

# Deal Station – Accessible Transport Hub

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## Introduction

Deal Station has recently been awarded Access for All funding. Deal Town Council’s Transport & Infrastructure Committee is anxious that this investment fits in to the broader vision of the station as an accessible transport hub.

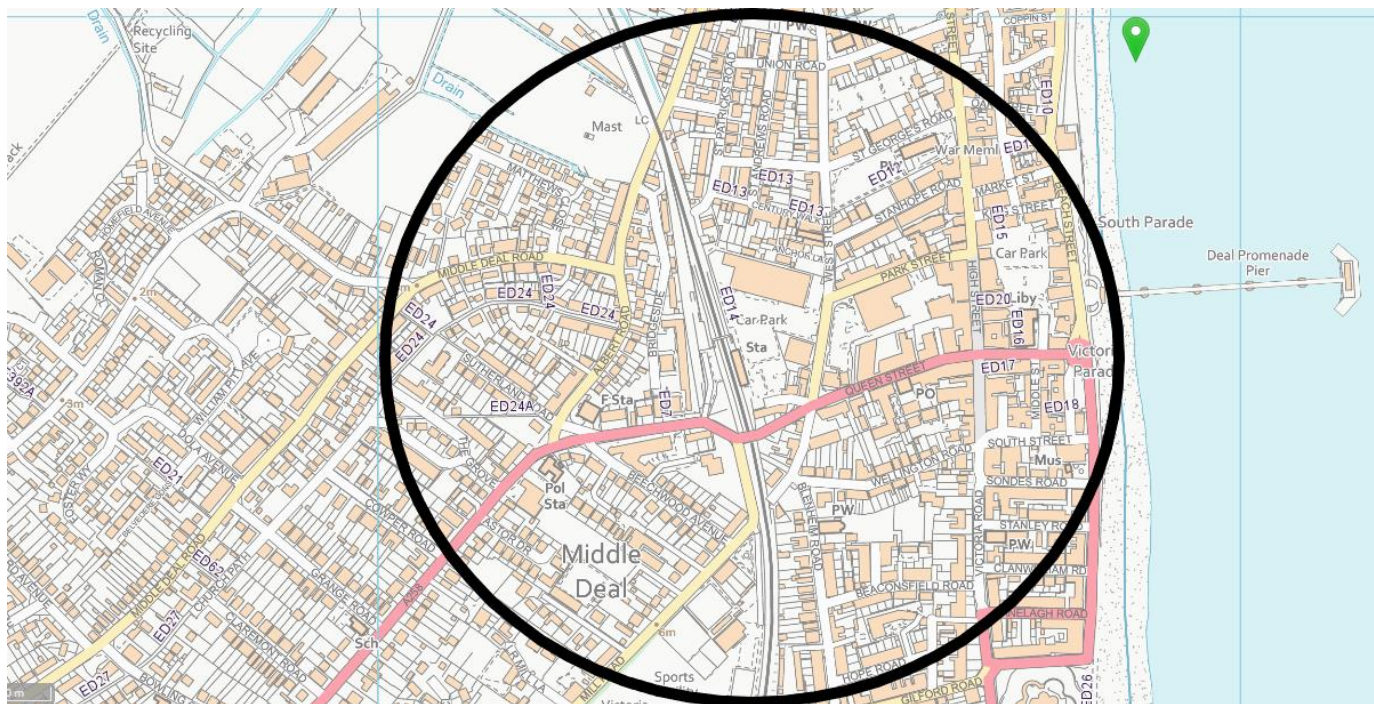
Earlier in 2020, an initial Town Plan consultation found that Transport was one of the most important issues affecting citizens and businesses in Deal. People are concerned about increasing congestion as a result of 21<sup>st</sup> century traffic using 19<sup>th</sup> century roads, poor road surfaces, poor strategic connections, speeding, limited parking availability, increased houses with increased vehicle movements and poor bus services. A solution derived from the consultation was to reduce the number of cars, improving public transport and investing in cycling & walking infrastructure.

The thrust of this solution also aligns with Deal Town Council’s desire to improve Air Quality and tackle Climate Change.

Adding the connectivity of walking, cycling and bus transit to the station makes a rapid, but fixed, train service flexible - allowing users to customise their increasing complex trips. This makes a better product, which increases the competitiveness of the train service, resulting in more customers.

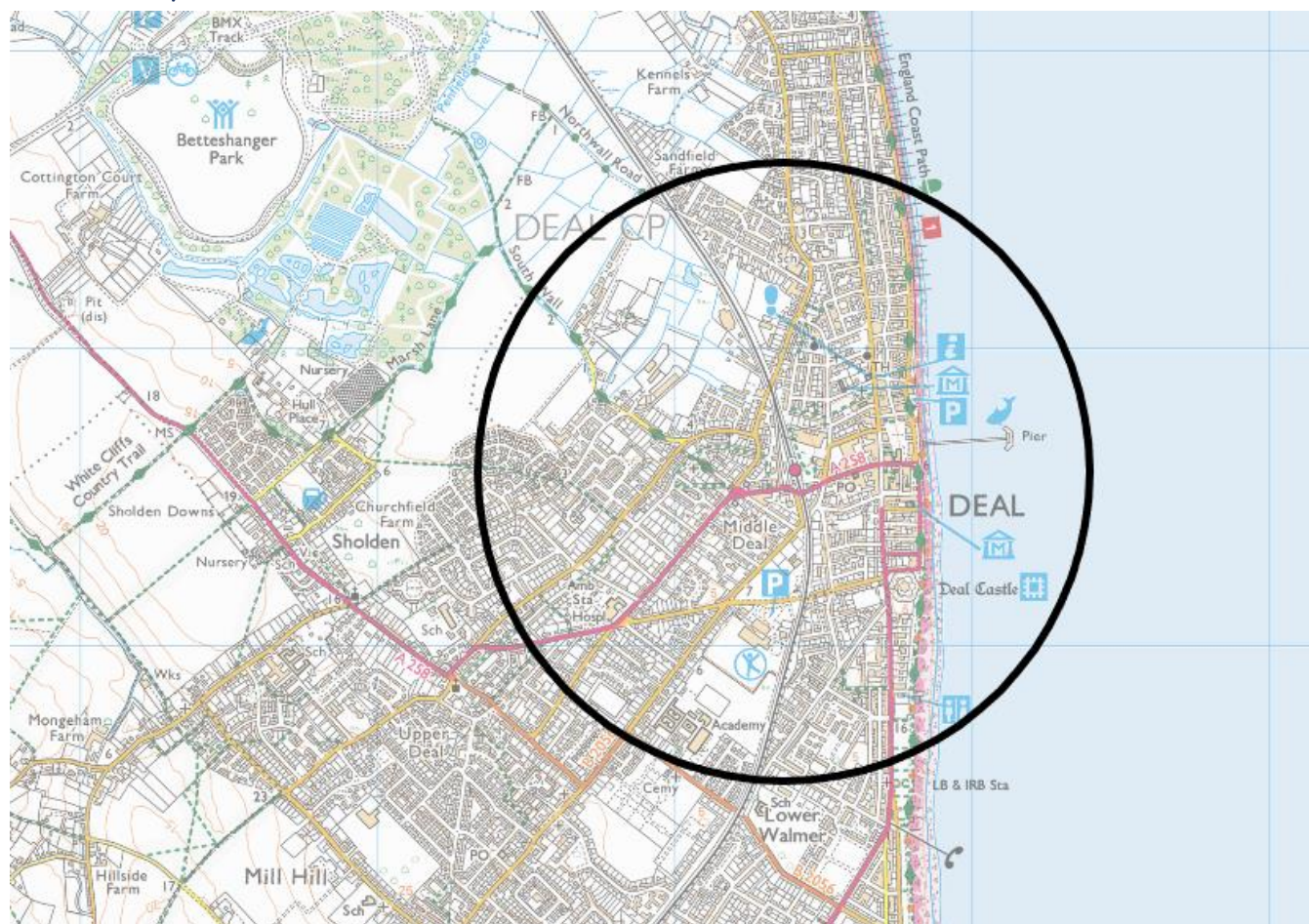
For Deal, more train customers means less car journeys and more faces in the street. This in turn improves the perceptions of Deal as a safe and attractive place, increasing the sense of belonging and connectedness leading to a thriving greener community.

## Five Minute Walk Catchment



This is a 400m distance from the station, which is 5 minutes walking at 5kph

## Five Minute Cycle Catchment



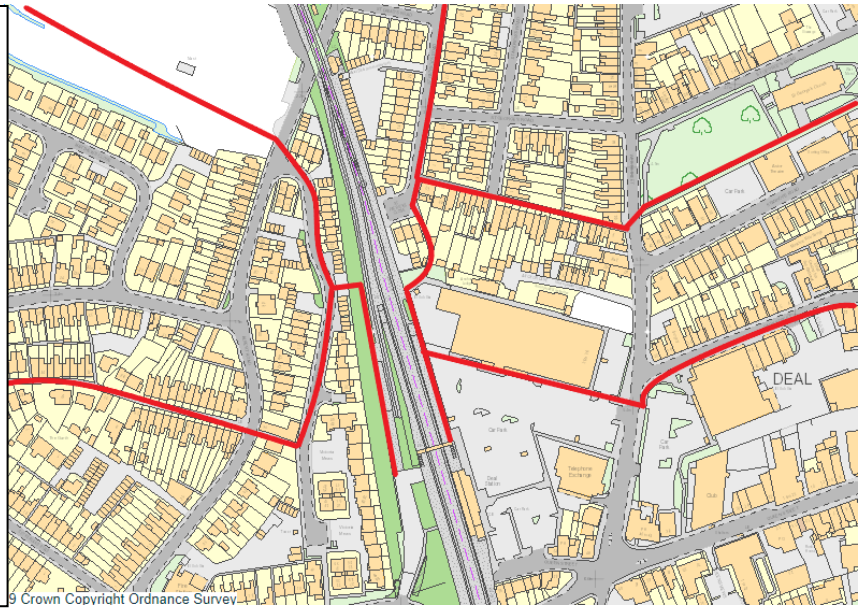
This is a 1200m distance from the station, which is a 5 minute cycle at 15kph. Whilst this is 3 times the distance of walking, the quadratic relationship between radius and area means that it is actually a 9 times larger catchment area. (ebikes is 5 times the distance of walking)

## Station Pedestrian Flows

Red lines showing pedestrian flows to the East to the town centre and seafront, to the north and to the west including an approximate alignment of the new shared path through the Albert Road development.

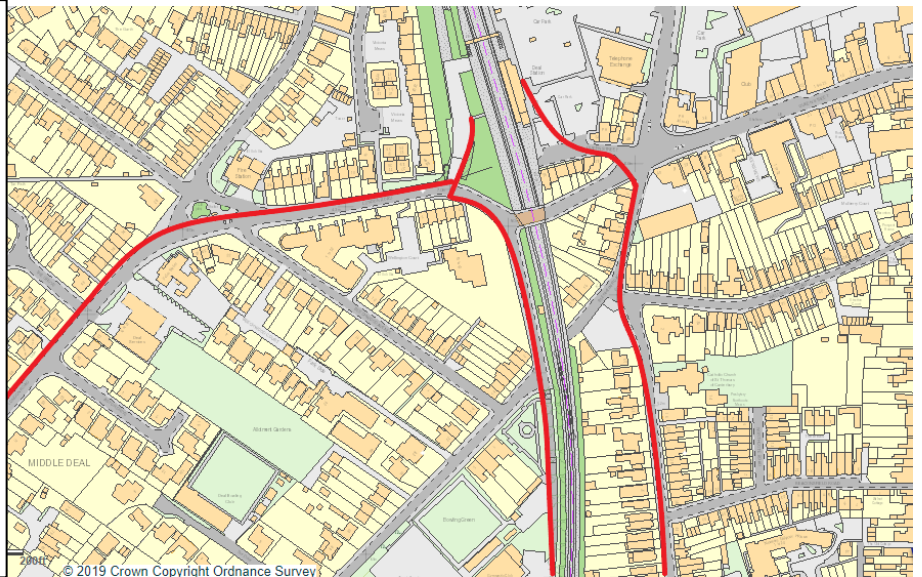
West side includes a proposed new access point from Bridgeside & new shared path.

Accessible connectivity between Century Walk and St George's Garden needs improvement, including removal of barrier and installation of a Zebra Crossing



Red lines showing pedestrian flows to the South and South West. Improved crossing at Queen St junction to reflect pedestrian desire line.

New crossing point on London Road by the new drop-off point junction

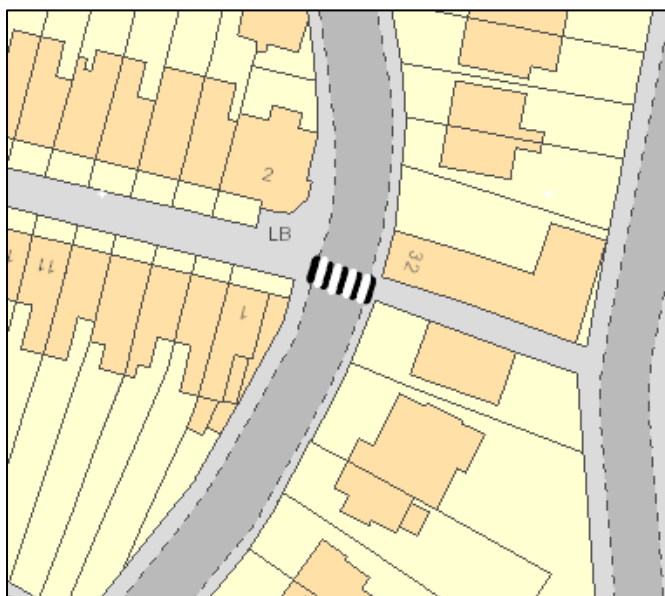
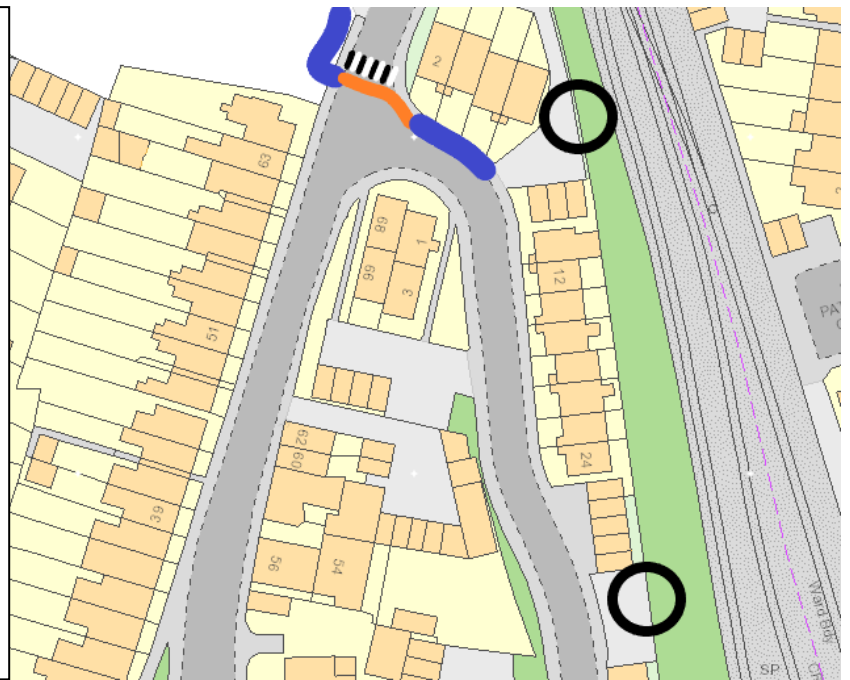


## Infrastructure Improvements – Albert Road

Connecting the station to the west side of Deal.

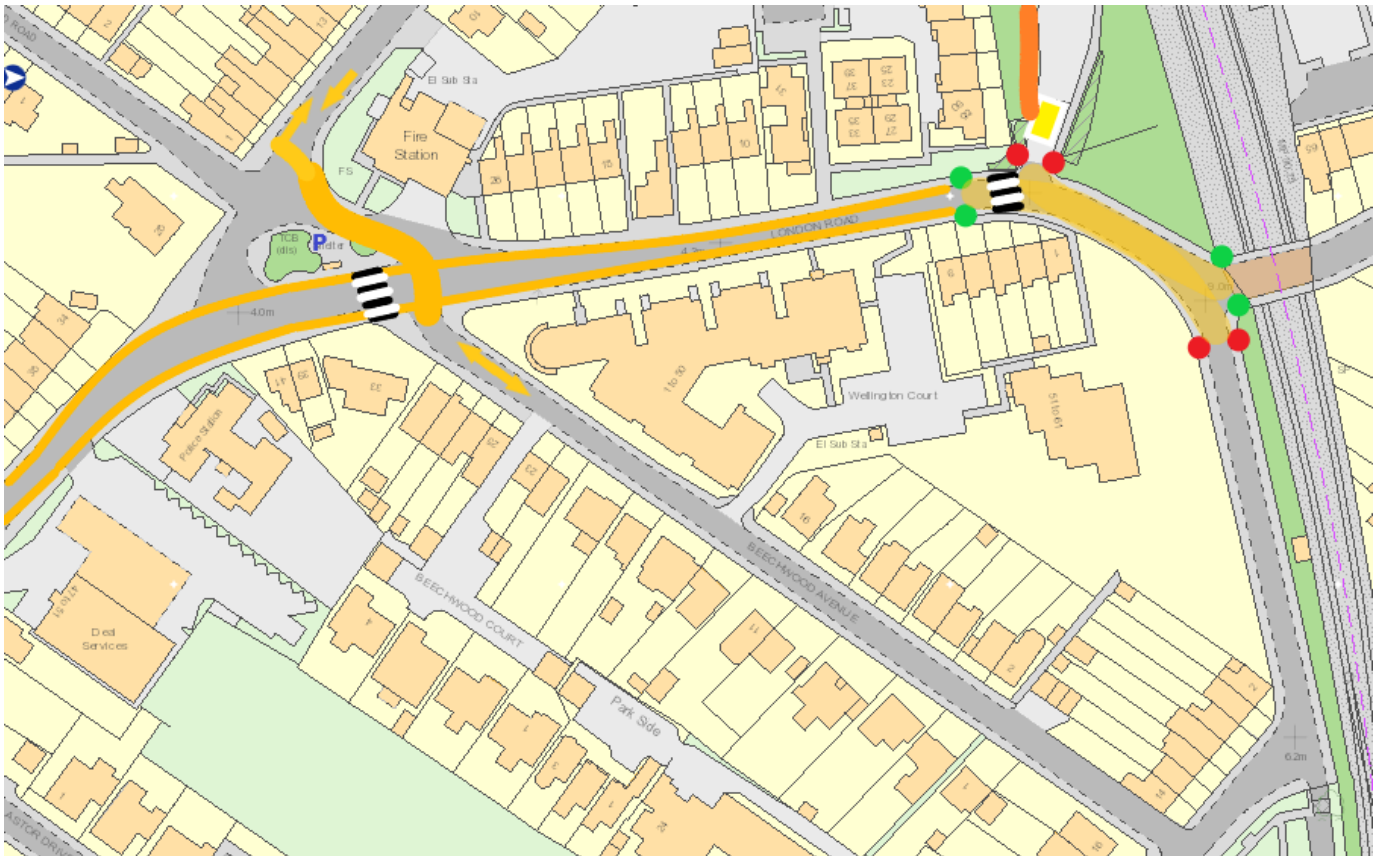
1. Open up two access points from Bridgeside to the Rail Track land (black circles)
2. Shared paths on Bridgeside and Albert Road (blue lines)
3. Tiger Crossing on Albert Road

The connects the station safely with the new Albert Road development, Betteshanger Country Park and Sholden.



Zebra Crossing from south end of Church Path connecting to path into Bridgeside and improving pedestrian accessibility between the Station and Middle Deal.

## Infrastructure Improvements – London Road



### London Road Station Access

1. Traffic Light Controlled junction with four sets of lights
  - a. London Road East
  - b. London Road West
  - c. Station Access Road
  - d. Mill Road
2. Pedestrian crossing on London Road
3. London Road Right Filter lane with traffic sensor trigger
4. Advanced Stop Box at lights on Station Access Road

## Infrastructure Improvements - Turning Circle & Bus Stop



Simple diagram showing an existing turning circle - 1:1 scale - superimposed over the likely drop off location.

The turning circle facility should include:

- drop off / pick up point
- bus stop

## Infrastructure Improvements – Accessible Step Free Railway Crossing

There is currently no comfortable, accessible and convenient pedestrian or cycling crossing of the railway in the town

- Bridge designed to enable step free crossing of the railway in the town centre by:
  - Pedestrians
  - people with wheeled bags
  - wheelchair users
  - people with prams & buggies
  - mobility scooters
  - scooters / e-scooters and
  - cyclists
- Traffic free connection of:
  - Albert Road
  - London Road
  - Bridgeside
  - St Patrick's Close
  - Deal Station
- Enabling step free access to both platforms
- Utilising Network Rail land



Red Lines – step free bridge  
Grey Lines – Footpath  
Orange Lines – Cycle path

## Other Station Improvements

A number of other improvements to the station could be undertaken to increase the attractiveness of train travel including:

- Trackbed rubbish clearance and mid-track planting
- Information Totem Signs
- Station forecourt improvements
  - Increasing the liveliness of the public space
- Covered Cycle Parking on west and east side
- Security improvements including increased staffing and CCTV
- Improved waiting facilities on the West platform, in particular covered seating
- Improve litter bin provision throughout the station area
- Support Deal With It and phyto-sensor planting to ensure the air pollution from the station and railway is captured
- Provide water harvesting facilities on both sides of the station
- Carbon Audit the station
- Cycle Hire facility
- Station Building Improvements:
  - Improve internal decoration
  - Undertake external repairs and improvements
  - Better utilization of station building including internal cycle parking and use of the first floor
- Development of the triangle of scrub that used to be the Station Master's House on the west side – currently leased to Deal With It - potentially into a Budget Hotel



Totem Sign at Folkestone

