Lack of pedestrian/wheeler priority



102.2.2 Mini-roundabout †


102.2.3 Mini-roundabout


102.2.4 Street clutter and user conflict

102.2 Melbourne Ave to Whitfield

Existing Conditions

In the northern section of the route, it follows existing shared use paths adjacent to the busy Melbourne Ave and Honeywood Rd.

Barriers to Walking and Cycling

The quality of this section is high, with few barriers. One of the main barriers is a lack of formal crossing across Honeywood Rd, east of the roundabout with Menzies Rd.

There is a potential risk of pedestrian/wheeler conflict on the paths in this section, particularly on Melbourne Ave near Dover Christ Church Academy, and points where people may be boarding/alighting buses, south of the junction with Honeywood Rd.

The footways from Melbourne Ave to Honeywood Retail Park - where the proposed BRT will link Dover Priory railway station to Whitfield - require vegetation clearance to maximise their width.

There is a also lack of safe walking and cycling infrastructure along Honeywood Parkway, which discourages people from travelling to the shops and food outlets by walking or wheeling. The delivery of the BRT through Honeywood Retail Park should seek to improve the environment for non-motorised users travelling through the area.

Recommendations

102.2.1 Reduce corner radii and introduce continuous footways across entrances to Dover Christ Church Academy. Extend shared use path northwest of school southwards to connect with new formal crossing at Rokesley Rd. Install traffic calming including footway build-outs. Potential to implement School Street. Introduce additional formal crossing (e.g. parallel zebra) opposite the school to provide access housing estate opposite.

102.2.2 Replace mini-roundabout at Fulbert Rd / Melbourne Ave with priority junction. Install formal crossing (e.g. parallel zebra) on northern arm, to facilitate cycle/pedestrian movement from Fulbert Rd to shared use path on Melbourne Ave.



102.2.5 Narrow path and user conflict †



102.2.6 Lack of formal crossing †


102.2.8 Large crossing distances


102.2.9 Lack of formal crossing

102.2.3 Replace roundabout at Aspen Dr / Melbourne Ave with priority junction, install formal crossings (e.g. parallel zebra) on all arms to facilitate cycle/pedestrian movement from Aspen Dr to shared use path on Melbourne Ave. Maintain minimum 3.0m wide shared use path.

102.2.4 Build-out footways both sides of Melbourne Ave between Fulbert Rd and Honeywood Rd, and introduce bus bypasses on northern side, where space allows. Replace existing refuge islands with zebra crossing for access to bus stop.

102.2.5 Build out footway to minimum 3.0m width and designate shared use, to create continuous link from Melbourne Ave to Honeywood Retail Park, to connect with the proposed BRT route.

102.2.6 Upgrade existing informal crossing, on eastern arm of roundabout, to formal crossing and designate shared use (e.g. parallel zebra), to link shared use path to Tesco car park. This could be delivered as part of the BRT project.

102.2.7 Build out footway to minimum 3.0m width and designate shared use, to create continuous walking and cycling link throughout Honeywood Retail Park. Install formal crossings (e.g. parallel zebras) to improve access to retail premises. This could be delivered as part of the BRT project.

102.2.8 At junction of Melbourne Ave and Honeywood Rd, review crossing distances and times. Add early-release signals on all arms and advanced stop lines for cyclists using the junction. Remove unnecessary guard railing.

102.2.9 Introduce signalised toucan crossing on all arms of the roundabout at Honeywood Rd and Menzies Rd (on the desire line) to facilitate pedestrian/cycle movement. Declutter and remove unnecessary guard railing.

102.2.10 Build-out footway on Honeywood Rd north of the Honeywood Rd / Menzies Rd roundabout and introduce bus bypass on eastern side where space allows. Upgrade road sign to cantilever structure to maximise footway width.

102.2.11 Tighten junction to the industrial estate from Honeywood Rd, build out footways and install continuous footway over entrance.

102.2.12 Improve the surfacing of the A2 underpass between Honeywood Rd and Archers Court Rd, widen to minimum 3.0m, improve lighting, cut back vegetation, remove barriers at Archers Court Rd.

102.2.13 Install formal crossing (e.g. parallel zebra) across Archers Court Rd, east of Sandwich Rd and tighten corner radii to slow traffic on approach to / from Sandwich Rd.

102.2.14 Feasibility study to provide a safe walking and wheeling route on Archers Court Rd, to connect with western point of proposed BRT route and development sites west of the A256, such as bi-directional cycle track and widened footways with pedestrian priority (e.g. continuous footways) across vehicle crossovers and junction mouths.

102.2.15 Widen existing shared path on eastern side of Sandwich Rd to minimum 3.0m. Declutter and resurface where required. Install pedestrian/wheeler priority (e.g. continuous footways) across vehicle crossovers and junction mouths to provide continuous traffic-free facility. Create 20mph zone through village, through traffic calming measures (e.g. upgrading existing speed cushions to sinusoidal humps) and enforcement. Extend path northwards in line with village expansion.

102.2.16 Upgrade signalised crossing on Sandwich Rd near junction with Mayfield Rd to toucan crossing. Widen footways and remove guard railing.

102.2.17 Build out shared path and introduce bus bypasses on eastern side of Sandwich Rd, where space allows.


102.2.10 Street clutter and user conflict


102.2.14 Lack of pedestrian/wheeler priority


102.1.11 Lack of pedestrian/wheeler priority


102.2.15 Lack of continuous facility & cycle dismounts


102.2.12 Poor surface condition



102.2.16 Narrow path and user conflict

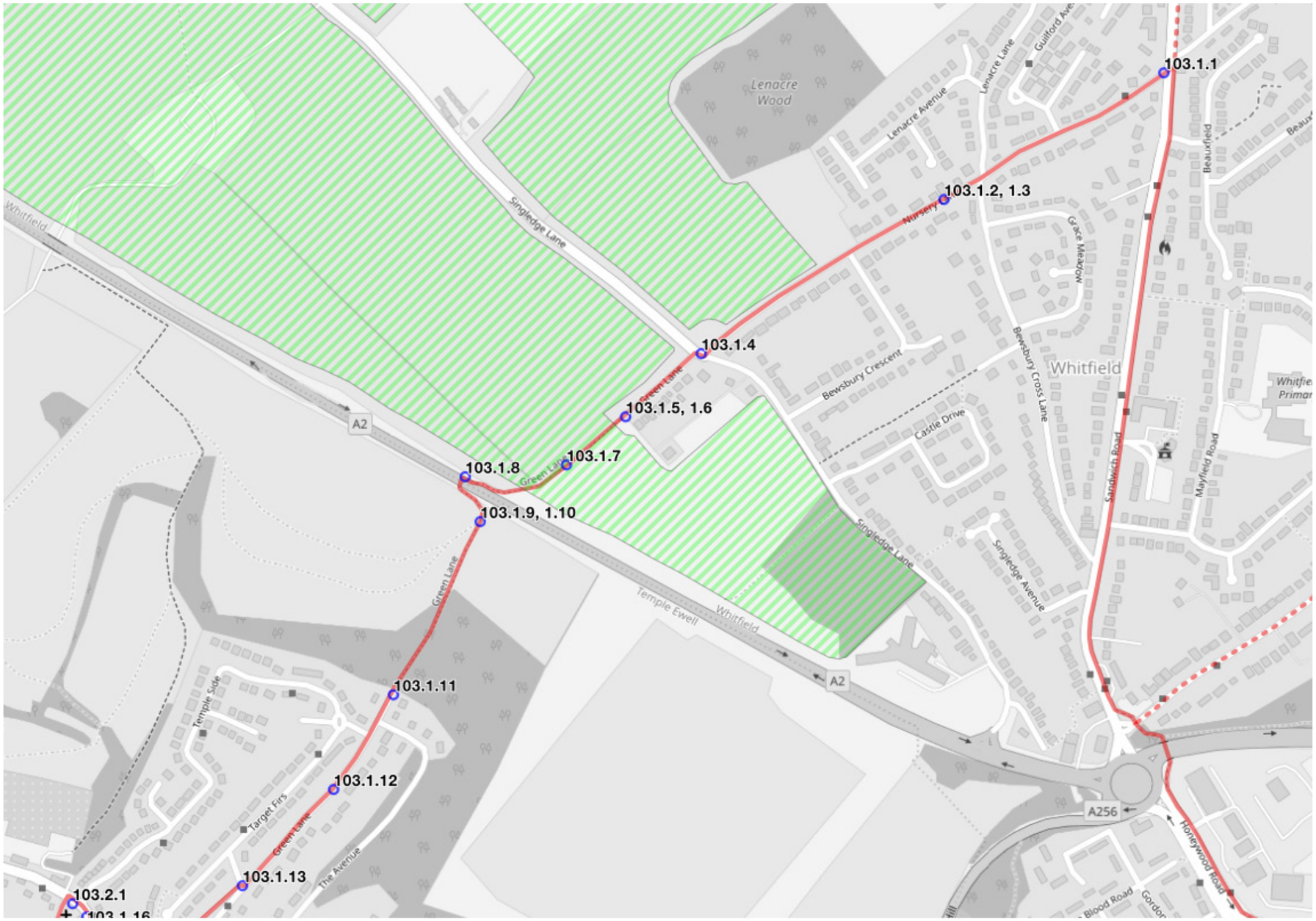

102.2.13 Access restriction


102.2.17 Street clutter and narrow path †

† Image sourced from Google Street View.

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Recommendation Location
Walking/Cycling Route
Indicative Route Link
Whitfield Urban Expansion
Map Source: OpenStreetMap



Route 103 Map 1

0 100 200 m

N


103.1.1 Wide junction and poor pedestrian provision †


103.1.2, 103.1.3 Poor pedestrian provision


103.1.4 Wide junction and poor pedestrian provision



103.1.5 Lack of pedestrian/wheeler priority †

Route 103: Whitfield to Kearsney Abbey Gardens

Route description

As Whitfield undergoes expansion it will be important to increase cycling and walking links between it and the rest of Dover, particularly where local attractions and open recreational green spaces are situated. This route offers easier cycling and walking journeys between Whitfield, Temple Ewell and Kearsney Abbey. It will also provide better access to the closest station to Whitfield - Kearsney.

The route follows what are currently quiet lanes and off-road paths, as well as through what is currently an unkempt traffic-free track either side of an A2 crossing. On the Whitfield site, the traffic-free path is adjacent to an allocated housing development site, so it can be expected that pedestrian and wheeler traffic will increase along this section, including dogwalkers, and young families.

Developing this route will require new shared use paths, widened footways, feasibility studies for on-road sections to determine suitability, and improved crossings.

Background

This route was identified in Sustrans scoping work. It features on PCT maps, particularly under the Government Target, and Go Dutch scenarios. As this route is currently only suitable for some users, it is worth noting that the potential for higher levels of cycling demonstrated by the PCT scenario maps will be greater and more inclusive if the route is improved in line with the recommendations made.

103.1 Sandwich Rd to London Rd

Existing Conditions

In its eastern section, the route follows a narrow residential road through Whitfield that gives the impression of being a country lane. Many properties have their own driveways and off-road parking, and the road is characterised by an overall absence of footways and unsealed public footpaths. The lane then becomes a traffic-free track that connects Whitfield to Temple Ewell via an uncontrolled surface crossing of the A2.

The route then follows a residential road and traffic-free track before crossing the busy London Rd and heading south along the narrow Lower Rd towards Alkham Rd.

Barriers to Walking and Cycling

While the route is fully open to able-bodied walkers, accessibility and cohesion of the route is poor for some pedestrians and wheeled users, largely due to poor surface, crossing points over roads and missing footways or shared use paths, particularly over the A2 across London Rd, where there are no formal crossing points. The traffic-free tracks either side of the A2 are largely unkempt with overgrown vegetation, poor surface quality, and in remote locations that would be off-putting to some users.

Recommendations

103.1.1 At the junction of Nursery Lane and Sandwich Rd, install footpath and create priority give-way sections where road is narrow

103.1.2 Widen footpath on Nursery Lane and install footpath on southern side

103.1.3 Install footpath and create priority give-way section on Nursery Lane where road is narrow. Traffic data analysis to determine its suitability for a quiet route. Create 20mph zone through traffic calming measures and enforcement.

103.1.4 Reduce corner radii to encourage slower traffic speeds, to improve crossing of Singledge Lane

103.1.5 Work with landowner to designate Green Lane shared space with appropriate signage and traffic calming, where necessary.

103.1.6 Replace gate on Green Lane with removable bollards to improve access from on-road to traffic-free track.

103.1.7 Upgrade Green Lane path to minimum 3.0m width, clear overhanging vegetation and drainage channels, resurface where required with sealed material. Upgrade signage. Agree maintenance regime with landowner. Work with developers to improve access from housing development site and traffic-free path.



103.1.6 Access restriction


103.1.7 Poor surface condition


103.1.8 Lack of formal crossing


103.1.9 Poor surface condition

103.1.8 Install signalised toucan crossing for pedestrians, wheelers and cyclists on A2 at path crossing. Clear vegetation to improve sight lines for path users approaching the crossing.

103.1.9 Upgrade Green Lane path to minimum 3.0m width, clear overhanging vegetation and drainage channels, resurface where required with sealed material. Upgrade signage. Agree maintenance regime with landowner.

103.1.10 Resurface Green Lane where path rejoins track, and work with landowner to designate shared space with appropriate signage and traffic calming, where necessary.

103.1.11 Replace gate on Green Lane with removable bollards to improve access.

103.1.12 Install and widen existing footway, create priority give-way sections where road is narrow. Traffic data analysis to determine its suitability for a quiet route. Create 20mph zone through traffic calming measures and enforcement.

103.1.13 Build out footways to tighten junction of Target Firs with Green Lane, and improve transition to traffic-free track towards London Rd.

103.1.14 Clear overhanging vegetation on track between Green Lane and London Rd, resurface where required with sealed material. Upgrade signage. Agree maintenance regime with landowner. Improve access from surrounding roads.

103.1.15 Remove barriers at the access to the traffic-free track from London Road

103.1.16 Feasibility study to investigate building out footways and introducing shared use facilities between High St/Lower Rd and traffic-free track towards Green Lane. Introduce signalised toucan crossing on London Rd, east of junction with High St/ Lower Rd, for pedestrians, wheelers and cyclists.

† Image sourced from Google Street View.







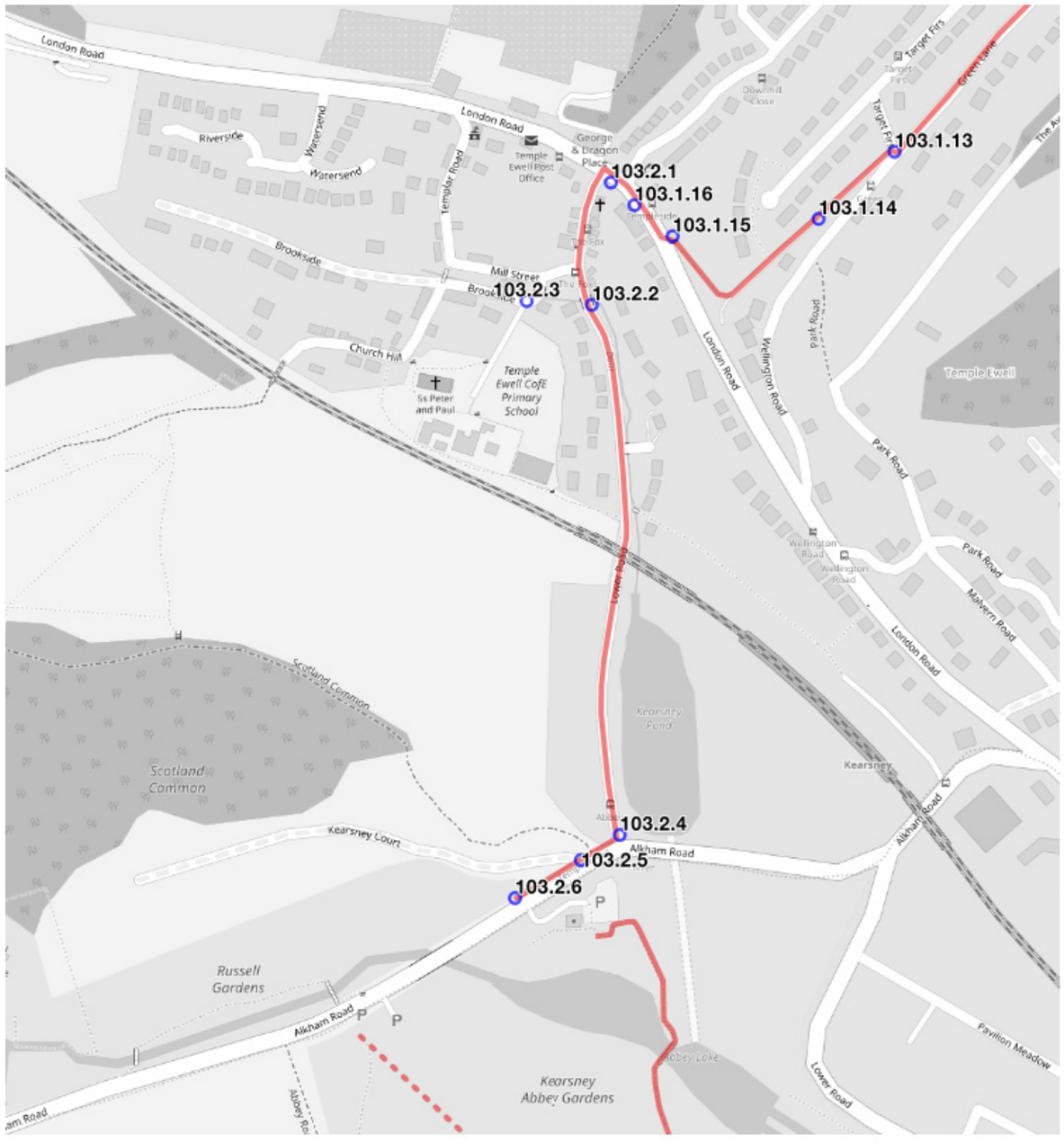








Recommendation Location
Walking/Cycling Route
Indicative Route Link
Map Source: OpenStreetMap



Route 103 Map 2

0 100 200 m

N

103.2 London Rd to Kearsney Abbey Gardens

Existing Conditions

From London Rd, the route follows the narrow High St/Lower Rd through Temple Ewell towards Alkham Rd and the destinations of Kearsney Abbey Gardens, Russell Gardens and Bushy Ruff Country Park.

Barriers to Walking and Cycling

A feasibility study is required for Lower Rd to establish a safe walking and wheeling route from London Rd to Alkham Rd, as in its current form, it is unsuitable for a safe route, and will need physical measures to remove non-local traffic and enforce safer traffic speeds. Lower Rd is narrow along its entire length which restricts free-flowing traffic. It is conceivable that Lower Rd sees rat-running traffic between London Rd and Alkham Rd, as during the site audit, the road was particularly busy with traffic, which was exacerbated by the presence of a double-decker bus, school pick-up traffic and a HGV. Through the centre of the village, where the road is narrowed further by buildings, the footways disappear and non-motorised users are expected to mix with road traffic, so an alternative alignment should be considered as part of the feasibility study.

Recommendations

103.2.1 At the junction of London Rd and High St/Lower Rd, tighten junction, build-out footways, and improve crossing of junction (e.g. continuous footway on High St/Lower Rd)

103.2.2 Feasibility study to provide a safe walking and wheeling route on High St/ Lower Rd, such as introducing footways/ shared paths, likely to require introducing one-way system for High St/Lower Rd. Alternatively, look at providing parallel route for pedestrians and wheelchair users. Traffic data analysis to determine suitability of Lower Rd for a quiet wheeling/ cycling route. Create 20mph zone through traffic calming measures and enforcement.

103.2.3 Potential School Street outside Temple Ewell C of E Primary School. Build out footways to narrow the road and calm traffic, implement timed closure at school drop-off and pick-up times.

103.2.4 At the junction of Alkham Rd and Lower Rd, tighten junction, build-out footways, and improve crossing of junction (e.g. continuous footway on Lower Rd)

103.2.5 Build out footway on northern side of Alkham Rd between Lower Rd and Russell Gardens to minimum 3.0m width, and designate shared use. Tighten junction of Kearsney Ct/Scotland Common and make pedestrian/cycle priority (e.g. continuous crossing)

103.2.6 Install signalised toucan crossing for pedestrians, wheelers and cyclists on Alkham Rd from proposed shared use facility on northern side to Kearsney Abbey Gardens.



103.2.1 Wide junction and poor pedestrian provision



103.2.3 Lack of traffic calming outside school †



103.2.2 Poor pedestrian provision, and user conflict



103.2.4 Wide junction and poor pedestrian provision





103.2.5 Wide junction and poor pedestrian provision †



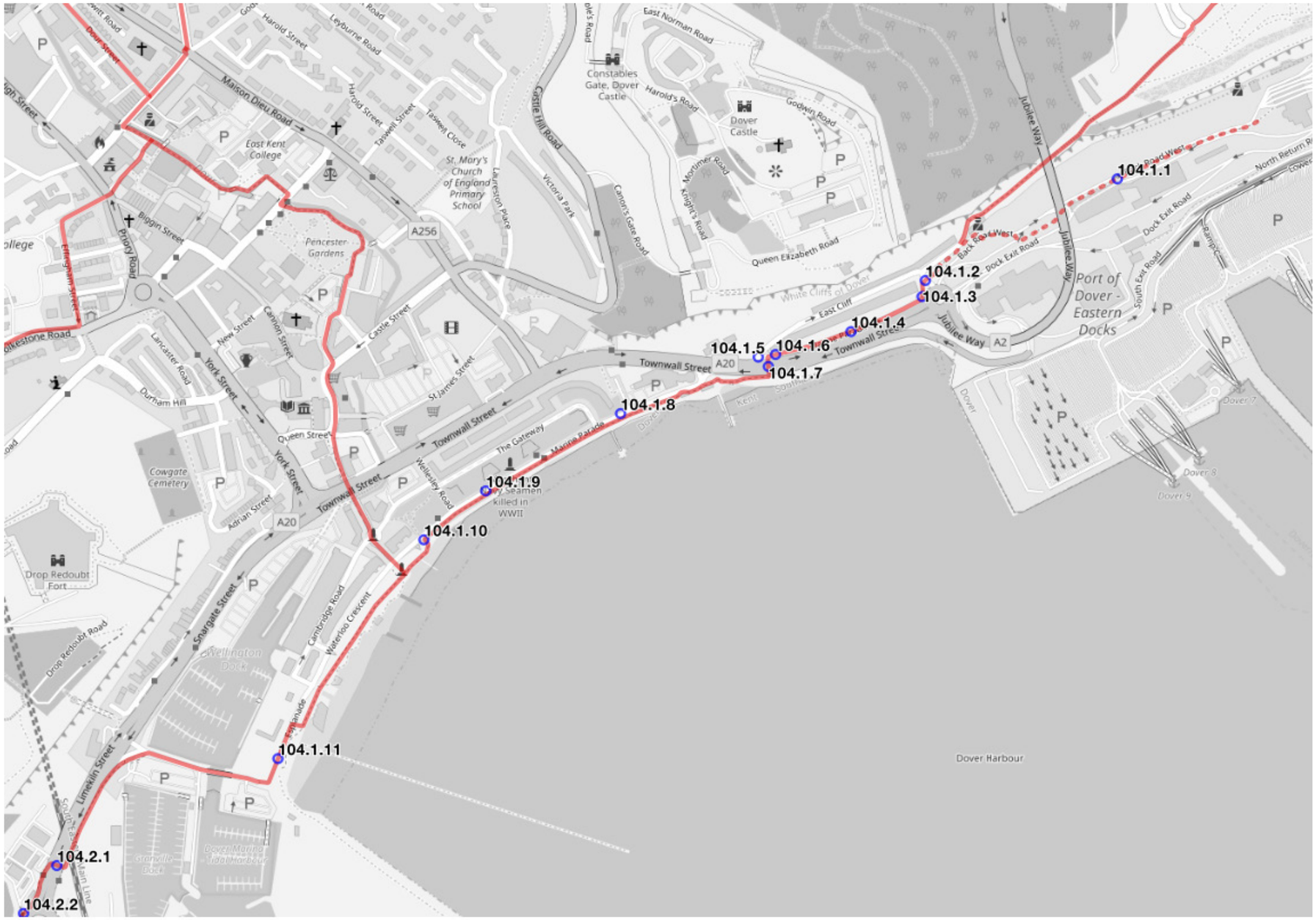


103.2.6 Lack of formal crossing †

† Image sourced from Google Street View.

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Recommendation Location
Walking/Cycling Route
Indicative Route Link
Map Source: OpenStreetMap



Route 104 Map 1

0 100 200 m

N



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 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. The route connects to Route 101 (Waterfront to Kearsney Abbey Gardens, via the River Dour Greenway) and Route 106 (Ferry Port to St Margaret's at Cliffe). 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, will 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, as far as the intersection with route 101 where it becomes NCN 2. 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 Dogs Roundabout.

104.1.3 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.



104.1.8 Poor pedestrian provision †


104.1.9 Conflicting guidance



104.1.5 Lack of traffic calming †



104.1.10 Lack of continuous facility †


104.1.7 Lack of pedestrian/wheeler priority



104.1.11 Lack of continuous facility †

† 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

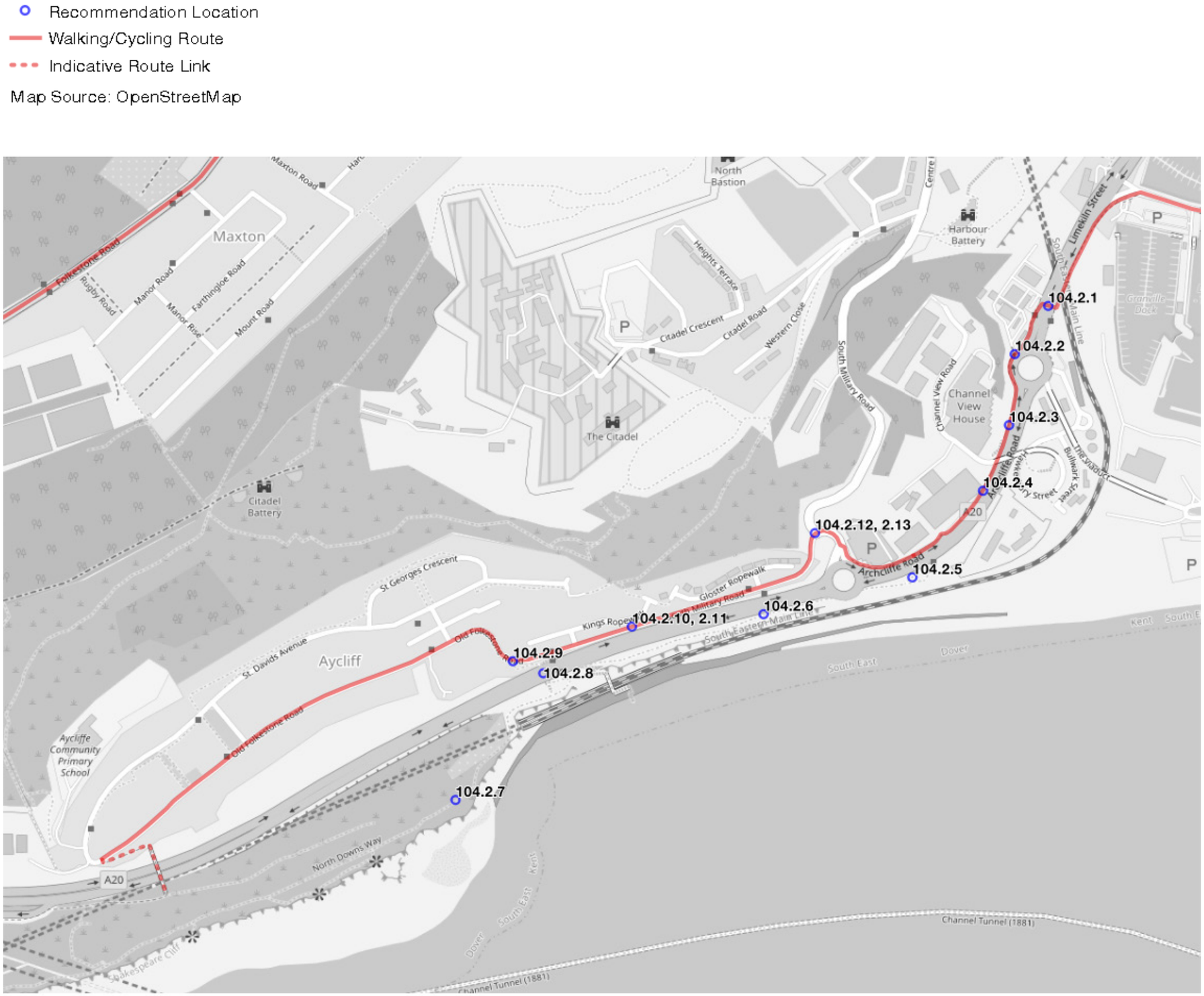
Existing Conditions

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.



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 †


104.2.4 Lack of pedestrian/wheeler priority


104.2.8 Lack of traffic calming

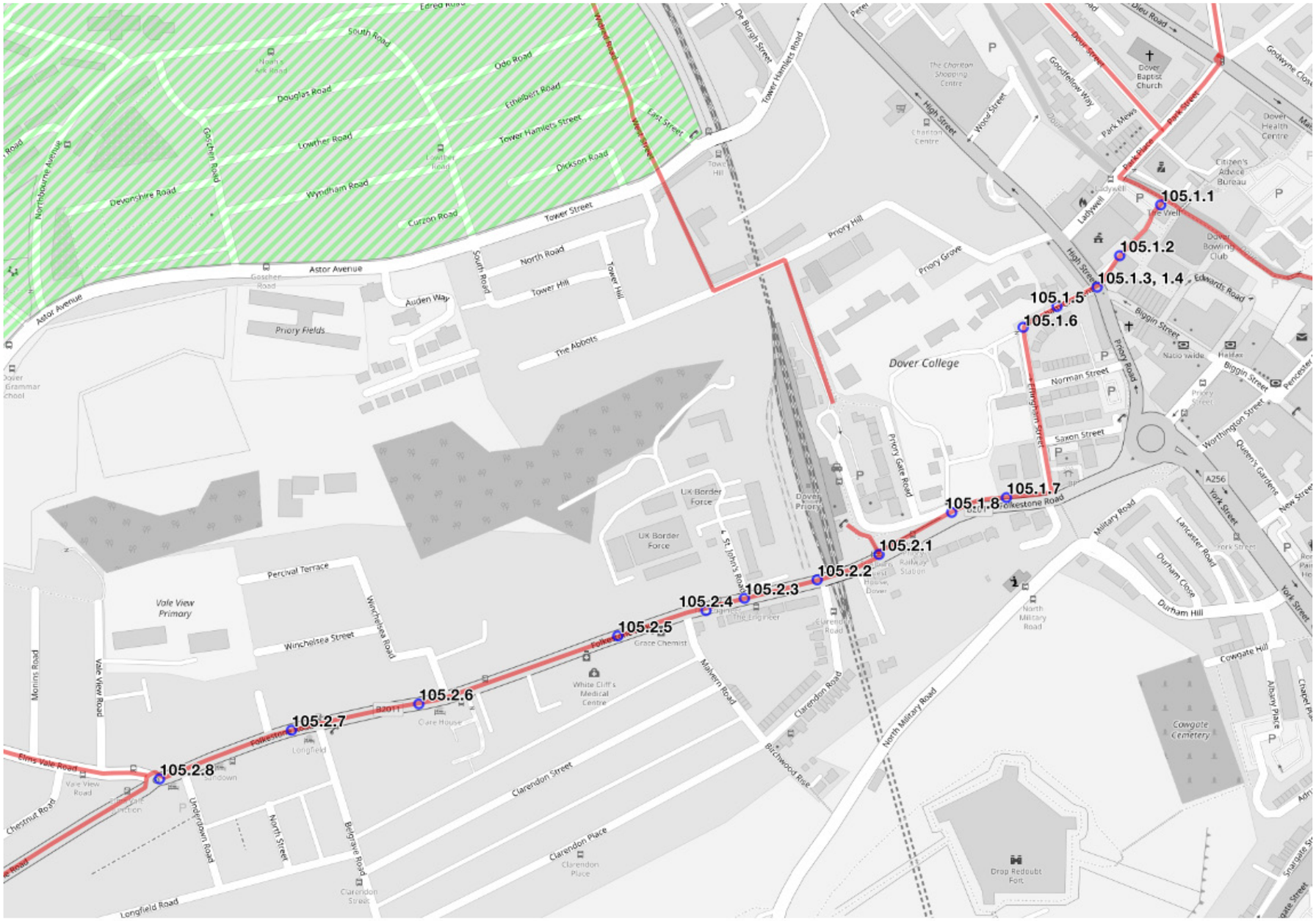
104.2.10 Feasibility study to improve access from Aycliffe to path that runs adjacent to A20. Improve lighting and visual appearance of underpass. Agree maintenance regime to cutback vegetation and remove litter. Improve transition to path from Old Folkestone Rd.

† Image sourced from Google Street View.

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- Recommendation Location
- Walking/Cycling Route
- Indicative Route Link
- Tower Hamlets Neighbourhood

Map Source: OpenStreetMap



Route 105 Map 1

0 100 200 m

N









Route 105: River Dour Greenway to Capel-le-Ferne, via Dover Priory Station

Route Description

This primary route links Dover to Folkestone, connecting the River Dour Greenway (and route 101) to Capel-le-Ferne, via Dover Priory Station and Folkestone Rd. For Dover, it will provide a key link from the residential areas of Maxton and Tower Hamlets, in the west of the town, to the railway station and town centre, as well as providing a safe connection from the railway station to the town centre and ferry port, and other areas of the town via other routes.

The route will benefit local people who commute between the two towns, as well as tourists travelling through the area. As a major artery into the town, facilities for cycling and walking should be improved. An arm of this route also connects residential roads, schools and recreation facilities along Elms Vale Rd to the station and town centre.

Background

This route has been identified in Sustrans scoping work. PCT simulations show that this is an important route for cycling in all scenarios. In the Go Dutch scenario the route continues to be heavily utilised all the way along Folkestone Road, and in the inner areas, past the station and into town, all scenarios suggest that any improvements to the route will have a very high impact.

105.1 River Dour Greenway to Dover Priory Station

Existing conditions

The eastern section of this route provides a link from the River Dour Greenway (the central route through Dover, route 101) to Dover Priory Station, via the town centre, and a quiet one-way street (Effingham Crescent) past Dover College. This avoids the busy A256/Folkestone Rd roundabout.

Barriers to Walking and Cycling

In the eastern section, there is no formal crossing across London Rd to link the town centre and Effingham Crescent, towards the station. Due to one-way traffic restrictions on Effingham Crescent, cyclists are only able to travel eastbound towards London Rd.

Recommendations

105.1.1 Improve transition from River Dour Greenway (Route 101)

105.1.2 Allow shared use access between A256 and the River Dour Greenway, past the Dover Town Council building and Dover Town Hall

105.1.3 Feasibility study to introduce signalised toucan crossing across London Rd, between Effingham Crescent, Dover Town Hall and Biggin St, towards the town centre. Build-out footways and improve urban realm, e.g. through greening.

105.1.4 Reduce corner radii by building out footways, and introduce priority crossing (e.g. continuous footway) across junction of Effingham Crescent/London Rd.

105.1.5 Introduce contraflow on Effingham Crescent to provide for westbound wheeling/cycling. Investigate potential removal of parking to maximise space.

105.1.6 Build out footways at the entrance to Dover College, on Effingham Crescent

105.1.7 Widen footway on northern side of Folkestone Rd between Effingham Crescent and Priory Station Approach and designate shared use. Upgrade informal crossings to formal crossings (e.g. parallel zebra)

105.1.8 Reduce corner radii by building out footways, and introduce priority crossing (e.g. continuous footway) across junction of Priory Station Approach/London Rd. Improve transition from shared space east of Priory Station Approach to station.



105.1.5 One-way system



105.1.6 Poor pedestrian provision †



105.1.7 Lack of pedestrian/wheeler priority



105.1.8 Wide junction and poor pedestrian provision

105.2 Dover Priory Station to Capel-le-Ferne, via Folkestone Rd

Existing conditions

The central section connects the station to western areas of Dover along the busy Folkestone Rd, and then on towards Capel-le-Ferne.

Barriers to Walking and Cycling

Folkestone Road is a busy road that carries local traffic from Dover to Folkestone, with high traffic volumes and speeds. Footways are narrow in sections and there are numerous crossovers and wide junction mouths. With many car parks outside business premises and lack of formal crossings, some vehicles park across the footway, further blocking pedestrian movement. Road surface is poor in places.

Outside of the built-up areas, Folkestone Rd is characterised by wide lanes, high traffic speeds and an absence of footways. The environment discourages long-distance wheeling/cycling between the two towns, and it is likely that only a segregated walking and cycling route is suitable here.

Recommendations

105.2.1 Feasibility study to upgrade steps between station forecourt and Folkestone Rd to low-gradient ramp, to improve access, or install lift

105.2.2 Widen footways, by removing parking bays, install formal crossing (e.g. parallel zebra) east of Clarendon Rd and remove guardrails

105.2.3 Feasibility study to provide a safe walking and wheeling route on Folkestone Rd between Dover Priory Station and junction with Elms Vale Rd, such as segregated cycle tracks and widened footways with pedestrian priority (e.g. continuous footways) across vehicle crossovers and junction mouths. Create 20mph zone through traffic calming measures and enforcement.

105.2.4 Upgrade informal crossing to formal crossing (e.g. parallel zebra) east of Malvern Rd

† Image sourced from Google Street View.

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- Recommendation Location
- Walking/Cycling Route
- Indicative Route Link
- Tower Hamlets Neighbourhood

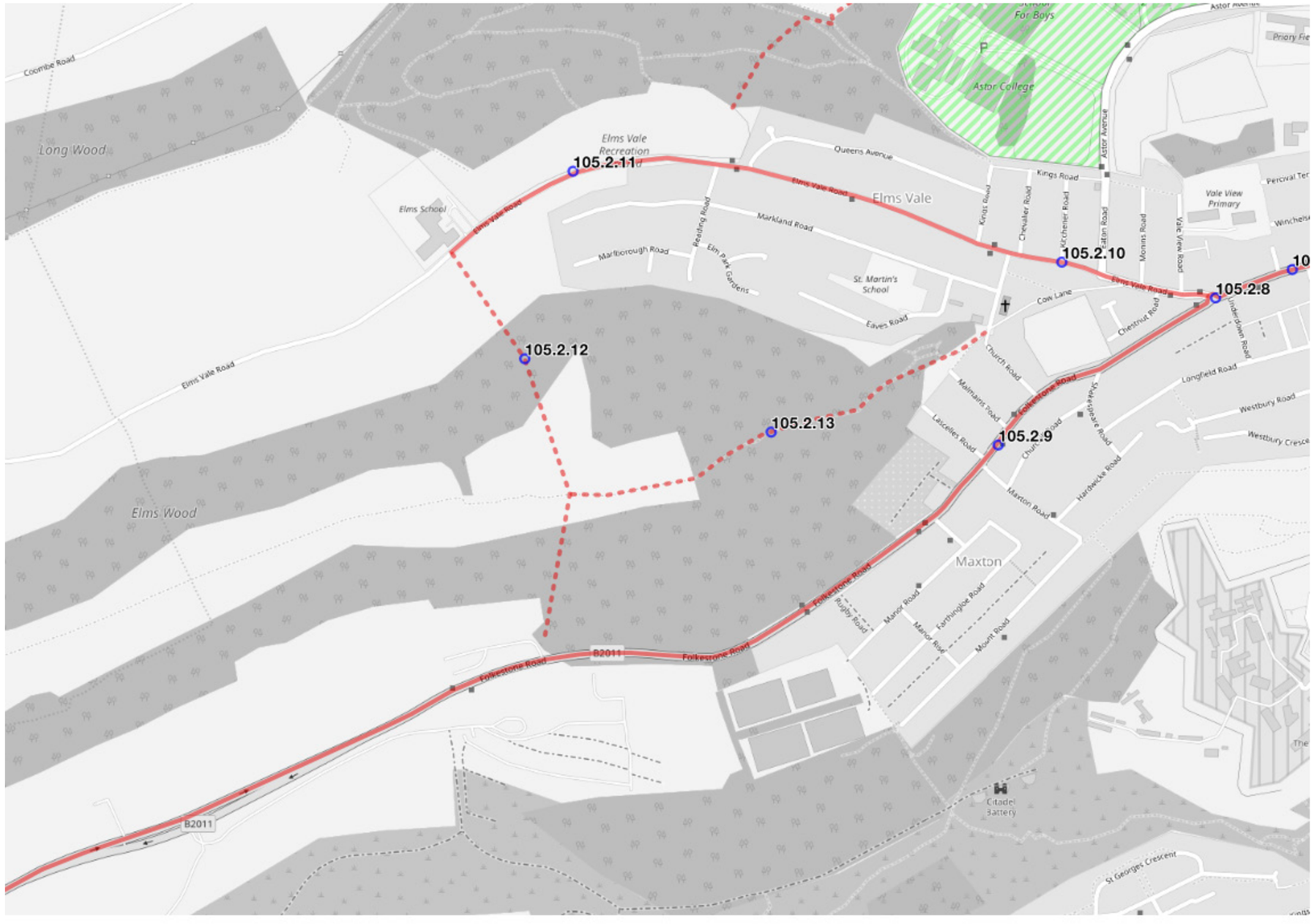
Map Source: OpenStreetMap


105.2.1 Stepped access


105.2.2 Lack of formal crossing †


105.2.3 Lack of traffic calming


105.2.4 Lack of formal crossing †



Route 105 Map 2

0 100 200 m

N

105.2.5 Introduce signalised toucan crossing outside White Cliffs Medical Centre. Work with landowners to improve access, and make environment more welcoming to visitors and staff arriving by bike

105.2.6 Upgrade informal crossing to formal crossing (e.g. parallel zebra), west of Winchelsea Rd

105.2.7 Declutter and remove unnecessary guard railing at signalised crossing, east of Glen Grove

105.2.8 Replace mini-roundabout at Folkestone Rd / Elms Vale Rd with priority junction, install formal crossings (e.g. parallel zebras) on all arms.

105.2.9 Declutter and remove unnecessary guard railing at signalised crossing, north of Maxton Rd

105.2.10 Feasibility study to provide a safe walking and wheeling route on Elms Vale Rd, between Folkestone Rd and Elms School, such as segregated cycle tracks and widened footways with pedestrian priority (e.g. continuous footways) across vehicle crossovers and junction mouths. Create 20mph zone through traffic calming measures and enforcement. Alternatively, explore parallel quiet route (e.g. along Reading Rd, Markland Rd, Church Rd).

105.2.11 Widen footway on northern side of Elms Vale Rd between Elms School and Elms Vale Recreation Ground to minimum 3.0m and designate shared use.

105.2.12 Feasibility study for introducing traffic-free path, minimum 3.0m width, between Little Farthingloe Farm and Elms School

105.2.13 Feasibility study for introducing traffic-free path, minimum 3.0m width, between Elms Vale area (e.g. Church Rd) and Little Farthingloe Farm



105.2.5 Lack of formal crossing †


105.2.9 Street clutter and motor-vehicle priority †


105.2.6 Lack of formal crossing †


105.2.10 Lack of traffic calming


105.2.14 Lack of pedestrian/wheeler facility


105.2.7 Street clutter and motor-vehicle priority †


105.2.11 Poor surface condition




105.2.8 Mini-roundabout

† Image sourced from Google Street View.

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- Recommendation Location
- Walking/Cycling Route
- Indicative Route Link
- Former Connaught Barracks Site

Map Source: OpenStreetMap



Route 106 Map 1

0 200 400 m

N


106.1.1 Stepped access


106.1.2 Access restriction



106.1.3 Lack of pedestrian/wheeler facility


106.1.4 Access restriction

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. With an extension northwards to Kingsdown (not included in the scope of this report), this route will provide a cohesive route to Deal and Sandwich.

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.


106.1.5 Narrow path


106.1.6 Access restriction


106.1.7 Access restriction


106.1.8 Lack of pedestrian/wheeler facility

† Image sourced from Google Street View.

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



Route 107 Map 1

0 100 200 m

N









Route 107: River Dour Greenway to Burgoyne Heights, via Connaught Park

Route Description

The steep topography to the east of Dover creates a challenge in connecting the top of the hill to the centre of town. This route would link the village of Burgoyne Heights, and allocated development sites for up to 500 dwellings, at Connaught Barracks to the River Dour Greenway (Route 101) via Dover Castle, one of Dover's major tourist destinations. To connect with Upper Rd (and Route 106), a feasibility study is recommended to introduce a traffic-free path from Burgoyne Heights, via a bridge or underpass across the A2.

The most direct route to the castle from the town centre is via Dover Rd along Castle Hill Rd, however the gradient rises quickly to a maximum of 13%. Although this route is signed as NCN1 – with advisory cycle lanes provided for some sections of the uphill lane – and some physical measures are in place to calm traffic, the steepness of the hill and risk of conflict with motorised traffic makes this an uncomfortable environment for even the confident cyclist.

To avoid Castle Hill Rd, this route takes a less direct approach to Dover Rd, utilising the gradual gradients along Park Ave and Connaught Rd. This route will also deliver improvements to walking and wheeling improvements for the residential streets south of Connaught Park, as well as for two schools and a nursing home.

The eastern section of the proposed BRT, from Dover Rd to the town centre, has not yet been publicised. This report recommends incorporating cycling and walking improvements into the delivery of the BRT along its entire length, and is therefore logical to consider delivering this route in line with the BRT route. Any interventions in this area should prioritise improving links from the BRT to neighbouring streets.

In order to better connect the growing population of Burgoyne Heights and Connaught Barracks, where 500 dwellings are expected to be delivered, to the major employment hub and commercial heart of Dover, this route is fundamental to reducing car dependency and encouraging modal shift to active travel for new and existing residents. The successful implementation of this route is dependent on the delivery of low-traffic neighbourhoods in the new development, permeable to walking and wheeling.

Background

Identified in Sustrans Scoping – intended to be aligned in part with the proposed BRT.

This route corridor is high priority according to the PCT scenarios, even without the extra potential demand from planned regeneration at Connaught Barracks. The PCT tool factors in incline, and this route aims to avoid the steeper gradient of Castle Hill Rd, which explains in part why the route is important.

107.1 River Dour Greenway to Castle Hill Rd, via Connaught Park

Existing conditions

From the River Dour Greenway, this route crosses the busy London Rd and then follows residential roads, Park Ave and Connaught Rd, to Castle Hill Rd, near the junction with Dover Rd and access to the Castle.

Barriers to Walking and Cycling

The roads in this section are characterised by wide road lanes, restricted by on-road parking bays, and narrow footways. Junction mouths are wide, and there is an overall absence of pedestrian crossings and traffic calming. Towards the junction with Castle Hill Rd, Connaught Rd becomes steeper and pavements narrow, discouraging people from walking or wheeling between the castle and the neighbourhoods around Connaught Park area.

Recommendations

107.1.1 Feasibility of on-road quiet route or segregated cycle track on Park St (links to Route 101).

107.1.2 Feasibility study to identify interventions to facilitate a safe and direct route from Park St to Park Ave across the busy London Rd. Build out footways to reduce corner radii, whilst improving the junction for pedestrians. Investigate option to widen footways and designate shared use to take wheelers across London Rd via upgraded signalised toucan crossing, west of junction. Review current crossing distances and times to improve access for pedestrians and cyclists. Add early-release signals on all arms and install advanced stop lines for cyclists.

107.1.3 Traffic data analysis to determine suitability of Park Ave for a quiet wheeling/cycling route. Create 20mph zone through traffic calming measures and enforcement. Feasibility study to investigate filtering through-traffic on Park Ave. Improve in line with delivery of BRT.

107.1.4 Widen footways along Park Ave where required, by removing existing kerb build-outs. Restrict parking to prevent vehicles parking on crossovers. Repair pavements where required.

107.1.5 At the junction of Park Ave and Salisbury Rd install informal crossings across Park Ave on desire line, tighten junction, build-out footways, and install continuous footways on side road.

107.1.6 At the junction of Park Ave and Castle Ave install informal crossings across Park Ave on desire line, tighten junction, build-out footways, and install continuous footways on side road.

107.1.7 At the junction of Park Ave and Connaught Rd install informal crossings across Connaught Rd towards Connaught Park on desire line, tighten junction, build-out footways, and install continuous footway on Park Ave. Repair pavements, where required.

107.1.8 Potential School Street outside St Richards Catholic Primary School, on Castle Ave. Build out footways to narrow the road and calm traffic, implement timed closure at school drop-off and pick-up times.



107.1.5 Wide junction and poor pedestrian provision



107.1.6 Wide junction and poor pedestrian provision †



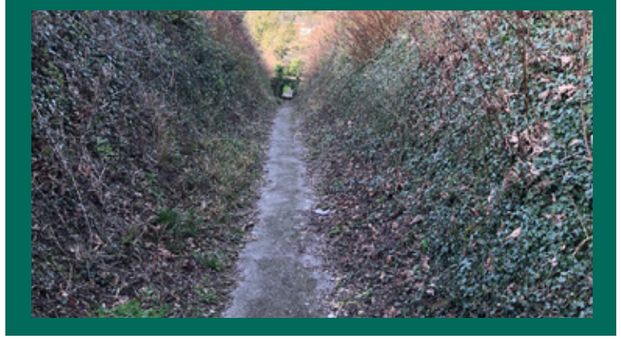
107.1.7 Lack of formal crossing



107.1.8 Lack of traffic calming outside school

† Image sourced from Google Street View.



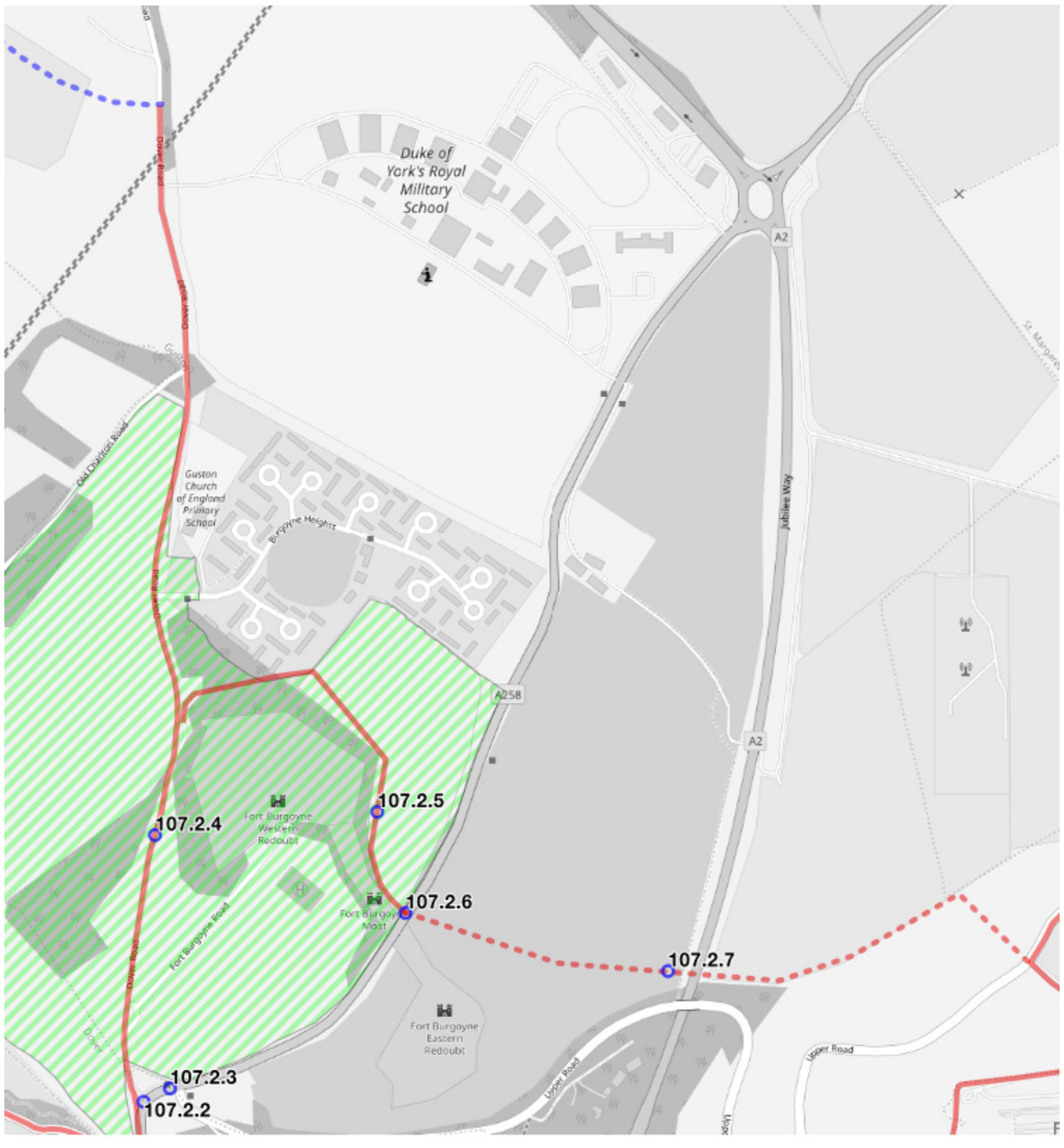






Recommendation Location
Walking/Cycling Route
Indicative Route Link
Former Connaught Barracks Site
Dover BRT Route

Map Source: OpenStreetMap



Route 107 Map 2

0 100 200 m

N

107.1.9 Feasibility study to investigate improving existing footpath adjacent to St. Mary's Cemetery, from Connaught Rd to Old Charlton Rd. Remove railings on approach to Old Charlton Rd, and widen path to improve access.

107.1.10 Widen footway on northern side of Connaught Rd, between junction with Park Ave and eastern pedestrian entrance to Connaught Park, to minimum 3.0m and designate shared use. Improve in line with delivery of BRT.

107.1.11 Widen access to Connaught Park, by upgrading gate and removing guard railing.

107.2 Dover Rd to Burgoyne Heights (and Upper Rd)

Existing conditions

Between Castle Hill Rd and Burgoyne Heights, the route follows Dover Rd, which currently gives the impression of being a rural road as it meanders its way out of the town. Traffic volume currently feels low, however development of Connaught Barracks will likely result in increased traffic during construction, as well as the potential for increased local motor-traffic if the development is designed in a way that encourages car-use. A narrow footway runs the entire length of the route section between Connaught Rd and Burgoyne Heights.

Paths through Burgoyne Heights require widening and designation as shared use. The proposed link between Burgoyne Heights and Upper Rd, across Deal Rd and the A2, is through green space, and no formal route currently exists.

Barriers to Walking and Cycling

During the site audit, the traffic volumes on Dover Rd appeared to be low, however a full traffic study should be undertaken to confirm if the route is suitable for on-road walking and wheeling. The 30mph speed limit expires on Dover Rd, adjacent to the Fort Burgoyne site, and becomes national speed limit.

The narrow footway adjacent to Dover Rd gives way at every side junction and lacks dropped kerbs and crossings where necessary.

This should be upgraded and widened to encourage safe walking and wheeling between Burgoyne Heights and the castle, and beyond.

The residential area of Burgoyne Heights presently feels remote and cut off from the town. A cohesive route, suitable for walking and wheeling is required to improve access to the south, towards the centre, and to the proposed BRT route from Whitfield.

Recommendations

107.2.1 Widen footway adjacent to Castle Hill Rd, between junction with Connaught Rd and Dover Rd, to minimum 3.0m and designate shared use.

107.2.2 Tighten junction of Castle Hill Rd/Dover Rd to slow traffic speeds, and reduce crossing distance for pedestrians/wheelers. Improve in line with delivery of BRT.

107.2.3 Install formal crossing (e.g. zebra crossing) over Castle Hill Road between coaches park, and footway that leads to castle.

107.2.4 Widen footway on western side of Dover Rd, to minimum 3.0m and designate shared use. Introduce pedestrian priority (e.g. continuous footways) across vehicle crossovers and junction mouths, and introduce formal crossings (e.g. parallel zebras) where the shared use path switches road side. Improve in line with delivery of BRT.

107.2.5 Widen existing path between Dover Rd and Deal Rd, to the north of Fort Burgoyne, to minimum 3.0m and designate shared use. Clear overhanging vegetation and resurface where required with sealed material. Introduce paths on the desire line, through open space, west of Deal Rd. Upgrade signage. Agree maintenance regime with landowner.

107.2.6 Install signalised toucan crossing on Deal Rd in line with proposed path from Burgoyne Heights.

107.2.7 Feasibility study for introducing traffic-free path, minimum 3.0m width, between Deal Rd and Upper Rd, via a bridge or underpass across the A2.


107.2.1 Poor surface condition


107.2.5 Narrow path


107.2.2 Wide junction and poor pedestrian provision



107.2.6 Lack of formal crossing †



107.2.3 Lack of formal crossing †


107.2.7 Lack of pedestrian/wheeler facility †


107.2.4 Poor pedestrian/wheeler provision

† Image sourced from Google Street View.

Recommendation Location
Walking/Cycling Route
Indicative Route Link
Tower Hamlets Neighbourhood
Map Source: OpenStreetMap



Route 108 Map 1

Route 108: Dover Priory Station to Holmestone Rd Trading Estate

Route Description

This route provides a safe, quiet route, parallel to the busy London Rd, from Dover Priory Station to the areas of Tower Hamlets and St Radigund's. An important connection between several key destinations in Dover is created with this route, including the Holmestone Rd Trading Estate, Buckland Hospital, and Dover Priory Station. This route intersects with (Route 105) at Dover Priory Station, linking to the town centre and the River Dour Greenway, to connect to other routes between the waterfront and Whitfield.

The route is largely on-road, along existing quiet streets parallel to London Rd.

Background

Identified in Sustrans scoping work. The PCT maps show that this route has potential for higher levels of cycling, particularly under the Go Dutch scenario, and the section to the hospital features strongly in all scenarios. Improving the conditions along the entire route will improve the conditions for cyclists that already use the route and encourage more to cycle.

The stepped path between the station and Priory Hill, which create a significant access issue, mean that the first section of this route does not feature on the PCT scenario maps. Improving accessibility will help create a direct link to the hospital from anywhere in Dover that avoids the busy A256 London Rd, improving the experience of cycling for existing users and attracting new cyclists.

108.1 Dover Priory Station to Coombe Valley Rd

Existing conditions

In its southern section, the route follows quiet residential streets, several paths that cut-through residential streets, and a proposed low-gradient option on the hill between the station and Priory Hill. The steep incline from the station means that route cohesion is particularly important for cyclists and pedestrians to make the route accessible and more pleasant to use.


108.1.1 Stepped access †


108.1.2 Stepped access †



108.1.3 Poor transition from path to road †



108.1.4, 5 Narrow street with user conflict †

Barriers to Walking and Cycling

A stepped path currently connects the station to Priory Hill, a major barrier to cycles, buggies, bike-trailers and anyone with impaired mobility. There is an absence of bicycle wheeling channels and arm rails. The rest of this section to Coombe Valley Rd is characterised by narrow footways, wider junction mouths, and an absence of pedestrian crossings and traffic calming. A 20mph zone has been implemented on Priory Hill, but there is a lack of physical measures to encourage lower speeds.

Road surface quality is poor throughout this section, and the narrow width and high levels of on-street parking, means it is likely two motor vehicles cannot comfortably pass each other, and wheelers/cyclists should travel in primary position to avoid passing through the car dooring zone, resulting in potential conflict with motor vehicles.

Recommendations

108.1.1 Feasibility study to upgrade steps between station forecourt and Priory Hill to low-gradient ramp to improve access, or install lift. Install bike wheeling channel on steps in short-term.

108.1.2 Feasibility study to upgrade steps between Priory Hill and Tower Hamlets Rd to low-gradient ramp to improve access. Designate shared use. Improve transition at both ends to on-road.

108.1.3 At the junction of Tower Hamlets Rd and West St, raise junction and build-out footways.

108.1.4 Traffic data analysis for West St and Widred Rd to determine suitability for a quiet route. Create 20mph zone through traffic calming measures and enforcement.

108.1.5 Restrict parking (e.g. through CPZ) on West St to prevent kerbside parking and maintain footway width. Repair footways and resurface road where required.

108.1.6 Review parking demand at junction of East St/West St, and consider converting to green space. Widen footways and introduce continuous footways on side road.



108.1.6 Lack of pedestrian/wheeler priority †


108.1.7 Wide junction and poor pedestrian provision †


108.1.8 Narrow street with user conflict †


108.1.9 Poor transition from path to road

108.1.7 At the junction of West St/Widred Rd/ Tower Hamlets St/Ethelbert Rd/East St, install informal crossings across West St on desire line, tighten junction, build-out footways, and install continuous footways on side roads. Repair pavements, where required.

108.1.8 Restrict parking (e.g. through CPZ) on Widred Rd to prevent kerbside parking and maintain footway width. Repair footways and resurface road where required.

108.1.9 At the junction of Widred Rd and High Meadow, raise junction and build-out footways. Improve transition from on-road to shared use path towards De Burgh Hill.

108.1.10 Feasibility study for widening existing footpath, between High Meadow/Widred Rd and Anstee Rd. Clear overhanging vegetation and resurface where required with sealed material. Upgrade signage. Agree maintenance regime with landowner.

108.1.11 Improve transition from shared use path to on-road quiet route on Shooters Hill.

108.1.12 Restrict parking (e.g. through CPZ) on Shooters Hill and George St to prevent kerbside parking and maintain footway width. Repair and widen footways where required, and resurface road.

108.1.13 At the junction of Shooters Hill/George St, tighten junction, build-out footways, and install continuous footway on Shooters Hill.

108.1.14 At the junction of George St/Erith St, tighten junction, build-out footways, and install continuous footway on George St.

108.1.15 Widen footways on Erith St and restrict parking (e.g. through CPZ) to prevent kerbside parking and maintain footway width. Repair and widen footways where required and resurface road.

108.1.16 Restrict vehicle access between Victoria St and Erith St through introduction of modal filter (e.g. planting and removable bollards)

108.1.17 Restrict parking (e.g. through CPZ) on Victoria St to prevent kerbside parking and maintain footway width. Repair and widen footways where required, and resurface road.


108.1.10 Narrow path and user conflict


108.1.11 Poor transition from path to road



108.1.12 Lack of traffic calming †

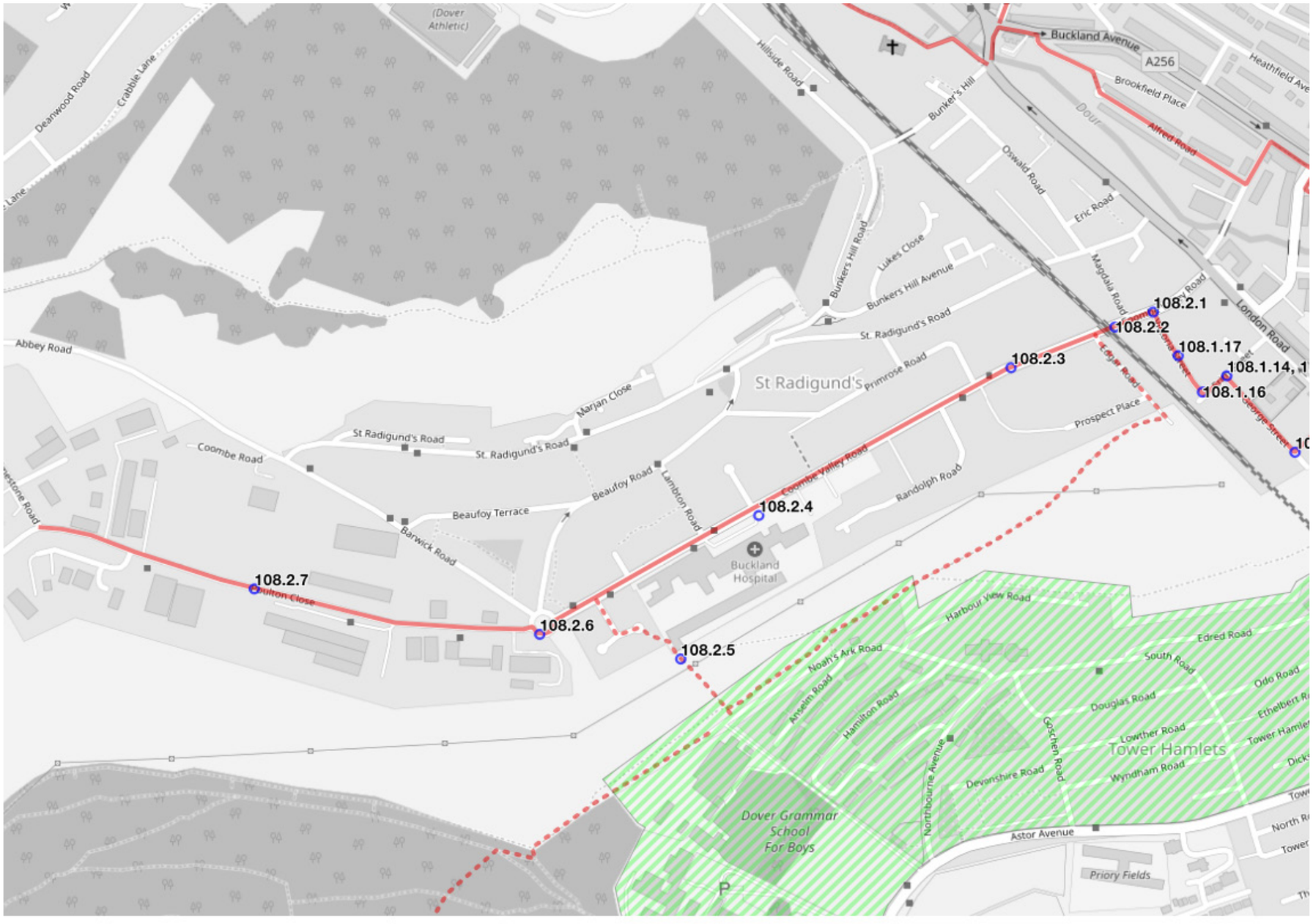

108.1.13 Wide junction and poor pedestrian provision

† Image sourced from Google Street View.

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- Recommendation Location
- Walking/Cycling Route
- Indicative Route Link
- Tower Hamlets Neighbourhood

Map Source: OpenStreetMap



Route 108 Map 2

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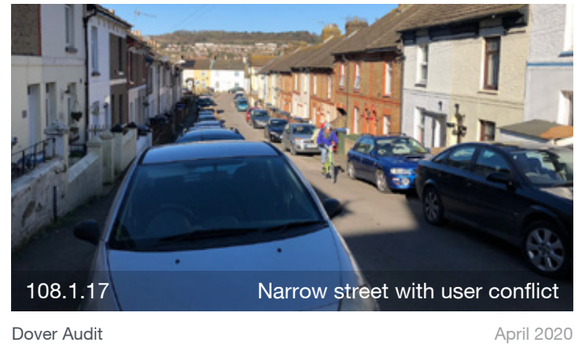

108.1.14 Wide junction and poor pedestrian provision



108.1.15 Poor pedestrian provision †



108.1.16 Narrow street with user conflict


108.1.17 Narrow street with user conflict

108.2 Coombe Valley Rd to Holmestone Rd Trading Estate

Existing conditions

In its northern section, the route follows the busy through-road between Holmestone Rd Trading Estate and London Rd past Buckland Hospital.

Barriers to Walking and Cycling

Coombe Valley Road is characterised by narrow road lanes, further restricted by on-road parking bays, and narrow footways. Junction mouths are wide, pedestrians must give way to traffic at every side junction, and there is an overall absence of pedestrian crossings and traffic calming. Road surface is poor in places.

It is likely that Coombe Valley Rd carries a relatively high volume of traffic, from/to the trading estate and hospital, as well as local traffic. With traffic calming and measures to discourage through-traffic, Coombe Valley Rd could become suitable for a quiet road walking/wheeling route.

The short-stay bike parking facilities outside Buckland Hospital, on Coombe Valley Rd, are lacking in quality and volume, which discourages people from travelling to the area by bike.

Coombe Valley Rd marks the southern boundary of the residential area of St Radigund's. This report recommends implementing a low-traffic neighbourhood, similar to as described for the area of Tower Hamlets, across the area, including installing physical measures to remove through-traffic (e.g. modal filters); improved footways; priority crossings at side junctions (e.g. continuous crossings); and greening.

Recommendations

108.2.1 Improve transition from Victoria St to proposed bi-directional cycle track on Coombe Valley Rd.

108.2.2 Widen footway and remove guard railing under railway bridge

108.2.3 Feasibility study to provide a safe walking and wheeling route on Coombe Valley Rd, such as bi-directional cycle tracks and widened footways with pedestrian priority (e.g. continuous footways) across vehicle crossovers and junction mouths. Create 20mph zone through traffic calming measures and enforcement. Alternatively, build out southern footway to minimum 3.0m width.

108.2.4 Extend public realm outside hospital onto road, with pedestrian priority zone and formal crossings (e.g. raised zebra crossings). Work with landowner to increase bike parking capacity outside hospital entrance.

108.2.5 Feasibility study for widening existing footpaths to the south, from Whinless Rd and Edgar Rd to Noahs Ark Rd, to minimum 3.0m and designate as shared space. Clear overhanging vegetation and resurface where required with sealed material. Upgrade signage. Agree maintenance regime with landowner.

108.2.6 Widen footway adjacent to roundabout at junction of Coombe Valley Rd and Poulton Close to minimum 3.0m and designate shared use. Install safe transition from safe walking/wheeling solution on Coombe Valley Rd.

108.2.7 Widen footway on southern side of Poulton Close to minimum 3.0m and designate shared use. Create pedestrian/cyclist priority across business entrances (e.g. continuous footway).



108.2.1 Wide junction and poor pedestrian provision †


108.2.5 Lack of pedestrian/wheeler facility



108.2.2 Street clutter and narrow path †



108.2.6 Wide junction and poor pedestrian provision †


108.2.3 Lack of traffic calming



108.2.7 Narrow street with user conflict †



108.2.4 Poor street environment †

† Image sourced from Google Street View.

Tower Hamlets

Area Focus Recommendations



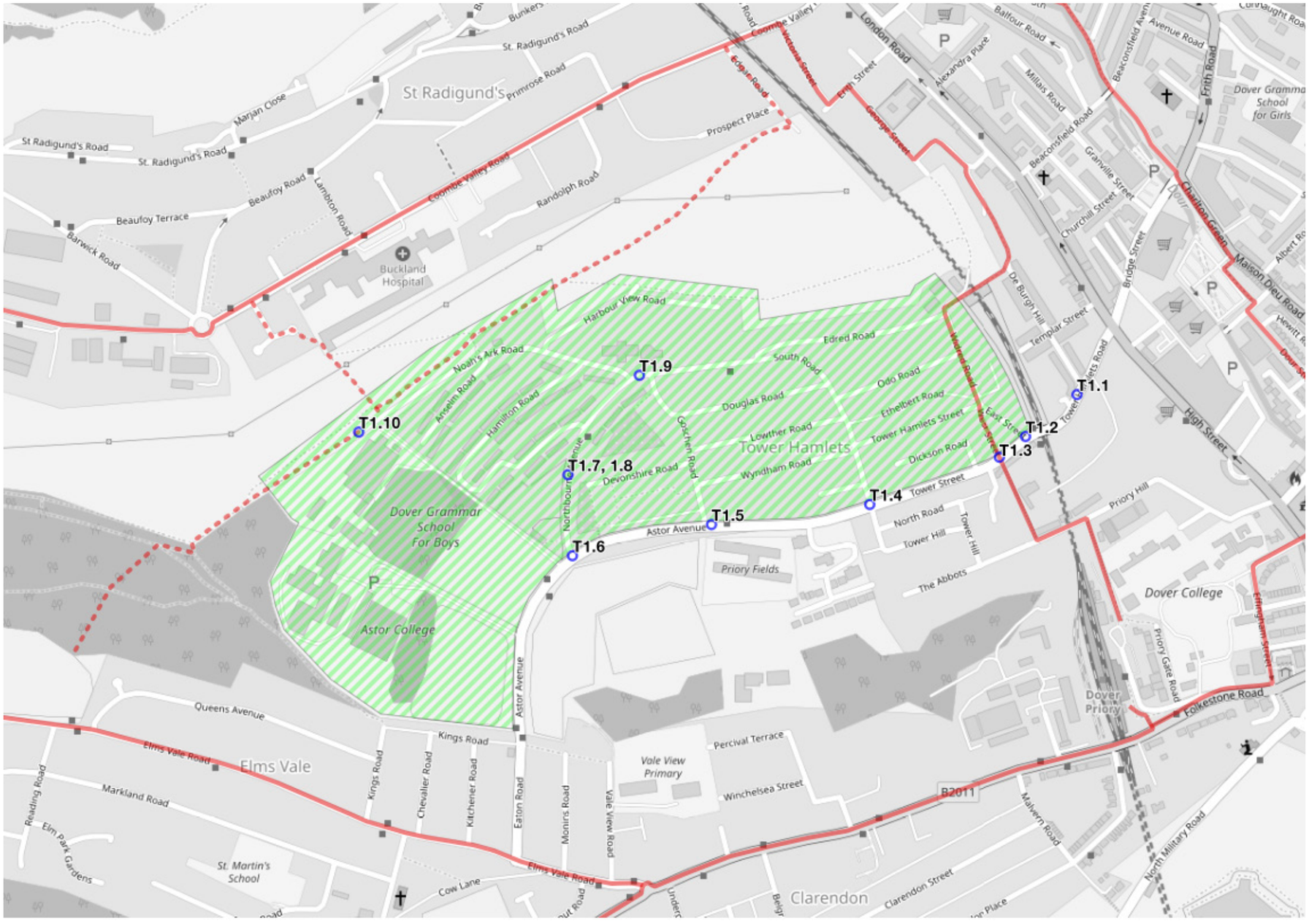






† Image sourced from Google Street View.

Recommendation Location
Walking/Cycling Route
Indicative Route Link
Tower Hamlets Neighbourhood
Map Source: OpenStreetMap



Tower Hamlets LTN Map 1

0 100 200 m

T1: Tower Hamlets Area Recommendations

Background and Description

Dover's steep topography has influenced its development and expansion, with the growth of residential areas that extend uphill, connected to the rest of the town typically by one main road downhill towards the town centre. Coupled with the severance created by the train line that follows the alignment of the River Dour valley, this has resulted in the development of neighbourhoods west of the railway line that are cut-off from the rest of the town. Roads between these neighbourhoods and the town centre often have narrow traffic lanes and footways are substandard, discouraging people from travelling into the town centre on foot or by bike from these areas. As a result, car dependency is high and the already narrow residential streets can be choked by on-street parking, further reducing the environment for walking and wheeling.

The residential area of Tower Hamlets is a prime example of a neighbourhood 'cut-off' from the town centre by the railway line and topography of Dover. It is positioned at the top of the ridge between St Radigund's (and Buckland Hospital) to the north, and Priory Hill (and Dover Priory Station) to the south. The area accounts for two of Dover District's nine LSOAs in the top 10% most deprived in England, and 43.1% of households do not own a car or van or have one available for use[1].

There are many examples from the UK and abroad (e.g. in Denmark and The Netherlands) where councils and residents work together to reduce traffic in a neighbourhood, resulting in more community interactions and healthy physical activity, and streets that work better for the people who live on them.

The aim is to make it harder or impossible to drive through an area from one main road to the next, but retain access for residents onto their street to receive deliveries and access by car when necessary etc.[2]

1 https://www.dover.gov.uk/Corporate-Information/Facts-and-Figures/Census-and-Statistics/PDF/Census-2011-Tower-Hamlets-ward.pdf

Guidance from Living Streets describes Low Traffic Neighbourhoods (LTN) as:

"...places where through motor vehicle traffic has been removed or reduced – so only residents and a few deliveries and services have access."

" [...] networks of quieter streets where children play out, neighbours catch up, air pollution is lower, and walking and cycling are the natural choice for everyday journeys" .

This report recommends a package of works be implemented throughout the area of Tower Hamlets, to deliver a Low Traffic Neighbourhood, as a pilot for Dover. The pilot should then be used to replicate Low Traffic Neighbourhoods throughout the town, particularly in residential areas with existing issues associated with motor-traffic, and poor pedestrian provision, such as St Radigund's, Buckland, and Whitfield.

Key features of a LTN

- Traffic cells where through-traffic is discouraged or removed by barriers like bollards or planters;
- Urban boulevards / avenues or people-friendly main roads, where buses, lorries, non-local traffic should be, with safe space to cycle, generous pavements, planting, seating;
- Connected quiet streets that link the traffic cells with safe crossings across the boulevards/main roads. This creates a network of direct routes for walking and cycling that any age or ability can use.

"While residents in a low traffic neighbourhood can still do all their journeys by car if they want or need to, some trips will be a bit more circuitous. This, combined with far quieter, safer-feeling streets, enables residents to switch to more healthy ways of getting around, particularly for short journeys." [3]

An added benefit of Low Traffic Neighbourhoods is that they can be delivered at low-cost, as an entire area can often be traffic calmed with bollards, planters and signs. Where modal filters are installed, any extra road space can be utilised for footway improvements, planting, seating, bike parking etc.

2,3https://www.livingstreets.org.uk/media/3843/lcc021-low-traffic-neighbourhoods-intro-v8.pdf

Existing conditions

The Tower Hamlets area is characterised by narrow residential streets, further narrowed by uncontrolled on-street parking.

Atop the hill between St Radigund's and Dover Priory Station, and severed by the railway line, the only road from the town centre to the area is Tower Hamlets Rd, characterised by narrow road lanes and narrow footways.

For wheelers/cyclists, traffic volume and speed appear low on residential streets (this will need to be confirmed by full traffic data collection), probably as a result of the narrow road widths and impact of on-street parking.

Barriers to walking and cycling

The biggest barrier to walking through the area is the narrow pavements, inadequate dropped kerbs and tactile paving, and general lack of informal crossings. Junction mouths are wide, resulting in large crossing distances for pedestrians.

Road surface quality is generally poor throughout the neighbourhood, and the narrow road width and high levels of on-street parking likely restrict two motor-vehicles from comfortably passing each other. Confident wheelers/cyclists would likely travel in primary position to avoid the car dooring zone, resulting in potential conflict with on-coming motor vehicles. Less confident cyclists would likely find navigating along these roads uncomfortable.



Narrow streets, further narrowed by on-street parking

Recommendations

The following recommendations for the Tower Hamlets area are not comprehensive, and rely on high-level assumptions around traffic volume and flow.

A full feasibility study, supported by cross-community engagement to gauge appetite, extensive traffic data collection and origin-destination surveys, is required to understand the potential for traffic reduction in the area and deliver long-lasting impact, in collaboration with local people.

T1.1 Feasibility study to provide a safe walking and wheeling route on Tower St/Astor Ave between junction with London Rd and Elms Vale Rd, such as bi-directional cycle tracks and widened footways with pedestrian priority (e.g. continuous footways) across vehicle crossovers and junction mouths. Create 20mph zone through traffic calming measures and enforcement.

T1.2 At the junction of Tower St and East St, tighten junction, build-out footways, and install continuous footway across Northbourne Ave.

T1.3 Install modal filter (e.g. bollards and planting) on West St, to restrict access from Tower St. Retain through-access for pedestrians and wheelers.

T1.4 At the junction of Tower St and South Rd, tighten junction, build out footways, and install continuous footway across South Rd.

T1.5 Install modal filter (e.g. bollards and planting) on Goschen Rd, to restrict access from Astor Ave. Retain through-access for pedestrians and wheelers. Remove guard railing and provide formal crossing (e.g. parallel zebra) for access to Priory Fields School.

T1.6 At the junction of Astor Ave and Northbourne Ave, tighten junction, build out footways, and install continuous footway across Northbourne Ave.

T1.7 Traffic data analysis for Northbourne Ave/Noahs Ark Rd/South Rd to determine suitability for a quiet wheeling route. Create 20mph zone through traffic calming measures and enforcement.

T1.8 Widen footways on Northbourne Ave/Noahs Ark Rd/South Rd. Restrict parking to prevent kerbside parking and maintain footway width. Repair and widen footways where required.

T1.9 At the junction of Northbourne Ave/Noahs Ark Rd/Goschen Rd, tighten junction, build-out footways, and install continuous footway across Goschen Rd.

T1.10 Feasibility study for introducing bound traffic-free path, minimum 3.0m width, between Noahs Ark Rd (west of Dover Grammar School for Boys) and Elms Vale Recreation Ground, through Whinless Down. Replace existing barrier west of Noah Arks Rd with bollards.

† Image sourced from Google Street View.



T1.1 Poor pedestrian/wheeler provision †



T1.5 Street clutter and lack of crossings †



T1.10 Restrictive barriers and unsealed path



T1.2 Wide junction and poor pedestrian provision †



T1.6 Lack of pedestrian/wheeler priority



T1.3 Wide junction and poor pedestrian provision †



T1.7, 1.8 Lack of pedestrian/wheeler priority



T1.4 Wide junction and poor pedestrian provision †

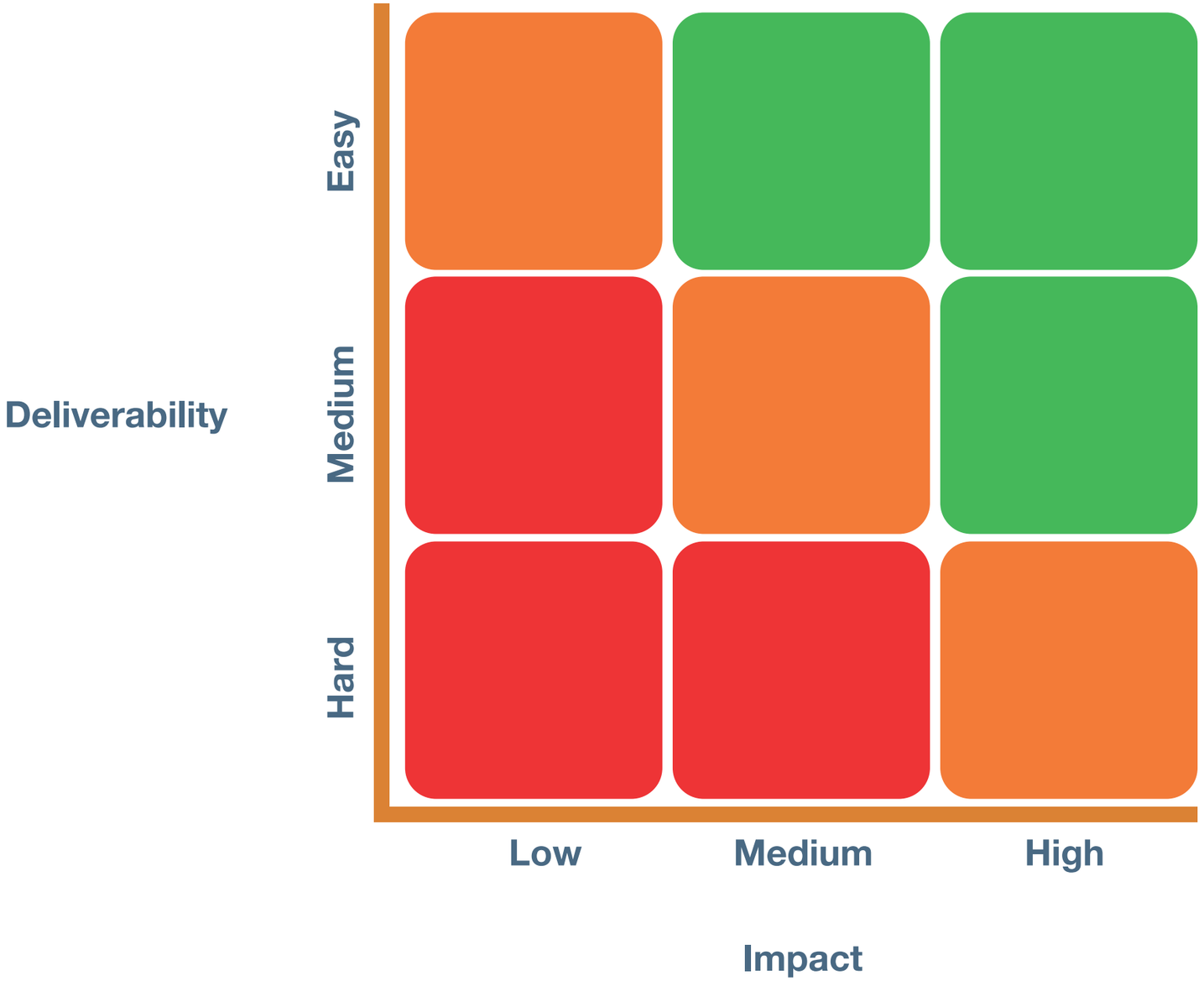


T1.9 Wide junction and poor pedestrian provision †

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.



† Image sourced from Google Street View.

Intervention	Description of the Intervention	Deliverability (Easy/Medium/Hard)	Impact (Low/Medium/High)	RAG Score
	Route 101: Waterfront to Kearsney Abbey Gardens			
101.1.1	Install formal crossing over Waterloo Crescent (e.g. parallel zebra).	Easy	Medium	
101.1.2	Remove railing and bollards around roundabout on Cambridge Rd.	Easy	Low	
101.1.3	Build out footway to widen crossing point, formalise crossing, remove bollards over Cambridge Rd arm of roundabout to reduce conflict between pedestrians and cyclists.	Medium	Medium	
101.1.4	Upgrade steps to fully accessible ramp under the A20 underpass, remove railings where possible, improve lighting and signage.	Hard	High	
101.1.5	Create separated cycle link to King St and Queen St on Bench St. Remove bollards, restrict parking, and improve transition from road to path towards underpass.	easy	Medium	
101.1.6	Feasibility of segregated cycle path with contraflow on Queen St / King St, to provide for eastbound wheeling movement.	Medium	Medium	
101.1.7	Build out footways by removing bus lane on King St – reassign land use to public realm, greening.	Medium	Low	
101.1.8	Ensure redevelopment of Market Square priorities walking and cycling journeys towards Cannon St, and provides sufficient cycle parking capacity.	Hard	High	
101.2.1	Improve left turn from Castle St onto Church St, extend contraflow lane to the corner by building into the footway.	Easy	Medium	
101.2.2	Widen the existing footbridge in the eastern corner of Pencester Gardens to minimum 3.0m and permit cycling to allow access to the residential roads north of the A256 and St Marys C of E Primary School, via Dieu Stone Lane.	Hard	Medium	
101.2.3	Introduce formal crossing (e.g. signalised toucan crossing) across Pencester Rd to connect to shared path towards Dover Technical College.	Medium	High	
101.2.4	Widen shared path behind the Town Hall to minimum 3.0m, and remove street clutter where possible. Review 5mph speed limit signage to instead encourage safer cycling.	Medium	Low	
101.2.5	Build out the footway, to improve the transition from the shared path to on-road at Park Place / Ladywell.	Easy	Medium	
101.2.6	Traffic data analysis for Dour St to determine its suitability for a quiet route. Create 20mph zone through traffic calming measures and enforcement.	Easy	Medium	
101.2.7	Improve the transition from the shared use path to the road at Crafford St / Dour St.	Easy	Medium	
101.2.8	Widen shared path adjacent to the Asda and Morrisons car park to minimum 3.0m.	Medium	Low	
101.2.9	Create pedestrian priority across junction between the car park and A256 (e.g. continuous footway).	Medium	High	
101.2.10	Widen shared path between the Asda and Morrisons car park and Bridge St to minimum 3.0m.	Medium	Low	
101.2.11	At the junction of Bridge St and the A256, build-out footways to reduce corner radii, review crossing distances and times, and add early-release signals on all arms and advanced stop lines for cyclists using the junction.	Hard	High	
101.2.12	Restrict vehicle access to maintain suitable width at Charlton Green and consider pedestrianisation.	Easy	Medium	
101.2.13	Where the path crosses Beaconsfield Road, introduce a formal crossing (e.g. parallel zebra) and improve dropped kerbs.	Medium	High	
101.2.14	Remove steps and metal barriers to improve access to the riverside path from Charlton Ave.	Easy	High	
101.2.15	Remove steps and metal barriers to improve access to the riverside path from Limes Rd.	Easy	High	
101.2.16	Widen river path where possible and improve lighting east of Cherry Tree Ave.	Hard	Low	
101.2.17	Widen the shared path on Cherry Tree Ave that connects Charlton Green and Buckland Ave to minimum 3.0m.	Hard	Medium	
101.2.18	Improve the transition from the shared use path to the road at Lorne Rd / Buckland Ave.	Easy	Medium	
101.2.19	On the path between Alfred Rd and Brookfield Place, improve surfacing, remove bollards, and restrict parking.	Easy	Medium	
101.2.20	Widen path outside Medical Centre. Create pedestrian/cyclist priority across junction (e.g. continuous footway) of A256 and Brookfield Place.	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
101.2.21	Feasibility study to identify interventions to facilitate a safe and direct route from Brookfield Place to Crabble Meadows. Build out footways to reduce corner radii, whilst improving the junction for pedestrians. Review current crossing distances and times to improve access for pedestrians and cyclists. Add early-release signals on all arms and install advanced stop lines for cyclists.	Hard	High	
101.3.1	Ensure resurfacing of Crabble Meadows takes place, likely to be completed as part of development at Buckland Mill.	Easy	Medium	
101.3.2	Improve surfacing and lighting where necessary, and permit cycling through railway underpass, on the shared use path between Crabble Meadows and Crabble Ave.	Easy	High	
101.3.3	At the northern access point to the underpass, improve transition to Crabble Ave. Widen footways, introduce traffic calming of junction and restrict parking. Provide informal crossing on desire line.	Medium	High	
101.3.4	Traffic data analysis for Crabble Ave to determine its suitability for a quiet route. Create 20mph zone through traffic calming measures and enforcement.	Easy	Medium	
101.3.5	Remove the A-frame barrier at the entrance to the sports ground.	Easy	Medium	
101.3.6	At the junction of Crabble Ave and Crabble Rd, install informal crossings on desire line, tighten junction, build-out footways, and install continuous footways on side road.	Medium	High	
101.3.7	Traffic data analysis for Crabble Rd to determine its suitability for a quiet route. Create 20mph zone through traffic calming measures and enforcement.	Easy	Medium	
101.3.8	Traffic data analysis for Lewisham Rd to determine its suitability for a quiet route. Create 20mph zone through traffic calming measures and enforcement.	Easy	Medium	
101.3.9	At the junction of Lewisham Rd and Crabble Lane, install informal crossings across Lewisham Rd on desire line, tighten junction, build-out footways, and install continuous footways on side road.	Medium	High	
101.3.10	Replace gate with bollard or similar to improve access to River Recreation Ground.	Easy	High	
101.3.11	At the junction of Lewisham Rd / Cowper Rd / Byllan Rd, install informal crossings across Lewisham Rd on desire line, tighten junction, build-out footways, and install continuous footways on side road.	Medium	High	
101.3.12	At the junction of Lewisham Rd and Common Lane, install informal crossings across Lewisham Rd on desire line, tighten junction, build-out footways, and install continuous footways on side road.	Medium	High	
101.3.13	Potential School Street outside River Primary School. Build out footways to narrow the road and calm traffic, introduce formal crossing on desire line and implement timed closure at school drop-off and pick-up times.	Medium	High	
101.3.14	At the junction of Lewisham Rd and Minnis Lane, install informal crossings across Lewisham Rd on desire line, tighten junction, build-out footways, and install continuous footways on side roads.	Medium	High	
101.3.15	Review parking demand east of Minnis Lane, and consider converting to green space. Widen footways and introduce continuous footways on side road.	Medium	Low	
101.3.16	Traffic data analysis for Chilton Way to determine its suitability for a quiet route. Create 20mph zone through traffic calming measures and enforcement.	Easy	Medium	
101.3.17	At the junction of Chilton Way / Coxhill Gardens / Sanctuary Close, install informal crossings across Chilton Way on desire line, tighten junction, build-out footways, and install continuous footways on side roads.	Medium	High	
101.3.18	At the western end of Chilton Way, restrict parking and improve the transition to Kearsney Abbey Gardens.	Easy	High	
101.3.19	Deliver minimum 3.0m wide shared path through Kearsney Abbey Gardens from Chilton Way to Alkham Rd along desire line.	Medium	High	
101.3.20	Undertake review of covered and accessible bike parking within Kearsney Abbey Gardens for visitors and employees.	Easy	High	
Intervention	**Description of the Intervention**	**Deliverability**	**Impact**	**RAG Score**

† Image sourced from Google Street View.

Intervention	Description of the Intervention	Deliverability (Easy/Medium/Hard)	Impact (Low/Medium/High)	RAG Score
	Route 102: Buckland Mill to Whitfield			
102.1.1	Identify suitable solution for cycles on Whitfield Ave, such as contraflow facility/full segregation, and introduce traffic calming.	Medium	High	
102.1.2	Reconfigure the junction of Whitfield Ave and Brookfield Ave to allow two-way cycle movement between Whitfield Ave & Brookfield Ave. Install continuous footways across side road.	Medium	High	
102.1.3	Traffic data analysis for Brookfield Ave to determine its suitability for a quiet route. Create 20mph zone through traffic calming measures and enforcement.	Easy	Medium	
102.1.4	Tighten the junction of Brookfield Ave and Glenfield Rd, build out footways and create continuous footway on Glenfield Road.	Medium	High	
102.1.5	Improve road surface of Glenfield Rd. Traffic data analysis to determine its suitability for a quiet route. Create 20mph zone through traffic calming measures and enforcement.	Easy	Medium	
102.1.6	Improve access through the underpass connecting Glenfield Rd to Winant Way – widen to minimum 3.0m.	Easy	High	
102.1.7	Add formal crossing over Winant Way (e.g. raised parallel zebra) and remove guard railing.	Medium	High	
102.1.8	Install a shared use path along the desire line between Winant Way and Roosevelt Rd, widening to minimum 3.0m and improving access to the path from Washington Close and neighbouring roads.	Medium	Medium	
102.1.9	Improve the transition from the shared use path to The Linces (on-road) over Roosevelt Rd and install a formal crossing over Roosevelt Rd for pedestrians (e.g. zebra crossing).	Medium	High	
102.1.10	Improve road surface of The Linces.	Easy	Medium	
102.1.11	Build-out footways to reduce junction corner radii at The Linces/Dryden Rd. Work with landowner to deliver step-free access to Wellington Gardens.	Medium	High	
102.1.12	Build-out footways to reduce junction corner radii at The Linces/Chaucer Crescent, and improve access to green space.	Medium	High	
102.1.13	Introduce sealed path through Sheridan Rd open space to improve accessibility for all users.	Medium	High	
102.1.14	Potential School Street outside Green Park Community Primary School. Build out footways to narrow the road and calm traffic, introduce formal crossing on desire line to access green space and implement timed closure at school drop-off and pick-up times.	Medium	High	
102.1.15	Feasibility study to deliver accessible low-gradient path between Milton Rd and Peverell Rd/Colton Crescent. Potential to use green space south of Peverell Rd.	Hard	High	
102.1.16	Reduce junction corner radii at Rokesley Rd/Colton Crescent by building out footways.	Medium	High	
102.1.17	Replace mini-roundabout at Rokesley Rd/Melbourne Ave with priority junction. Install formal crossing on northern arm, to facilitate cycle/pedestrian movement from Rokesley Rd to shared use path on Melbourne Ave.	Hard	High	
102.2.1	Reduce corner radii and introduce continuous footways across entrances to Dover Christ Church Academy. Extend shared use path northwest of school southwards to connect with new formal crossing at Rokesley Rd. Install traffic calming including footway build-outs. Potential to implement School Street. Introduce additional formal crossing (e.g. parallel zebra) opposite the school to provide access housing estate opposite.	Hard	High	
102.2.2	Replace mini-roundabout at Fulbert Rd / Melbourne Ave with priority junction. Install formal crossing (e.g. parallel zebra) on northern arm, to facilitate cycle/pedestrian movement from Fulbert Rd to shared use path on Melbourne Ave.	Hard	High	
102.2.3	Replace roundabout at Aspen Dr / Melbourne Ave with priority junction, install formal crossings (e.g. parallel zebra) on all arms to facilitate cycle/pedestrian movement from Aspen Dr to shared use path on Melbourne Ave. Maintain minimum 3.0m wide shared use path.	Hard	High	
102.2.4	Build-out footways both sides of Melbourne Ave between Fulbert Rd and Honeywood Rd, and introduce bus bypasses on northern side, where space allows. Replace existing refuge islands with zebra crossing for access to bus stop.	Hard	High	
102.2.5	Build out footway to minimum 3.0m width and designate shared use, to create continuous link from Melbourne Ave to Honeywood Retail Park, to connect with the proposed BRT route.	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
102.2.6	Upgrade existing informal crossing, on eastern arm of roundabout, to formal crossing and designate shared use (e.g. parallel zebra), to link shared use path to Tesco car park. This could be delivered as part of the BRT project.	Medium	High	
102.2.7	Build out footway to minimum 3.0m width and designate shared use, to create continuous walking and cycling link throughout Honeywood Retail Park. Install formal crossings (e.g. parallel zebras) to improve access to retail premises. This could be delivered as part of the BRT project.	Hard	High	
102.2.8	At junction of Melbourne Ave and Honeywood Rd, review crossing distances and times. Add early-release signals on all arms and advanced stop lines for cyclists using the junction. Remove unnecessary guard railing.	Easy	Medium	
102.2.9	Introduce signalised toucan crossing on all arms of the roundabout at Honeywood Rd and Menzies Rd (on the desire line) to facilitate pedestrian/ cycle movement. Declutter and remove unnecessary guard railing.	Medium	High	
102.2.10	Build-out footway on Honeywood Rd north of the Honeywood Rd / Menzies Rd roundabout and introduce bus bypass on eastern side where space allows. Upgrade road sign to cantilever structure to maximise footway width.	Hard	High	
102.2.11	Tighten junction to the industrial estate from Honeywood Rd, build out footways and install continuous footway over entrance.	Medium	High	
102.2.12	Improve the surfacing of the A2 underpass between Honeywood Rd and Archers Court Rd, widen to minimum 3.0m, improve lighting, cut back vegetation, remove barriers at Archers Court Rd.	Easy	High	
102.2.13	Install formal crossing (e.g. parallel zebra) across Archers Court Rd, east of Sandwich Rd and tighten corner radii to slow traffic on approach to / from Sandwich Rd.	Medium	High	
102.2.14	Feasibility study to provide a safe walking and wheeling route on Archers Court Rd, to connect with western point of proposed BRT route and development sites west of the A256, such as bi-directional cycle track and widened footways with pedestrian priority (e.g. continuous footways) across vehicle crossovers and junction mouths.	Hard	High	
102.2.15	Widen existing shared path on eastern side of Sandwich Rd to minimum 3.0m. Declutter and resurface where required. Install pedestrian/wheeler priority (e.g. continuous footways) across vehicle crossovers and junction mouths to provide continuous traffic-free facility. Create 20mph zone through village, through traffic calming measures (e.g. upgrading existing speed cushions to sinusoidal humps) and enforcement.	Medium	High	
102.2.16	Build out shared path and introduce bus bypasses on eastern side of Sandwich Rd, where space allows.	Hard	Medium	
102.2.17	Upgrade signalised crossing on Sandwich Rd near junction with Mayfield Rd to toucan crossing. Widen footways and remove guard railing.	Medium	High	
	Route 103: Whitfield to Kearsney Abbey Gardens			
103.1.1	At the junction of Nursery Lane and Sandwich Rd, install footpath and create priority give-way sections where road is narrow.	Hard	High	
103.1.2	Widen footpath on Nursery Lane and install footpath on southern side.	Hard	High	
103.1.3	Install footpath and create priority give-way section on Nursery Lane where road is narrow. Traffic data analysis to determine its suitability for a quiet route. Create 20mph zone through traffic calming measures and enforcement.	Hard	High	
103.1.4	Reduce corner radii to encourage slower traffic speeds, to improve crossing of Singledge Lane.	Medium	High	
103.1.5	Work with landowner to designate Green Lane shared space with appropriate signage and traffic calming, where necessary.	Easy	High	
103.1.6	Replace gate on Green Lane with removable bollards to improve access from on-road to traffic-free track.	Easy	High	
103.1.7	Upgrade Green Lane path to minimum 3.0m width, clear overhanging vegetation and drainage channels, resurface where required with sealed material. Upgrade signage. Agree maintenance regime with landowner. Work with developers to improve access from housing development site and traffic-free path.	Medium	High	
103.1.8	Install signalised toucan crossing for pedestrians, wheelers and cyclists on A2 at path crossing. Clear vegetation to improve sight lines for path users approaching the crossing.	Hard	High	
103.1.9	Upgrade Green Lane path to minimum 3.0m width, clear overhanging vegetation and drainage channels, resurface where required with sealed material. Upgrade signage. Agree maintenance regime with landowner.	Medium	High	
Intervention	**Description of the Intervention**	**Deliverability**	**Impact**	**RAG Score**

† Image sourced from Google Street View.

Intervention	Description of the Intervention	Deliverability (Easy/Medium/Hard)	Impact (Low/Medium/High)	RAG Score
103.1.10	Resurface Green Lane where path rejoins track, and work with landowner to designate shared space with appropriate signage and traffic calming, where necessary.	Medium	High	
103.1.11	Replace gate on Green Lane with removable bollards to improve access.	Easy	High	
103.1.12	Install and widen existing footway, create priority give-way sections where road is narrow. Traffic data analysis to determine its suitability for a quiet route. Create 20mph zone through traffic calming measures and enforcement.	Hard	High	
103.1.13	Build out footways to tighten junction of Target Firs with Green Lane, and improve transition to traffic-free track towards London Rd.	Medium	High	
103.1.14	Clear overhanging vegetation on track between Green Lane and London Rd, resurface where required with sealed material. Upgrade signage. Agree maintenance regime with landowner. Improve access from surrounding roads.	Easy	High	
103.1.15	Remove barriers at the access to the traffic-free track from London Road.	Easy	High	
103.1.16	Feasibility study to investigate building out footways and introducing shared use facilities between High St/Lower Rd and traffic-free track towards Green Lane. Introduce signalised toucan crossing on London Rd, east of junction with High St/Lower Rd, for pedestrians, wheelers and cyclists.	Hard	High	
103.2.1	At the junction of London Rd and High St/Lower Rd, tighten junction, build-out footways, and improve crossing of junction (e.g. continuous footway on High St/Lower Rd).	Hard	High	
103.2.2	Feasibility study to provide a safe walking and wheeling route on High St/Lower Rd, such as introducing footways/shared paths, likely to require introducing one-way system for High St/Lower Rd. Alternatively, look at providing parallel route for pedestrians and wheelchair users. Traffic data analysis to determine suitability of Lower Rd for a quiet wheeling/cycling route. Create 20mph zone through traffic calming measures and enforcement.	Hard	High	
103.2.3	Potential School Street outside Temple Ewell C of E Primary School. Build out footways to narrow the road and calm traffic, implement timed closure at school drop-off and pick-up times.	Medium	High	
103.2.4	At the junction of Alkham Rd and Lower Rd, tighten junction, build-out footways, and improve crossing of junction (e.g. continuous footway on Lower Rd).	Medium	High	
103.2.5	Build out footway on northern side of Alkham Rd between Lower Rd and Russell Gardens to minimum 3.0m width, and designate shared use. Tighten junction of Kearsney Ct/Scotland Common and make pedestrian/cycle priority (e.g. continuous crossing).	Medium	High	
103.2.6	Install signalised toucan crossing for pedestrians, wheelers and cyclists on Alkham Rd from proposed shared use facility on northern side to Kearsney Abbey Gardens.	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
	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, inlcuding 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**

† Image sourced from Google Street View.

Intervention	Description of the Intervention	Deliverability (Easy/Medium/Hard)	Impact (Low/Medium/High)	RAG Score
	Route 105: River Dour Greenway to Capel-le-Ferne, via Dover Priory Station			
105.1.1	Improve transition from River Dour Greenway (Route 101).	Easy	High	
105.1.2	Allow shared use access between A256 and the River Dour Greenway, past the Dover Town Council building and Dover Town Hall.	Easy	High	
105.1.3	Feasibility study to introduce signalised toucan crossing across London Rd, between Effingham Crescent, Dover Town Hall and Biggin St, towards the town centre. Build-out footways and improve urban realm, e.g. through greening.	Hard	High	
105.1.4	Reduce corner radii by building out footways, and introduce priority crossing (e.g. continuous footway) across junction of Effingham Crescent/ London Rd.	Medium	High	
105.1.5	Introduce contraflow on Effingham Crescent to provide for westbound wheeling/cycling. Investigate potential removal of parking to maximise space.	Medium	High	
105.1.6	Build out footways at the entrance to Dover College, on Effingham Crescent.	Medium	High	
105.1.7	Widen footway on northern side of Folkestone Rd between Effingham Crescent and Priory Station Approach and designate shared use. Upgrade informal crossings to formal crossings (e.g. parallel zebra).	Hard	High	
105.1.8	Reduce corner radii by building out footways, and introduce priority crossing (e.g. continuous footway) across junction of Priory Station Approach/ London Rd. Improve transition from shared space east of Priory Station Approach to station.	Medium	High	
105.2.1	Feasibility study to upgrade steps between station forecourt and Folkestone Rd to low-gradient ramp, to improve access, or install lift.	Hard	Low	
105.2.2	Widen footways, by removing parking bays, install formal crossing (e.g. parallel zebra) east of Clarendon Rd and remove guardrails.	Medium	Medium	
105.2.3	Feasibility study to provide a safe walking and wheeling route on Folkestone Rd between Dover Priory Station and junction with Elms Vale Rd, such as segregated cycle tracks and widened footways with pedestrian priority (e.g. continuous footways) across vehicle crossovers and junction mouths. Create 20mph zone through traffic calming measures and enforcement.	Hard	High	
105.2.4	Upgrade informal crossing to formal crossing (e.g. parallel zebra) east of Malvern Rd.	Medium	High	
105.2.5	Introduce signalised toucan crossing outside White Cliffs Medical Centre. Work with landowners to improve access, and make environment more welcoming to visitors and staff arriving by bike.	Medium	High	
105.2.6	Upgrade informal crossing to formal crossing (e.g. parallel zebra), west of Winchelsea Rd.	Medium	High	
105.2.7	Declutter and remove unnecessary guard railing at signalised crossing, east of Glen Grove.	Easy	Medium	
105.2.8	Replace mini-roundabout at Folkestone Rd / Elms Vale Rd with priority junction, install formal crossings (e.g. parallel zebras) on all arms.	Hard	High	
105.2.9	Declutter and remove unnecessary guard railing at signalised crossing, north of Maxton Rd.	Easy	Medium	
105.2.10	Feasibility study to provide a safe walking and wheeling route on Elms Vale Rd, between Folkestone Rd and Elms School, such as segregated cycle tracks and widened footways with pedestrian priority (e.g. continuous footways) across vehicle crossovers and junction mouths. Create 20mph zone through traffic calming measures and enforcement. Alternatively, explore parallel quiet route (e.g. along Reading Rd, Markland Rd, Church Rd).	Hard	High	
105.2.11	Widen footway on northern side of Elms Vale Rd between Elms School and Elms Vale Recreation Ground to minimum 3.0m and designate shared use.	Medium	High	
105.2.12	Feasibility study for introducing traffic-free path, minimum 3.0m width, between Little Farthingloe Farm and Elms School.	Medium	Low	
105.2.13	Feasibility study for introducing traffic-free path, minimum 3.0m width, between Elms Vale area (e.g. Church Rd) and Little Farthingloe Farm.	Medium	Low	
105.2.14	Feasibility study to provide a safe walking and wheeling route on Folkestone Rd, between junction with Elms Vale Rd and Folkestone, such as segregated cycle tracks and introduction of footways with pedestrian priority (e.g. continuous footways) across vehicle crossovers and junction mouths. Create 20mph zone through traffic calming measures and enforcement through residential areas.	Hard	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
	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	Medium	
	Route 107: River Dour Greenway to Burgoyne Heights, via Connaught Park			
107.1.1	Feasibility of on-road quiet route or segregated cycle track on Park St (links to Route 101).	Medium	High	
107.1.2	Feasibility study to identify interventions to facilitate a safe and direct route from Park St to Park Ave across the busy London Rd. Build out footways to reduce corner radii, whilst improving the junction for pedestrians. Investigate option to widen footways and designate shared use to take wheelers across London Rd via upgraded signalised toucan crossing, west of junction. Review current crossing distances and times to improve access for pedestrians and cyclists. Add early-release signals on all arms and install advanced stop lines for cyclists.	Hard	High	
107.1.3	Traffic data analysis to determine suitability of Park Ave for a quiet wheeling/cycling route. Create 20mph zone through traffic calming measures and enforcement. Feasibility study to investigate filtering through-traffic on Park Ave. Improve in line with delivery of BRT.	Medium	High	
107.1.4	Widen footways along Park Ave where required, by removing existing kerb buildouts. Restrict parking to prevent vehicles parking on crossovers. Repair pavements where required.	Medium	High	
107.1.5	At the junction of Park Ave and Salisbury Rd install informal crossings across Park Ave on desire line, tighten junction, build-out footways, and install continuous footways on side road.	Medium	High	
107.1.6	At the junction of Park Ave and Castle Ave install informal crossings across Park Ave on desire line, tighten junction, build-out footways, and install continuous footways on side road.	Medium	High	
107.1.7	At the junction of Park Ave and Connaught Rd install informal crossings across Connaught Rd towards Connaught Park on desire line, tighten junction, build-out footways, and install continuous footway on Park Ave. Repair pavements, where required.	Medium	High	
107.1.8	Potential School Street outside St Richards Catholic Primary School, on Castle Ave. Build out footways to narrow the road and calm traffic, implement timed closure at school drop-off and pick-up times.	Medium	High	
107.1.9	Feasibility study to investigate improving existing footpath adjacent to St. Mary's Cemetery, from Connaught Rd to Old Charlton Rd. Remove railings on approach to Old Charlton Rd, and widen path to improve access.	Medium	Medium	
107.1.10	Widen footway on northern side of Connaught Rd, between junction with Park Ave and eastern pedestrian entrance to Connaught Park, to minimum 3.0m and designate shared use. Improve in line with delivery of BRT.	Hard	High	
107.1.11	Widen access to Connaught Park, by upgrading gate and removing guard railing.	Easy	Medium	
107.2.1	Widen footway adjacent to Castle Hill Rd, between junction with Connaught Rd and Dover Rd, to minimum 3.0m and designate shared use.	Medium	High	
Intervention	**Description of the Intervention**	**Deliverability**	**Impact**	**RAG Score**

† Image sourced from Google Street View.

Intervention	Description of the Intervention	Deliverability (Easy/Medium/Hard)	Impact (Low/Medium/High)	RAG Score
107.2.2	Tighten junction of Castle Hill Rd/Dover Rd to slow traffic speeds, and reduce crossing distance for pedestrians/wheelers. Improve in line with delivery of BRT.	Medium	High	
107.2.3	Install formal crossing (e.g. zebra crossing) over Castle Hill Road between coaches park, and footway that leads to castle.	Medium	High	
107.2.4	Widen footway on western side of Dover Rd, to minimum 3.0m and designate shared use. Introduce pedestrian priority (e.g. continuous footways) across vehicle crossovers and junction mouths, and introduce formal crossings (e.g. parallel zebras) where the shared use path switches road side. Improve in line with delivery of BRT.	Hard	High	
107.2.5	Widen existing path between Dover Rd and Deal Rd, to the north of Fort Burgoyne, to minimum 3.0m and designate shared use. Clear overhanging vegetation and resurface where required with sealed material. Introduce paths on the desire line, through open space, west of Deal Rd. Upgrade signage. Agree maintenance regime with landowner.	Medium	High	
107.2.6	Install signalised toucan crossing on Deal Rd in line with proposed path from Burgoyne Heights.	Hard	Low	
107.2.7	Feasibility study for introducing traffic-free path, minimum 3.0m width, between Deal Rd and Upper Rd, via a bridge or underpass across the A2.	Hard	Low	
	Route 108: Dover Priory Station to Holmestone Rd Trading Estate			
108.1.1	Feasibility study to upgrade steps between station forecourt and Priory Hill to low-gradient ramp to improve access, or install lift. Install bike wheeling channel on steps in short-term.	Hard	High	
108.1.2	Feasibility study to upgrade steps between Priory Hill and Tower Hamlets Rd to low-gradient ramp to improve access. Designate shared use. Improve transition at both ends to on-road.	Hard	High	
108.1.3	At the junction of Tower Hamlets Rd and West St, raise junction and build-out footways.	Medium	High	
108.1.4	Traffic data analysis for West St and Widred Rd to determine suitability for a quiet route. Create 20mph zone through traffic calming measures and enforcement.	Easy	High	
108.1.5	Restrict parking (e.g. through CPZ) on West St to prevent kerbside parking and maintain footway width. Repair footways and resurface road where required.	Easy	High	
108.1.6	Review parking demand at junction of East St/West St, and consider converting to green space. Widen footways and introduce continuous footways on side road.	Medium	Low	
108.1.7	At the junction of West St/Widred Rd/Tower Hamlets St/Ethelbert Rd/East St, install informal crossings across West St on desire line, tighten junction, build-out footways, and install continuous footways on side roads. Repair pavements, where required.	Medium	High	
108.1.8	Restrict parking (e.g. through CPZ) on Widred Rd to prevent kerbside parking and maintain footway width. Repair footways and resurface road where required.	Easy	High	
108.1.9	At the junction of Widred Rd and High Meadow, raise junction and build-out footways. Improve transition from on-road to shared use path towards De Burgh Hill.	Medium	High	
108.1.10	Feasibility study for widening existing footpath, between High Meadow/Widred Rd and Anstee Rd. Clear overhanging vegetation and resurface where required with sealed material. Upgrade signage. Agree maintenance regime with landowner.	Medium	High	
108.1.11	Improve transition from shared use path to on-road quiet route on Shooters Hill.	Easy	High	
108.1.12	Restrict parking (e.g. through CPZ) on Shooters Hill and George St to prevent kerbside parking and maintain footway width. Repair and widen footways where required, and resurface road.	Easy	High	
108.1.13	At the junction of Shooters Hill/George St, tighten junction, build-out footways, and install continuous footway on Shooters Hill.	Medium	High	
108.1.14	At the junction of George St/Erith St, tighten junction, build-out footways, and install continuous footway on George St.	Medium	High	
108.1.15	Widen footways on Erith St and restrict parking (e.g. through CPZ) to prevent kerbside parking and maintain footway width. Repair and widen footways where required and resurface road.	Easy	High	
108.1.16	Restrict vehicle access between Victoria St and Erith St through introduction of modal filter (e.g. planting and removable bollards).	Easy	Low	
Intervention	**Description of the Intervention**	**Deliverability**	**Impact**	**RAG Score**

Intervention	Description of the Intervention	Deliverability (Easy/Medium/Hard)	Impact (Low/Medium/High)	RAG Score
108.1.17	Restrict parking (e.g. through CPZ) on Victoria St to prevent kerbside parking and maintain footway width. Repair and widen footways where required, and resurface road.	Easy	High	
108.2.1	Improve transition from Victoria St to proposed bi-directional cycle track on Coombe Valley Rd.	Easy	High	
108.2.2	Widen footway and remove guard railing under railway bridge.	Medium	High	
108.2.3	Feasibility study to provide a safe walking and wheeling route on Coombe Valley Rd, such as bi-directional cycle tracks and widened footways with pedestrian priority (e.g. continuous footways) across vehicle crossovers and junction mouths. Create 20mph zone through traffic calming measures and enforcement. Alternatively, build out southern footway to minimum 3.0m width.	Hard	High	
108.2.4	Extend public realm outside hospital onto road, with pedestrian priority zone and formal crossings (e.g. raised zebra crossings). Work with landowner to increase bike parking capacity outside hospital entrance.	Medium	High	
108.2.5	Feasibility study for widening existing footpaths to the south, from Whinless Rd and Edgar Rd to Noahs Ark Rd, to minimum 3.0m and designate as shared space. Clear overhanging vegetation and resurface where required with sealed material. Upgrade signage. Agree maintenance regime with landowner.	Medium	Medium	
108.2.6	Widen footway adjacent to roundabout at junction of Coombe Valley Rd and Poulton Close to minimum 3.0m and designate shared use. Install safe transition from safe walking/wheeling solution on Coombe Valley Rd.	Medium	High	
108.2.7	Widen footway on southern side of Poulton Close to minimum 3.0m and designate shared use. Create pedestrian/cyclist priority across business entrances (e.g. continuous footway).	Hard	High	
	T1: Tower Hamlets area Recommendations			
T1.1	Feasibility study to provide a safe walking and wheeling route on Tower St/Astor Ave between junction with London Rd and Elms Vale Rd, such as bi-directional cycle tracks and widened footways with pedestrian priority (e.g. continuous footways) across vehicle crossovers and junction mouths. Create 20mph zone through traffic calming measures and enforcement.	Hard	High	
T1.2	At the junction of Tower St and East St, tighten junction, build-out footways, and install continuous footway across Northbourne Ave.	Medium	High	
T1.3	Install modal filter (e.g. bollards and planting) and planting on West St, to restrict access from Tower St. Retain through-access for pedestrians and wheelers.	Easy	High	
T1.4	At the junction of Tower St and South Rd, tighten junction, build-out footways, and install continuous footway across South Rd.	Medium	High	
T1.5	Install modal filter (e.g. bollards and planting) and planting on Goschen Rd, to restrict access from Astor Ave. Retain through-access for pedestrians and wheelers. Remove guard railing and provide formal crossing (e.g. parallel zebra) for access to Priory Fields School.	Easy	High	
T1.6	At the junction of Astor Ave and Northbourne Ave, tighten junction, build-out footways, and install continuous footway across Northbourne Ave.	Medium	High	
T1.7	Traffic data analysis for Northbourne Ave/Noahs Ark Rd/South Rd to determine suitability for a quiet wheeling route. Create 20mph zone through traffic calming measures and enforcement.	Easy	High	
T1.8	Widen footways on Northbourne Ave/Noahs Ark Rd/South Rd. Restrict parking to prevent kerbside parking and maintain footway width. Repair and widen footways where required.	Medium	High	
T1.9	At the junction of Northbourne Ave/Noahs Ark Rd/Goschen Rd, tighten junction, build-out footways, and install continuous footway across Goschen Rd.	Medium	High	
T1.10	Feasibility study for introducing sealed traffic-free path, minimum 3.0m width, between Noahs Ark Rd (west of Dover Grammar School for Boys) and Elms Vale Recreation Ground, through Whinless Down.	Medium	Medium	
Intervention	**Description of the Intervention**	**Deliverability**	**Impact**	**RAG Score**

† Image sourced from Google Street View.