

**By:** David Hall, Head of Transport & Development

**To:** Environment, Highways & Waste Policy Overview Committee  
– 16 July 2009

**Subject:** Beechwood Avenue, Deal – Proposed Cycle Route

**Classification:** Unrestricted

---

**Summary:** This report relates to the proposal for the construction of a length of 2.5 metre wide shared cycleway/footway along Beechwood Avenue in Deal. The cycleway forms part of the Dover District Cycling Plan which was approved by Dover JTB in Autumn 2008 and provides an important link between two existing cycle routes, one in Victoria Park and the other in Albert Road.

---

## 1. Introduction

- 1.1 Kent Highway Services (KHS) has successfully bid for funding from the Local Transport Plan to introduce Phase 3 & 4 of the cycle network for Deal during the financial year 2008-09, to facilitate the aims of the Dover District Cycling Plan (DDCP), approved by the Dover JTB on 15 December 2008. Phase 4 of the cycle network for Deal has been designed, and following approval from the Dover JTB on 8 September 2008, consultation was progressed.
- 1.2 The results of the consultation were reported to the Dover JTB on 15 December 2008.
- 1.3 The Dover JTB resolved that **“the item be deferred for a site visit by Board Members, following which the matter would be reconsidered by the Board at its next meeting”**.

## 2. Site visit and additional consultation

- 2.1 The site visit took place on 21 January 2009, at 2pm. and a number of issues were raised which are detailed in Appendix C, together with the response provided by KHS.
- 2.2 Subsequent to the site visit, a further meeting took place between KHS and Stagecoach East Kent on 9 February 2009. This was to assess the suitability of introducing additional parking into the section of Mill Road between London Road and Beechwood Avenue.
- 2.3 Following the site visit, traffic surveys were also carried out in Beechwood Avenue and Park Avenue.

## 3. Conclusion

- 3.1 KHS has listened to residents concerns and the observations made by Dover JTB at the site visit have been addressed. Parking was highlighted as the main concern, and this issue has been addressed.

- 3.2 Funding for this scheme had been carried over from the 2008/9 budget and if supported will now be funded in 2010/11. This available funding cannot be used for any alternative routes that have been suggested. These would need to be assessed separately, and compete for funds with other schemes across the whole County from a future programme of works (i.e. from 2010/11 onwards).
- 3.3 The Dover JTB at its meeting on 6 February did not endorse the Officer recommendation and so the report has been referred to POC for further consideration.

#### 4. Recommendation

- 4.1 Subject to the views of this Committee, it is proposed to recommend to the Cabinet Member for Environment, Highways & Waste that:
- (a) the construction of the proposed footway/cycleway in Beechwood Avenue, Deal, in order to ensure that an effective cycle network is developed in Deal be approved;
  - (b) the TRO in order to implement the proposed waiting restrictions and formalise the location of on-street parking facilities in Beechwood Avenue, and to create 5 additional parking spaces in Mill Road be advertised.

---

**Contact:**     **David Barton** - Local Transportation & Development Manager  
                  ✉     [david.barton@kent.gov.uk](mailto:david.barton@kent.gov.uk)     ☎     01233 614171

**Steve Darling** – Transport Planner  
                  ✉     [steve.darling@kent.gov.uk](mailto:steve.darling@kent.gov.uk)     ☎     01233 614183

---

## **Beechwood Avenue, Deal – Cycle Route, Results of the Consultation**

A report by the Head of Transport & Development to the Dover Joint Transportation Board on 15<sup>th</sup> December 2008

---

### **Introduction**

1. During the current Local Transport Plan period (2006-2011) a number of cycle routes have been introduced in Deal, as part of the development of the cycle network. Kent Highway Services have successfully bid for funding from the Local Transport Plan to introduce a cycle route in Beechwood Avenue during the current financial year 2008-09.
2. As a result, consultation in the form of a letter drop was carried out on the proposed cycle route with the following residents and organisations as agreed at the last Joint Transportation Board meeting that was held on 8<sup>th</sup> September 2008.
  - Residents fronting the proposals in Beechwood Avenue.
  - Residents in Mill Road in the immediate vicinity of Beechwood Avenue
  - Beechwood Court residents.
  - Deal Town Council
  - Dover District Council
  - Statutory consultees (emergency services)
  - SUSTRANS
3. The results of this consultation are outlined within this report.

### **Background**

4. A report was presented to the Joint Transportation Board that was held on 26<sup>th</sup> November 2007 regarding consultation on the Draft Dover District Cycling Plan. As a result consultation was carried out on the proposed Dover District Cycling Plan in February and March 2008. The results of the consultation and the Final Version of the Dover District Cycling Plan is the subject of another report to be presented at this Joint Transportation Board meeting.
5. The Dover District Cycling Plan has been developed over a number of years through discussions held with Dover District Council Members, Town Council and Parish Council Members at the Dover Cycling Forum. The Dover District Cycling Plan sets out the existing and proposed cycle network for Dover and Deal and identifies the routes needed to create the network, including the proposed route along Beechwood Avenue. Appendix A shows the maps identifying the existing and proposed cycle routes in Deal and Dover, which is enclosed in the Dover District Cycling Plan.
6. At the Dover Joint Transportation Board meeting that was held on 8<sup>th</sup> September 2008 it was agreed by Members that consultation would be carried out, in the form of a letter drop, on the proposals to install a new cycle route along Beechwood Avenue, Deal, as part of the continuing development of the cycle network within Deal. Consultation letters were sent out to almost 100 properties, as

well as the emergency services, Deal Town Council and Dover District Council and other statutory consultees.

## **Discussion**

7. Of almost 100 consultation letters that were sent out 14 replies were received from residents, the majority of whom (8 from Beechwood Avenue and 4 from Mill Road) were concerned about the reduction in on-street parking that would result from the creation of the proposed cycle route. A summary of the responses to the consultation is shown in Appendix B. Residents commented that on-street parking in Beechwood Avenue is already under considerable pressure and as a consequence they are already finding it difficult to park in Beechwood Avenue, which they felt was already being used by those who work in Deal Town Centre to park during the day. Dover District Council has also received two requests from residents of Beechwood Avenue for disabled parking bays, although no requests have yet been approved. Some of the residents in Mill Road also park their vehicles on Beechwood Avenue. These residents were included in the consultation and also raised concerns about the reduction in on-street parking that would be caused by the proposed cycle route, and the effect that the cycle route would have on their quality of life if they were not able to park in Beechwood Avenue. A number of respondents also did not see the need for such a cycle route to be created because they felt that very few cyclists used Beechwood Avenue.

8. As a result a survey was carried out on 13<sup>th</sup> October 2008 to count the number of cyclists that use this route, the results of which showed that a total of 57 cyclists used Beechwood Avenue during a 12 hour period between 7am to 7pm. The number of cyclists using Beechwood Avenue has increased over recent years and this can be demonstrated when looking at the results of a survey that was carried out in November 2004 which recorded only 9 cyclists using Beechwood Avenue during the same 12 hour period. It is anticipated that the number of cyclists using Beechwood Avenue will not increase further as more cycle routes around Deal are introduced.

9. The increase in the use of Beechwood Avenue by cyclists could be partly explained by the recent introduction of cycle routes either end of Beechwood Avenue, one of which ends at the A258 London Road/Albert Road junction and the other is located within Victoria Park. Beechwood Avenue therefore provides the most direct, convenient link between these two cycle routes, which is demonstrated by the number of cyclists that use it. The only alternative route which can be considered as a desire line to travel between the two existing cycle routes is along Mill Road towards the A258 London Road (from the access to Victoria Park) then to travel westwards along the A258 London Road to the Albert Road junction. However there has already been one slight personal injury crash involving a child cyclist at the A258 London Road/Mill Road junction during the most recent 3 year period for which data is available (from 01/07/2005 to 31/06/2008). The A258 London Road is also a main road which narrows just to the west of the Mill Road junction and in addition there is a significant bend which could potentially mask cyclists using this route from approaching vehicles. Therefore Beechwood Avenue can be seen to be a much safer and more attractive route for cyclists.

10. The demand from cyclists to use Beechwood Avenue is further supported by the results of the cycle count survey that was carried out on 13<sup>th</sup> October 2008 which recorded 20 of the 57 cyclists using Beechwood Avenue against the current

one-way system. This illegal use of Beechwood Avenue occurred at various times of the day and by cyclists of all ages, and clearly has safety implications. However, cyclists must feel that this is still a safer route to use than the A258 London Road.

11. From the results of the cycle count survey it can be concluded that there is a demand for cyclists to travel in both directions along Beechwood Avenue. However, a safe facility is not currently provided, with cyclists travelling on the road against the current one-way as well as using the narrow footway which has safety implications for pedestrians. The provision of a wider footway to create enough space for pedestrians and cyclists to use Beechwood Avenue in both directions, would therefore increase safety for all users of Beechwood Avenue, and would provide a safer route for cyclists than the current alternative which requires cyclists to use the A258 London Road/Mill Road junction.

12. The proposals to widen the current footway will consequently result in further narrowing of Beechwood Avenue and therefore the removal of road space for on street parking. Overall seven on street parking spaces on Beechwood Avenue would be removed but two additional spaces will be created by removing some of the double yellow lining near to the junction with Mill Road. Therefore overall five on-street parking spaces will be lost. However a number of residents do have off-street parking provision and some lengths of parking restrictions shown in front of a number of driveway accesses will be removed to enable residents to park in front of their driveways. The amended drawing following the results of the consultation, is shown on the plan in Appendix C.

13. Dover District Council have raised concerns that the additional pressure on on-street parking caused by the cycle route would lead to residents turning their front gardens into parking spaces and that this, combined with the additional signage for the proposed cycle route would have a detrimental impact on the public realm.

14. One resident who is partially sighted raised concerns about cyclists sharing the footway with pedestrians, and the possibility that cyclists would hit her because she is not able to hear their approach. The resident commented that she frequently uses the footways in Beechwood Avenue but that should the proposed cycle route go ahead she would consider herself to be a "prisoner in her own home". However cyclists currently already use the existing narrow footway and the proposed cycle route will widen the current footway to minimise the possibility of conflict between pedestrians and cyclists. The proposal can therefore be seen as a benefit to both pedestrians and cyclists rather than a disbenefit.

15. Should Members agree to the recommendations presented in this report a Traffic Regulation Order (TRO) will need to be advertised regarding the implementation of the proposed waiting restrictions. Following the receipt of concerns from residents regarding the proposed waiting restrictions during the consultation, there is a likelihood that further objections will be received once the TRO is advertised. This will delay the scheme further, it is therefore proposed that, should similar concerns be received regarding the proposed waiting restrictions and resultant reduction in space for on-street parking, works continue without these concerns needing to be presented to the Joint Board. This will enable the scheme to proceed without any further delay following the advertisement of the TRO, with the understanding that such concerns have already been presented to the Joint Transportation Board.

## **Conclusion**

16. In recent years work has been carried out to install a number of cycle routes within Deal, in order to create an effective cycle network in line with the Dover District Cycling Plan

17. A number of cycle routes have already been created in Deal, which are well used by cyclists, one of which currently ends in Albert Road at the junction with the A258 London Road, and another ends at the entrance to Victoria Park in Mill Road. Cyclists are currently using Beechwood Avenue which is located between these two cycle routes, a number of whom are travelling against the one-way system using both the carriageway and the footway which is already narrow. The use of Beechwood Avenue by cyclists in this way has obvious safety implications for both cyclists and pedestrians, and surveys indicate that the use of Beechwood Avenue by cyclists is increasing.

18. Following the development of the design of a cycle route along Beechwood Avenue the aims of which are to create a facility that both pedestrians and cyclists can use safely as well as providing as much space as possible for residents to park on street, consultation was carried out with various parties on the proposed cycle route. The results of the consultation showed that a number of residents were concerned that the proposals would make it more difficult for them to park in Beechwood Avenue and that this would impact on their quality of life. There was also a concern that the construction of the route would have a detrimental impact on the public realm.

19. Alternative routes were considered but would not be on the cyclists desire line and would not be as well used as the proposed cycle route in Beechwood Avenue, and would therefore not achieve best value for money. The closest alternative route using the A258 London Road/Mill Road junction and the A258 London Road itself, is not considered as safe a route as Beechwood Avenue. This is supported by the evident number of cyclists that currently use Beechwood Avenue in both directions despite the existing one-way system that is in place and the obvious safety implications of this. Without the provision of a cycle route in Beechwood Avenue there will be a missing link in Deal's cycle network.

20. Following agreement with Members a TRO will need to be advertised regarding the proposed waiting restrictions and formalisation of on-street parking spaces, similar objections regarding the reduction in on-street parking are therefore likely to be received. The receipt of such objections is likely to delay the scheme further, it is therefore recommended that should such objections be received these will not need to be presented to the Joint Transportation Board on the understanding that such concerns have already been presented to the Board.

## **Recommendation**

21. It is recommended that Members:

- 1) Approve the construction of the proposed footway/cycleway in Beechwood Avenue, Deal in order to ensure that an effective cycle network is developed in Deal, as set out within the Dover District Cycling Plan.

- 2) Agree to advertise the TRO in order to implement the proposed waiting restrictions and formalise the location of on-street parking facilities.
- 3) Agree that, following the advertisement of the TRO, should similar objections to the proposed waiting restrictions and the resultant reduction in on-street parking be received, such objections would not need to be presented to the Joint Transportation Board on the understanding that such concerns have already been presented to the Board. In order not to delay the scheme further.

**Contact Officer**

David Barton – Local Transport and Development Manager 08458 247 800  
Anne-Marie Hannam – (Transport Planner) 08458 247 800

Appendix B: Plan – Beechwood Avenue, Deal – Proposed footway/cycleway.