

Cycle Friendly Deal

A Road Map



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The Cycle Friendly Deal Road Map is a working document that will evolve as the Project develops.

Cycle Friendly Deal has been developed collaboratively with local people and supporting agencies. This collaborative process will continue throughout the life of the Project to ensure that the actions taken truly support the local community.

All thoughts and comments on this document and Cycle Friendly Deal are greatly appreciated. Please send any contributions to:

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Appendix 1 – National Cycle Route 1 Signage Audit

Permanent sign	Direction	Location	Junction	On/off road	Reason	RAG status	Signing solution	
YES	Sandwich to Deal	Sandown Road / St Georges Road Junct	Sandown Road / St Georges Road Junct	On road	No NCN directional signage		PERMANENT SIGNAGE	STRAIGHT AHEAD
YES	Sandwich to Deal	Golf Road / Greenacres Junct + 150m EE245 Byway	Golf Road / Greenacres Junct	On road	NCN Route 1 confidence sign approaching Golf Road / Greenacres Junction, NCN1 straight ahead.		Sign requires realignment to improve its visibility - KCC TO CHECK	
YES	Deal to Sandwich	Vixton Road / Golf Road Junct	Greenway Road / Golf Road Junct	On road	No NCN 1 route indicators in direction of Deal at Junct. (Both directions needed see note 5)		PERMANENT SIGN	LEFT TURN Down Sandwich
YES	Deal to Sandwich	Greenway Road / Golf Road Junct	Greenway Road / Golf Road Junct	On road	No NCN 2 route indicators in direction of Sandwich at Junct. (Both directions needed see note 5)		PERMANENT SIGNS NEEDED	RIGHT TURN Sandwich
YES	Deal to Sandwich	Walden Lane / Kings Ave Junct	Walden Lane Ave / Kings Ave Junct	On road	No NCN 1 route indicators in direction of Sandwich		PERMANENT SIGNAGE	STRAIGHT AHEAD
YES	Deal to Sandwich	Sandown Road / St Georges Road Junct	Sandown Road / St Georges Road Junct	On road	No NCN 1 route indicators in direction of Sandwich		PERMANENT SIGNAGE	STRAIGHT AHEAD
YES	Deal to Sandwich	Sandown Road / St Georges Road Junct + 75m	Sandown Road / St Georges Road Junct + 75m	Shared Use path	Blurred view of signage (river crossing)		NEED PERMANENT DIRECTION SIGN	STRAIGHT AHEAD
YES	Deal to Sandwich	Harmet St / Steward St Junct	Harmet St / Steward St Junct	On road	No NCN Route or directional signs at this junction		PERMANENT SIGNAGE	RIGHT TURN Sandwich
YES	Deal to Sandwich						PERMANENT SIGNAGE	LEFT TURN (Sandwich) + RIGHT TURN Down

YES	Deal to St Margarets	Bursters Rd / Cliff Rd Junct	Boundary Rd / Cliff Rd Junct	On road	NCN Route 101 signs missing in both directions	NCN Direction signs above trees removed. MEDIAN SIGN NEEDED - Dover Deal at height.	LEFT TURN Dover
YES	Deal to St Margarets	Cliffe Rd / Undercliffe Rd Junct	Cliffe Rd / Undercliffe Rd Junct	On road	Direction signs for NCN Route 1 in place. But not visible on the approach to junct and could become obscured by foliage in spring time. (Both Directions)	NEEDS MOVING or regular snipping - or vegetation removed	
YES	Deal to St Margarets	Oldstairs Rd / Granville Rd Junct	Oldstairs Rd / Granville Rd Junct	On road	NCN Route 1 Sign just visible will become totally obscured after spring foliage growth. KCC to reposition sign to a more visible location?	I have attempted to report on line but KCC system does not appear to cover this road. Should be clear to go straight ahead at 3-way junction	
YES	Deal to St Margarets	Oldstairs Rd / Kingsdown Rd	Kingsdown Rd / Chapel Ln Junct	On road	NCN Route 1 Direction Sign. Sign could give a more definite right turn indication with a horizontal arrow.	Existing sign has an arrow on the diagonal. RIGHT ARROW. PERMANENT SIGN TO POINT DOWN CHAPEL LANE	RIGHT TURN Dover
YES	Deal to St Margarets	Chapel Ln / Sea St Junct	Sea St / Beach Rd Junct	On road	Left Turn to NCN signage visible in Dover direction	PERMANENT SIGN NEEDED reposition to left side to turn left. KEY JUNCTION	LEFT TURN Dover
YES	St Margarets to Deal	Sea St Junct / Chapel Ln	Sea St Junct / Chapel Ln	On road	Left Turn into Chapel Ln NCN signage visible on approach to junct in Deal direction. Sign set very low beneath street sign so that it would be obscured by waiting traffic.	PERMANENT SIGN TO BE MOVED HIGHER OR MOVED - temporary sign on post before junction	
YES	St Margarets to Deal	Oldstairs Rd / Granville Rd Junct	Oldstairs Rd / Granville Rd Junct	On road	No NCN Signage at this junct towards Deal	3 way junction so a sign frame would be better remove any ambiguity	STRAIGHT AHEAD
YES	St Margarets to Deal	Cliffe Rd / Boundary Rd Junct	Cliffe Rd / Boundary Rd Junct	On road	NCN Route 1 signs missing in both directions	PERMANENT SIGN NCN Direction signs have been removed	PERMANENT SIGN NEEDED
YES	St Margarets to Deal						RIGHT TURN Deal

Appendix 2 – Cycle Parking Review



Cycle Friendly Deal

Cycle Parking Review

Deal Urban Area

April 2019



This review includes all known cycle parking locations across the Deal Urban Area and assesses their fitness for purpose. It only covers public cycle parking facilities. It does not include employee facilities nor schools. The review lists all known cycle parking locations, the parking capacity at each site along with the style of cycle stand. The different style stands in the area are:



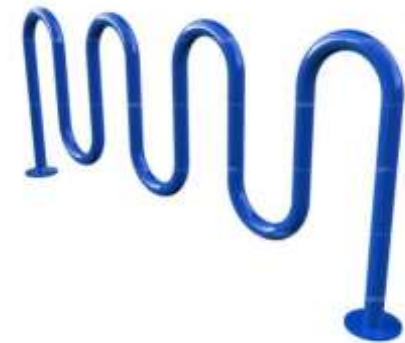
Sheffield - the most popular, and the original, cycle stand. Developed in Sheffield by a council with a lot of unwanted gas pipes and the local cycle advocacy group. Still solid and secure.



Nottingham - Also referred to as the fin. A stylised Sheffield stand. An attempt to improve the aesthetic value of the Sheffield stand but adding no security or practical value. Pointless.



Deal - This cycle stand is unlisted and unknown outside the area, hence 'Deal'. Whilst providing a snug and secure fit, it is low and long, which presents visual problems in the street and increases risks. It only really takes one bike.



Nordic - Also referred to as Serpentine or Wave. Not intuitive and not secure due to limited fixing points. More of a barrier than a cycle stand.

The style of cycle stand proposed to be installed as part of the Cycle Friendly Deal Project is the M Stand or CaMden Stand.

In 2004 the Bikeoff Research Initiative was set up by the Design Against Crime Research Centre at Central St Martin's College of Art & Design to explore how design improvements could reduce cycle theft. After much research and prototypes, the result was the CaMden Stand.

The CaMden promotes secure locking behaviour as it makes it easier for cyclists to keep their bicycles upright and lock both wheels and the frame to the stand. The M stand is designed for short-stay parking. Its shape helps prevent cyclists from locking insecurely and enables a wider range of cycle styles to be locked securely including Junior, Loop (Step Through), Slant (FE), BMX & Folding.



The fit for purpose assessment is based on the following criteria:

- Accessible & Convenient - Plenty of space to manoeuvre bikes in and out. Accessible without unnecessary detours or steps.
- Near Destination Entrance - As close as possible and visible. In a public location like the High Street it does depend on which shops riders' are going to visit therefore in the table below those locations are marked "(Yes)".
- Prominently Located - quick & easy for riders to spot and use
- Good Natural Surveillance - Not hidden away but clearly seen by passing pedestrians and cyclists and even visible from inside the destination
- Secure - Based on the above criteria the parking is rated Low, Medium or High secure

Existing Cycle Parking

Item	Location	Capacity	Style	Land	Accessible & Convenient	Near Destination Entrance	Prominently Located	Good Natural Surveillance	Secure
1	Golf Road Centre	2	Sheffield	Private	Yes	Yes	Yes	Yes	High
1a	Golf Road Centre	6	Sheffield	Private	Yes	No	No	No	Low
2	Union Road	4	Deal	Public	Yes	(Yes)	Yes	No	Medium
3	High Street / St Georges	4	Deal	Public	Yes	(Yes)	Yes	Yes	High
4	St Georges Road / Church	6	Sheffield	Private	Yes	Yes	Yes	No	Medium
5	King Street	4	Deal	Public	Yes	Yes	Yes	Yes	High
6	High Street / Park Street	2	Deal	Public	Yes	(Yes)	Yes	Yes	High
7	High Street / Queen St	4	Deal	Public	Yes	(Yes)	Yes	Yes	High
8	Queen Street / Iceland	6	Deal*	Private	Yes	Yes	Yes	Yes	High
9	South Street	8	Deal	Private	Yes	(No) ¹	No	No	Low
10	Royal Hotel Car Park	4	Deal	Public	Yes	(Yes)	No	No**	Low
11	Route One - Seafront	6	Sheffield	Private	Yes	Yes	Yes	Yes**	High
12	Middle Street Car Park	6	Nordic	Public	Yes	No	No	No**	Low
13	Deal Library	6	Deal	Public	Yes	No	No	No**	Low

¹ Unless using the toilets

Item	Location	Capacity	Style	Land	Accessible & Convenient	Near Destination Entrance	Prominently Located	Good Natural Surveillance	Secure
14	Timeball Museum	2	Deal	Private	Yes	Yes	Yes	Yes	High
15	Seafront / Pier	16	Nottingham	Public	Yes	No	Yes	No**	Medium
16	Sainsbury	12	Sheffield	Private	Yes	Yes	Yes	Yes	High
17	Aldi ² Park St/West St	8	Sheffield*	Private	Yes	Yes	Yes	Yes	High
18	Deal Station	32	Sheffield	Private	Yes	Yes	Yes	Yes**	High ³
19	Deal Castle	12	Sheffield	Private	Yes	(Yes) ⁴	Yes	No	Medium
20	Walmer Green	6 ⁵	Sheffield	Public	Yes	Yes	Yes	Yes	High
21	Tides	4	Deal	Private	Yes	Yes	Yes	Yes	High
21a	Tides	22	Sheffield	Private	No ⁶	Yes	Yes	Yes	High
22	Linwood Youth Centre	8	Sheffield	Private	Yes	Yes	Yes	Yes	High
23	The Cedars Surgery	12	Deal	Private	(Yes)	No	No	No	Low
24	Sea Café Walmer	6 ⁷	Sheffield	Public	Yes	Yes	Yes	Yes	High
25	Tesco Express, Mill Hill	6	Sheffield	Private	Yes	Yes	Yes	Yes	High

² December 2019

³ Although the station is a target for antisocial behaviour

⁴ As near as possible considering the historic limitations

⁵ One stand damaged

⁶ Stands on a slope, close together and some set very high

⁷ One stand damaged

Item	Location	Capacity	Style	Land	Accessible & Convenient	Near Destination Entrance	Prominently Located	Good Natural Surveillance	Secure
26	Walmer Station (Dover platform)	12	Sheffield	Private	Yes	Yes	No	No	Low
27	Walmer Castle ⁸			Private					
28	Dover Road/Station Rd	3	Deal	Public	Yes	(Yes)	Yes	Yes	High
	Total Fitness Mix / Mill Hill	3	Wall-Mount	Private	Yes	Yes	No	No	Medium

* Covered / ** Within CCTV range

Deal Urban Area Total Functional Cycle Parking Capacity as at April 2019 is 202

Proposed Additional Cycle Parking

Item	Location	Capacity	Style	Land	Accessible & Convenient	Near Destination Entrance	Prominently Located	Good Natural Surveillance	Secure
29	High Street / St Georges	4	M	KHS	Yes	Yes	Yes	Yes	High
30	High Street / Park Street	4	M	KHS	Yes	Yes	Yes	Yes	High
31	High Street / Town Map	4	M	KHS	Yes	Yes	Yes	Yes	High
32	High Street / Queen Street	4	M	KHS	Yes	Yes	Yes	Yes	High
33	High Street / Poundland	4	M	KHS	Yes	Yes	Yes	Yes	High
34	Stanhope Road Car Park	4	M	DDC	Yes	(Yes)	Yes	No	Medium
35	The Pier Front (btwn benches)	4	M	DDC	Yes	Yes	Yes	Yes	High

⁸ About to be installed

36	Deal Castle Green (hardstanding)	6	M	DDC	Yes	Yes	Yes	Yes	High
37	Beach St / Entertainment Area	4	M	DDC	Yes	Yes	Yes	Yes	High
38	St Georges Road Car Park	4	M	DDC	Yes	(Yes) ⁹	Yes	No	Medium
39	Alfred Square	4	M	Tbc	Yes	Yes	Yes	Yes	High

Proposed New Cycle Parking 46

New Deal Urban Area Total Cycle Parking Capacity 248













Additional Sites to be investigated

Item	Location	Capacity	Style	Land	Accessible & Convenient	Near Destination Entrance	Prominently Located	Good Natural Surveillance	Secure
40	National Cycle Route 1	10	M	PROW	Yes	Yes	Yes	Yes	High
41	The Strand	Tbc	M						
42	South Street	Site to be decided as part of any future development							

Cycle Parking Locations - All the existing and proposed cycle parking locations are pictured on pages 57, 58 and 59. The numbers corresponding to the list above.

⁹ If visiting the newly located police station but not the TIC or Town Hall



<p>16</p> 	<p>17</p> <p>Aldi In Development December 2019</p>	<p>18</p> 	<p>19</p> 	<p>20</p> 
<p>21</p> 	<p>22</p> 	<p>23</p> 	<p>24</p> 	<p>25</p> 
<p>26</p> 	<p>27</p> <p>Walmer Castle To be Installed Summer 2019</p>	<p>28</p> 	<p>29</p> 	<p>30</p> 