



Dover District Cycling Plan



Promoting Cycling
in the Dover District

Kent
Highway
Services



November 2008

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1. Why Promote Cycling in the Dover District?

The district of Dover tends to be most commonly associated with the large ferry port operations. However, with a population of 105,000 residents and a rich tourism heritage, local travel is just as important for people living in (and visiting) Dover, Deal, Sandwich and the outlying villages. Cycling has many advantages as a means of transport, as bicycles occupy little road space, save energy, and cause no noise or air pollution. Cycling is good exercise and is beneficial to individual health.

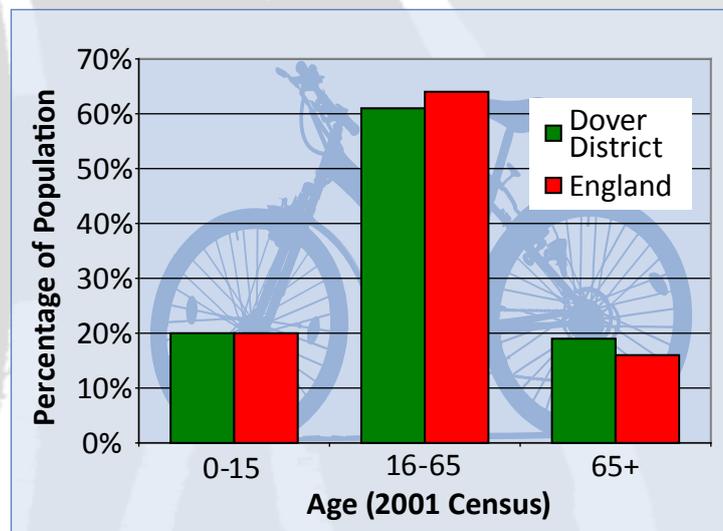
1.1 Age and Health

According to census data, the population/age profile for both men and women in the District is similar to that of the national average.

With the two age groups of 'under 15s' and 'over 65s' there is an increased likelihood of dependence on friends and family for travel, especially where public transport and services are poor. For these groups, the Cycling Plan is important. For the under 15s, the majority of whom are still at school, it is thought that the earlier a person takes up cycling the more likely they are to carry it on in later life. With the over 65s, cycling can increase the accessibility of many destinations in the Dover District, and the introduction of dedicated routes can also benefit those who use mobility vehicles.

A profile of the Dover District is produced by the Public Health Observatories annually, and gives a good indication of the health of the district's residents. The document indicates that a total of 24% of the adult residents in the district are categorised as 'obese'. By leading an active life, individuals can significantly reduce their risk of premature death due to obesity related illnesses.

Age Distribution



1.2 Environment

Cycling is an environmentally sound form of transport with the positive benefits of improved air quality and less noise pollution. Poor air quality, resulting from increased motor vehicle usage, is problematic in many areas around the UK. Two 'Air Quality Management Areas' (AQMA) have been identified in the Dover District, and by transferring car journeys to the bicycle, the associated reduction in background pollution concentrations will help achieve Air Quality Objectives identified in the AQMAs. Cyclists can enjoy sights and sounds not fully appreciated when travelling by car, making a person more environmentally aware of their surroundings.

1.3 Congestion

The road network is under ever increasing pressure particularly in urban areas (approximately 25% of all car journeys are less than 2 miles). There is considerable scope for people to switch to using the bicycle to make such journeys, particularly in Deal and Sandwich where there is a relatively flat terrain.

However there are physical and geographical barriers in Dover that need to be addressed and overcome. With an associated increase in the different types of vehicles used, it is hoped that there will be a more tolerant and courteous use of road space, that recognises the shared rights of the cyclist and encourages respectful behaviour and driving/cycling habits all round. This will hopefully lead to a more efficient use of the current and future highway network.

1.4 Regeneration

Improving and expanding the cycle route network can play an important role in supporting regeneration, such as in Dover town centre, where strategies are being formulated to unlock potential development sites. Close working with private and public partnerships (e.g. Dover Pride) will be important in maximising new cycling opportunities for the district, such as the extensions of the River Dour Cycle Route to the town centre and seafront.



2. Policy Background

A summary of the policies that support cycling are contained within the 'Policy Overview Appendix'. The Dover District Cycling Plan is a five year plan that aims to recognise all relevant policies together with national and local issues, and as such proposes four main areas of focus:

- **Creating New Links** – seeking new opportunities to extend routes to more people.
- **Maintaining the Network** – looking after what we already have, and improving it.
- **Spreading the message** – raising awareness of facilities, and the benefits of cycling.
- **Safer Cycling** – designing safer routes, and providing road safety education for cyclists.

3. Methodology

3.1

Before producing the final Dover District Cycling Plan, KHS invited views on a consultation draft of the plan to identify the public's priorities with regards to cycling.

3.2

KHS produced a separate Questionnaire and Feedback Form – "Cycling in the Dover District" – in order to help to find out these views and priorities. The draft plan and questionnaire were available on Kent County Council's website throughout a 2 month consultation period from February to March 2008. The following parties were informed of the consultation period and encouraged to respond via emails and letters;

- **Dover District Council**
- **Neighbouring district councils**
- **Parish / town councils**
- **Major employers in the district**
- **Primary / secondary schools**
- **Local, regional and national stakeholder groups / organisations.**

Plans and feedback boxes were also exhibited at Deal Library, Dover Discovery Centre and Fowlmead Country Park.

3.3

The Feedback Form was completed by 109 members of the public. The draft plan was revised to include the top 20 'most important' objectives and to omit the top 20 'least important' objectives identified from the feedback. These objectives can be seen in the Objective Summary Appendix.

4. Creating New Links

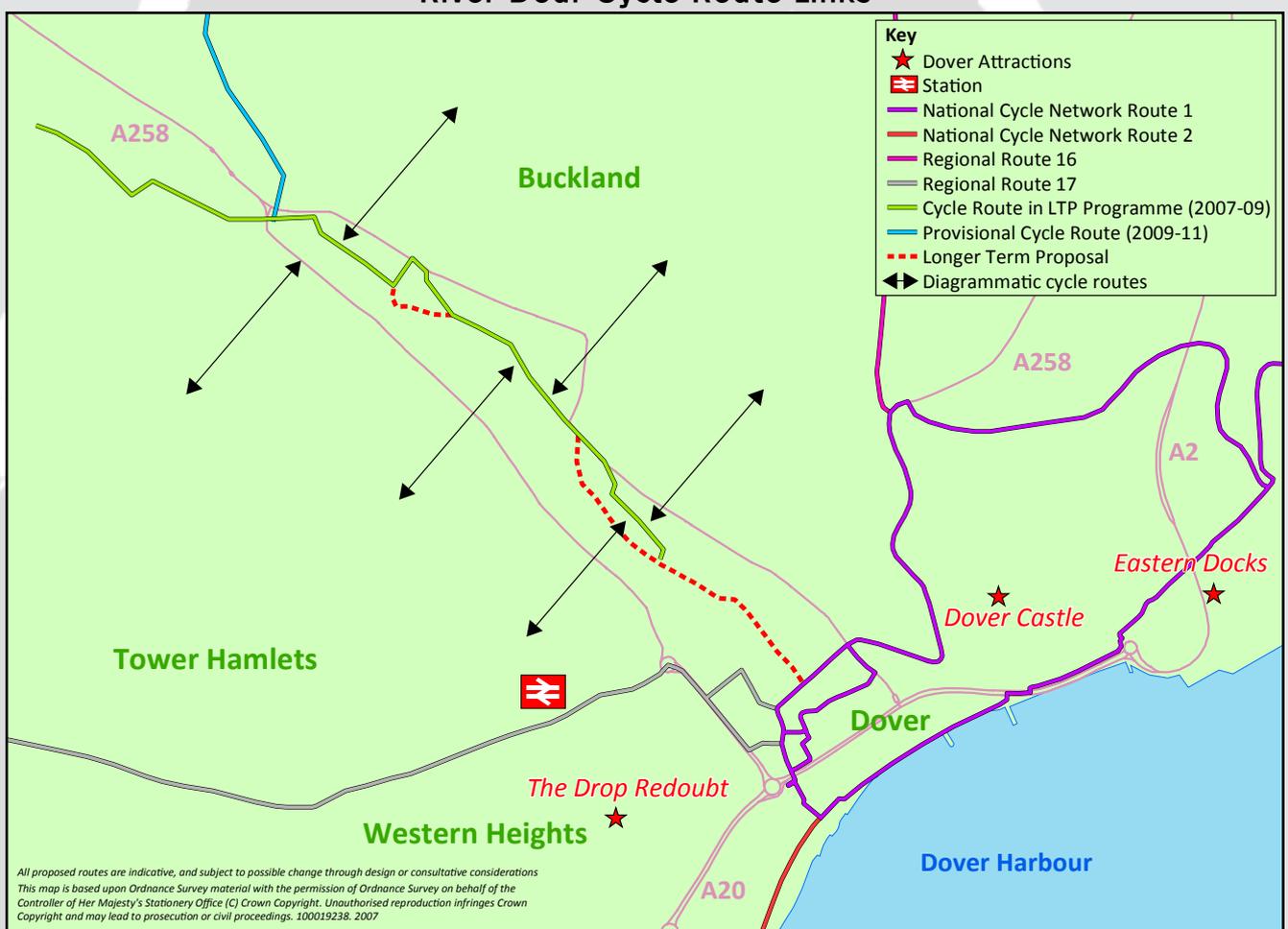
4.1

KHS would like to continue to work with local cyclists in developing new routes, and will involve local interest groups, including a reformed Dover District Cycling Forum (see section 6.1), at the earliest stages in the implementation of routes.

4.2

New cycle routes must connect to existing cycle routes, extending cycle networks both within the urban areas of Dover, Deal and Sandwich and from many of the district villages to the town centres, as shown on the Proposals Maps in Section 9. In Dover this will involve establishing a main spinal cycle route - 'River Dour Cycle Path'. This cycle path will link River to the seafront along the Dour Valley. It is intended that 'tributary' cycle routes could link to this spinal route in order to reduce the gradient for cyclists throughout Dover. Opportunities for linking to the Public Rights of Way network will also be considered.

River Dour Cycle Route Links



4.3

New cycle routes linking district villages to town centres will be planned with both commuters and tourists in mind.

4.4

KHS will work with external strategic partners to develop routes aimed at leisure cycling, particularly those that improve the accessibility of many of the tourist destinations. For example, Dover is a gateway to England for cyclists from other countries, and the ferry operators could be engaged to help publicise new and existing cycle routes.

4.5

Routes are to be designed and built in accordance with KCC and DfT guidelines.

4.6

KHS will consider the adoption of suitable routes that are currently being promoted by outside organisations, such as Sustrans and the White Cliffs Countryside Project.

4.7

A higher priority will be given to transport schemes which include measures that actively encourage cycling such as:

- Signalised junctions with facilities such as cycle lanes and advanced stop lines; existing pelican crossings will be assessed as a potential “toucan” crossing.
- New road schemes that wherever practicable provide segregated cycle facilities.

4.8

KHS has no policy either in favour of or opposing unsegregated shared cycle tracks, but recognises that conflict between pedestrians and cyclists needs to be minimised. In an attempt to achieve this KHS will follow the facility widths outlined in the following table. Additionally KHS will reconsider the use of unsegregated shared facilities on existing pavements if pedestrian flow exceeds 500 movements per day.

Cycle Route Type	Desirable	Minimum
One way travel: on carriageway	1.5m	1.2m
One way travel: shared unsegregated	2.0m	1.75m
One way travel: shared segregated	3.25m (1.5m cyclists, 1.75m pedestrians)	2.7m (1.35m cyclists, 1.35m pedestrians)
Two way travel: shared unsegregated	3.0m	2.5m
Two way travel: shared segregated	4.75m (3.0m cyclists, 1.75m pedestrians)	3.1m (1.75m cyclists, 1.35m pedestrians)

4.9

If a new segregated route is to be adjacent to a footway then the following will be provided;

- A white delineation line
- Bar tactile markings at the beginning and the end
- Blister tactile markings if the route crosses any other roads
- Signs indicating the use of the route

4.10

If a suitable alternative cannot be found, KHS will consider promoting cycle routes through pedestrianised areas. Cycle parking facilities will be considered at convenient locations within the pedestrianised zone.

4.11

KHS will look to maximise cycle provision at new developments through the development control process. Where such development is in a pertinent location and at an appropriate scale, KHS will seek contributions from Developers in the form of land, cycle facilities or financial contributions, to achieve the targets set out in this Plan.

4.12

KHS will seek to maximise cycle parking at strategic locations, including town centres, transport interchanges and residential properties, along the current and developing cycle route network. Cycle parking provision must be innovative and attractive but in line with cycle parking guidelines, as identified in the Kent Vehicle Parking Standards .

4.13

A number of new routes have been identified for further development, as shown on the Proposals Map in Section 9. Cycle Routes currently being promoted by KHS are:

- Deal seafront to Fowlmead, Victoria Park and Sholden.
- River Dour cycle route, linking River to Dover town centre.

The following routes have been identified by KHS for further investigation in the period leading up to 2011:

- Walmer School to NCR1 (Walmer seafront).
- Fowlmead to Worth and Sandwich.

The Proposals Maps in Section 9 illustrate a number of other potential routes that have either already been identified for future investigation, flagged up as key parts of the wider network that require safeguarding, or could form part of a future development proposal.

5. Maintaining the Network

5.1

There are already two National Cycle Routes (NCR) and three Regional Routes (RR) which either begin or pass through the Dover District. These are shown in the Proposals Map in Section 9.

5.2

KHS will carry out a cycle route review to assess the “ride quality” of the existing network, where necessary improvements will be made to the network. KHS will explore the possibility of using the assistance of Dover District Cycling Forum to assess all cycle routes in the District, in order to seek funding for improvements for all routes as one bid in the PIPKIN scheme prioritisation system.

5.3

The review will include three stages in line with the Institute of Highways and Transportation’s ‘Cycle Audit and Review’ (1998) advisory leaflet. These stages are;

- Review of Conditions - an assessment of the infrastructure type and the nature and volume of traffic using it.
- Level of Service Assessment - an appraisal of the cycle friendliness of the route.
- Assessment of Measures - suggested methods of improving the route for cyclists.

5.4

KHS will seek to improve all existing routes in terms of attractiveness, to raise levels of cycling in the area.

5.5

KHS will seek to introduce an on and off-road cycle route maintenance schedule that will provide value for money and targets resources appropriately, subject to available funding.

5.6

This schedule will explore the use of volunteers (e.g. Sustrans Rangers) in helping to carry out minor condition reporting of the cycle route network throughout the District.

5.7

New routes will only be introduced if they can remain well-maintained after their introduction. Longer term maintenance will need to be appraised throughout the design life of a scheme from concept to delivery.

6. Spreading the Message

6.1

Consultation with local interest groups has taken place during the development of this Plan. Details of parties interested in creating a Dover District Cycling Forum have been collected. These details will be used to set up an initial meeting to assist with the creation of an independent Dover District Cycling Forum. It is hoped that this Forum will invite KHS to regular meetings in order to offer feedback to KHS. In setting up the initial meeting between interested parties the geographic location of the members will be investigated to establish whether the Dover District Cycling Forum needs to be spilt into two groups, one to cover Deal and Sandwich and another for Dover.

6.2

Cycling will be promoted as an alternative mode of transport to both potential and current users. People will be encouraged to transfer shorter journeys, currently made by the car, to bicycle. A cycle route map for the District could also include information about cycle-friendly areas such as 20mph zones.

6.3

Residents in the Dover District should be made aware of the environmental and health benefits of regular cycling, which can potentially reduce the risk from illnesses such as coronary heart disease and obesity. KHS will seek to work with the Local Health Authority and will consider providing cycle route maps at all local healthcare facilities and schools, such as Explore Kent's 'Cycle Breaks in Kent, Coast, Castles and Clifftops.'

6.4

Cycle routes need to address the physical and mental barriers to cycling; for example, seeking to ensure that safe storage facilities are available at destinations.

6.5

Large employers will be identified, who could benefit from their employees increased usage of the bicycle as a mode of transport to work. This will be carried out through the promotion of company travel plans.

6.6

KHS will work closely with local schools to develop school travel plans, which actively promote cycling as an alternative mode of transport to school, to help reduce peak time congestion and improve health. KHS will seek to ensure that 100% of Dover District's schools have a School Travel Plan by 2010. Currently, 31 schools in the district have a School Travel Plan. This equals 60% of the overall total. All schools in the district will receive a copy of the Dover District Cycling Plan.

6.7

The Dover District Cycling Plan will tie in with the Dover District Sport and Recreation Strategy (2008) in an attempt to increase physical activity by encouraging cycling. Work between KHS and DDC will ensure that improvements made to leisure facilities outlined in the Dover District Sport and Recreation Strategy will include improving access to the facilities for cyclists. For example improvements to Dover Leisure Centre, the creation of an indoor tennis centre at Deal, and the Sea Sports centre at Dover will provide an opportunity for KHS to work with DDC to ensure that cycling facilities are created or improved.

7. Safer Cycling

7.1

KHS will encourage cycle routes that avoid congestion hotspots that have been identified by the Local Transport Plan, such as the Dover one way system.

7.2

KHS will promote measures that improve cyclist safety at signalised road junctions, such as advanced cyclist stop lines.

7.3

KHS monitors crashes that involve personal injury on the public highway, using data provided by Kent Police, on an annual basis. When patterns of crashes are identified, Crash Remedial Schemes are developed, wherever KHS can promote measures that attempt to reduce the amount of crashes occurring in the future. These schemes will include strategies that seek to address personal injury crashes involving cyclists.

The table below shows the number of reported injury crashes and casualties involving cyclists in the last 3 years by severity. More detailed crash analysis information is contained within the 'Crash Analysis Appendix.'

	Crash Severity			
	2005	2006	2007	Total
Fatal	0	0	0	0
Serious	2	3	4	9
Slight	30	35	23	88
Total	32	38	27	97

Fatal - a crash resulting in a death

Serious - detention in hospital, includes paralysis, fractures and severe lacerations

Slight - includes whiplash, sprains and minor lacerations

7.4

KHS will aim to provide all road users with information to raise awareness of the correct use of cycle route facilities. KHS will endeavour to include a cyclist awareness module within their young driver education, business driving and pedestrian education programmes.

7.5

KHS will explore the possibility of running a Kent Adult Education cycling awareness course in the Dover District.

7.6

KHS will seek to provide an annual road safety awareness exhibition day within the Dover District, in order to provide information regarding safer cycling. This will also provide an opportunity to promote the Dover District Cycling Plan.

KHS will also promote safe cycling to school, with the aim of reducing peak time school traffic. KHS is committed to providing road safety education specifically targeted at cyclists. Cycle training is open to all Year 6 pupils in the Dover District, through the Kent Rider Scheme – An Introduction to Safer Cycling. This programme may also be offered to Year 7 pupils on staff development days, at the schools request.



8. Monitoring the Dover District Cycling Plan

8.1

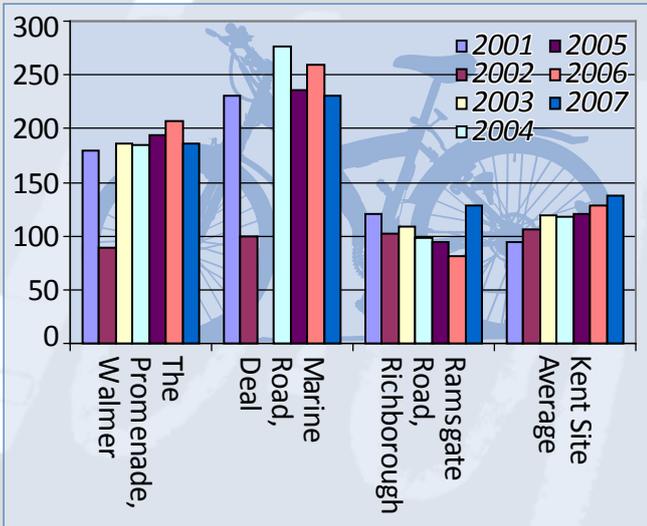
The Dover District Cycling Plan will be reviewed annually in order to ensure that continuous progress is being made towards meeting the objectives identified in the plan. If any shortfalls in progress should occur then KHS will seek to rectify these at the first available opportunity.

8.2

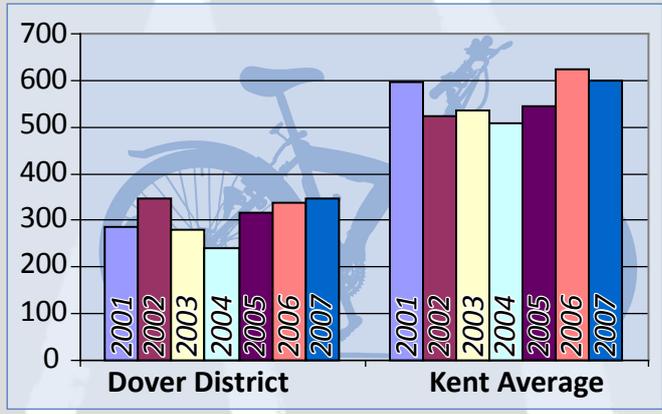
The number of people cycling in the Dover District will be monitored annually using automatic cycle count and inner urban area cordon cycle count data recorded in the annual Kent Travel Report. This data will be compared to data published in previous Kent Travel Reports in order to identify any increase in the number of people cycling in the Dover District.

The automatic cycle count data is taken from 21 locations in or near urban areas. Three of these sites are in the Dover District. The inner urban area cordon cycle count data is collected from 81 locations in Kent. Six of these are in the Dover District.

Automatic Cycle Counts In Dover



Inner Cordon Cycle Counts



8.3

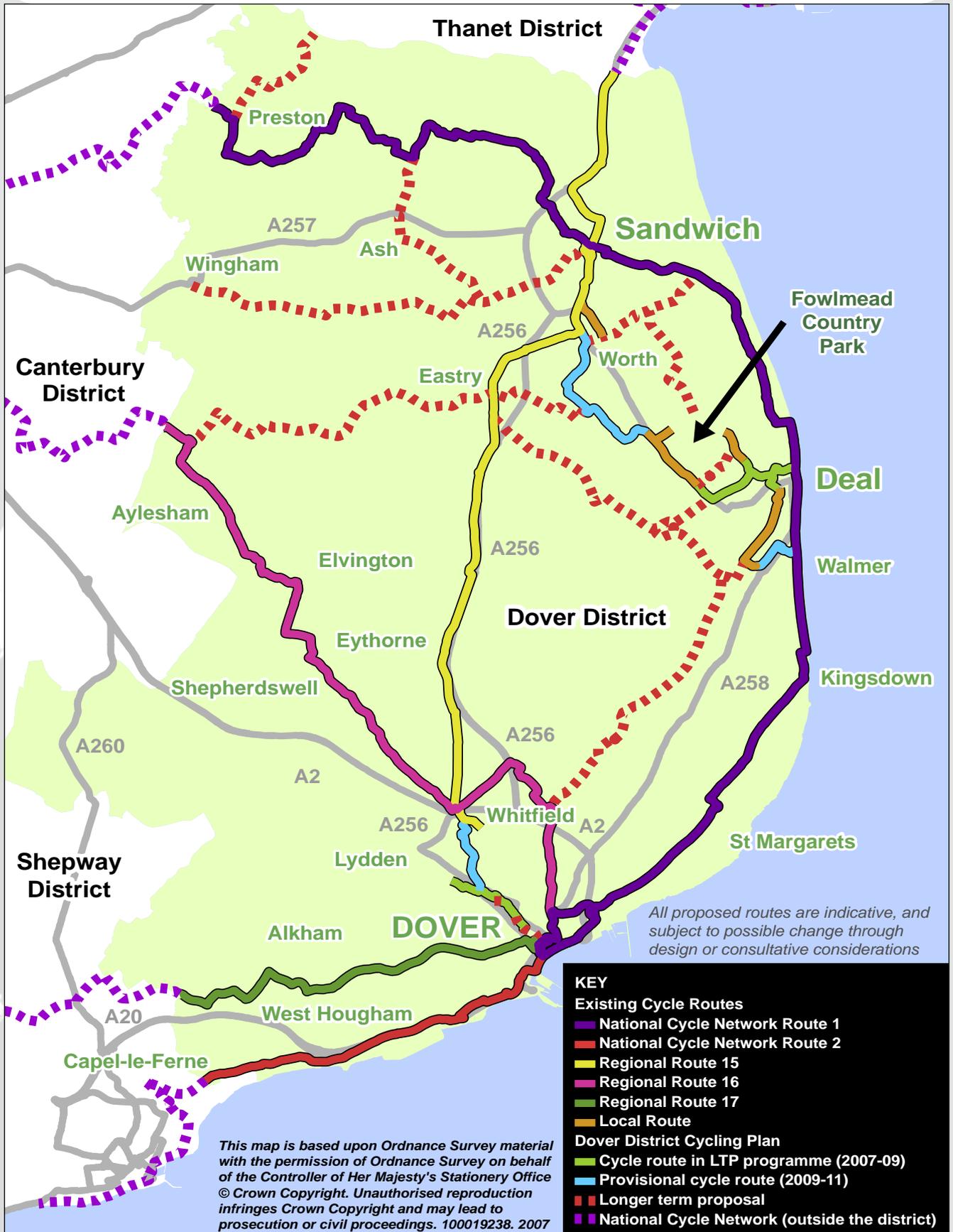
The possibility of establishing additional count sites in conjunction with new cycle routes will be considered.

8.4

The success of the Dover District Cycling Plan will also be monitored by analysing crash data. Data collected by Kent Police from reported injury crashes involving cyclists will be analyzed by KHS annually. This data will be compared to data from previous years, as shown in section 7.3, in order to identify any reduction in the number of reported injury crashes involving cyclists.

9 Proposals Maps

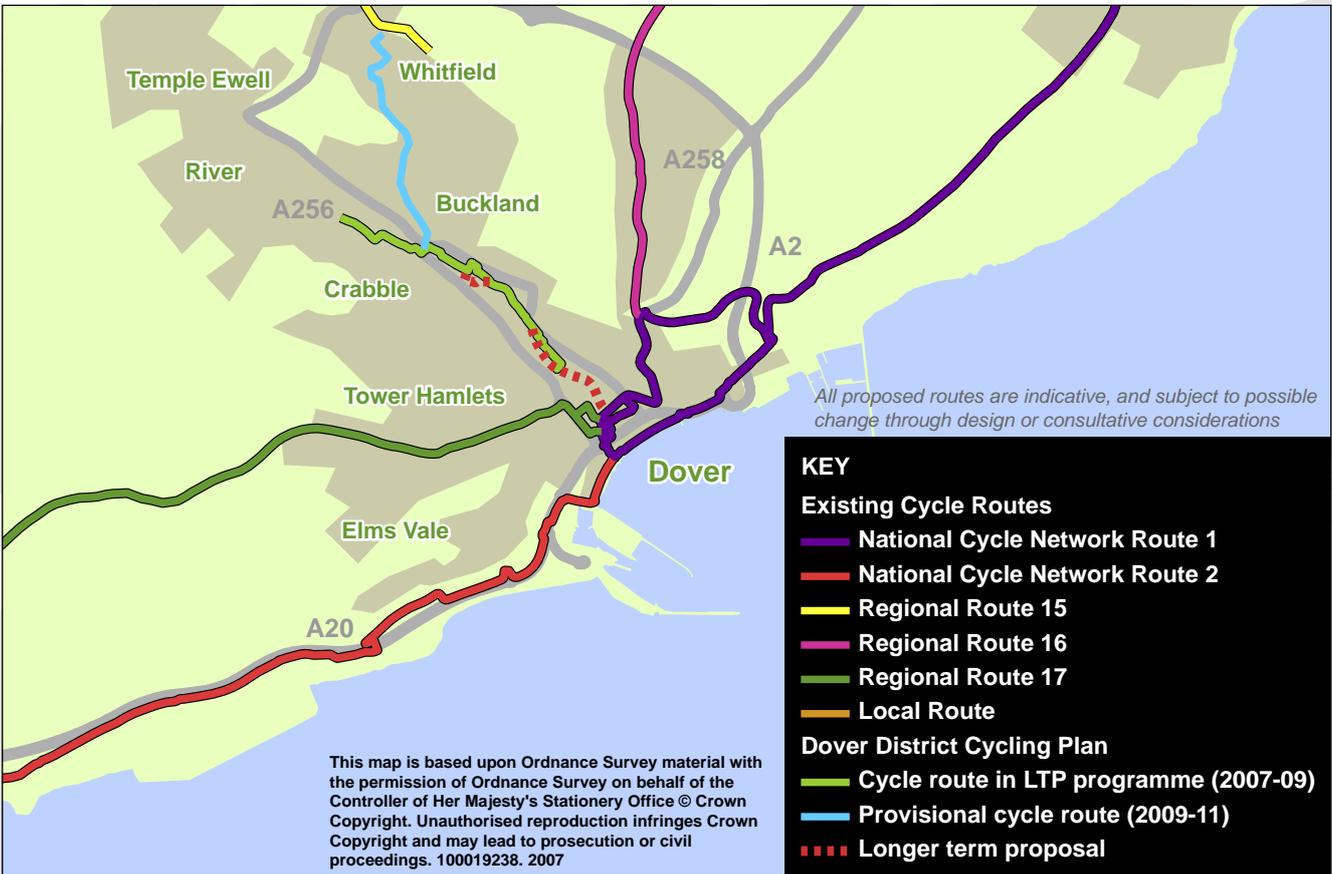
Existing & Proposed Cycle Routes in Dover District (2008)



Existing & Proposed Cycle Routes in Deal (2008)



Existing & Proposed Cycle Routes in Dover (2008)



Appendix 1 - Policy Overview

National Policy

Planning Policy Statement (PPS) and Planning Policy Guidance (PPG)

A PPS or PPG is targeted towards developers making a commitment with their developments that are more sustainable and hence more accessible by bicycle or by foot. The table below gives a short summary of the relevant national policies:

Ref	Title	Year	Details
PPS3	Housing	2006	Focusing on living environments and giving priority to the needs of pedestrians and cyclists.
PPS6	Town centres and retail developments	2005	New development must be made more accessible to walking/cycling.
PPG13	Transport	2001	New developments should be accessible by walking and cycling, offering a realistic choice between different modes of transport. Developers should prioritise the movement of pedestrians and cyclists over normal traffic. More road space should be dedicated to pedestrians, cyclists and public transport.

A New Deal for Transport: Better for Everyone (1998)

This Government White Paper demonstrated that a change in focus for subsequent national transport policies was required, emphasising that building more roads would not solve the problem of congestion. The White Paper indicated that non-car means of transportation would have to be drastically improved (reliability, accessibility and availability) before people made the switch from their car to public transport, walking or cycling.

- The New Deal for Transport sets out a framework to:
- Reduce pollution from transport
- Improve air quality
- Encourage healthy lifestyles by reducing car use, and making it easier to walk and cycle
- Reduce noise and vibration from transport
- Improve transport safety for users, those who work in the industry and the general public

National Cycling Strategy (NCS)

The National Cycling Strategy Board (NCSB) was set up in 1996 to oversee the implementation of the NCS. The NCS sets out 24 strategic objectives split over a total of 9 main areas as shown in the following table:

NCS Area	Description
The vision – more cycling	Using 1996 base figures, double cycling trips by the end of 2002, and quadruple the amount of cycling trips by the end of 2012.

NCS Area	Description
Planning – to make places more accessible by cycle	Working with developers and local Public Transport providers
First Steps – improving safety	Identify hazards confronting cyclists
Getting there – road space and priority safety	Undertaking cycle route audits and the implementation of “cycle friendly infrastructure”
At the destination – cycle parking	Identification of strategic locations for cycle parking and enforcement of cycle parking standards for developers
Security – tackling cycle theft	Working with local Police to develop a bicycle registration scheme.
Cultural Shift – changing attitudes	Promoting cycling as a safe, enjoyable form of daily transport
Resources – the drive for change	Making funding available for objectives in the cycling strategy.
The road ahead – directing and monitoring action	Developing a system of monitoring

The NCSB was replaced in 2005 by Cycling England (CE), who is now continuing to carry out the original role of NCSB. It has the support of a team of expert advisors representing key government departments including Health, Transport, Sport and Education.

Local Policy

Vision For Kent

The Vision for Kent is the Community Strategy for the County. It sets out a long-term vision and guides a wide range of key players in their activities to improve the quality of life for everybody in Kent. In a vision for “Keeping Kent Moving”, it looks to “improve the environment by reducing congestion and pollution, widening the choice of transport available, developing public transport, walking and cycling”.

The Vision For Kent identifies that 22% of households do not have access to a car, relying on other modes like cycling to reach essential goods and services. A short-term priority is “reducing the environmental impacts of transport by promoting alternative fuels, public transport, walking and cycling”.

Kent and Medway Structure Plan

The Kent & Medway Structure Plan (KMSP) was jointly produced by Kent County Council and Medway Council. Adopted in July 2006, it sets out the strategic planning framework for the protection of the environment, major transport priorities, and the scale, pattern and broad location of new development including provision for new housing and major economic development across Kent and Medway for the next 20 years.

The KMSP may be viewed at www.kmsp.org.uk. The Structure Plan does not specify the use of individual sites – this is the job of the Local Plan or Local Development Framework (LDF) for each district council area.

The purpose of the Structure Plan is to guide the preparation of Local Plans and LDFs and provide a framework within which decisions can be made. It also guides and informs investment decisions made in both the private and public sectors.

KMSP Policy	Connection with Dover District Cycling Plan
EN12: River Corridors – increased public access for cycling, and links to existing public rights of way and cycleway networks	(3.18) promotion of a route along the River Dour, in Dover. See also Proposals Map.
QL12: Provision for New Community Services and Infrastructure – locate new community services where they are accessible by cycling from the area they serve; wherever practical, in town, district or local centres.	(3.5) KHS will work with the relevant Planning Authority to ensure that new developments are well served for access by cycling.
QL17: Green-Space Networks and Rights of Way –Green linkages should be encouraged between urban areas and the open countryside.	(3.3) exploration of links to the PROW network (3.18) promotion of routes to Fowlmead Country Park, near Deal. See also Proposals Map.
EP10: Sustainable Tourism Development – development of tourism facilities supported if they reduce dependence on the private car, and access is possible by a choice of means of transport.	(3.6) seeking to support leisure routes in support of local tourism (3.18) promotion of routes to Fowlmead Country Park, near Deal. See also Proposals Map.
TP1: Integrated Transport Strategy – priorities for transport will include provision of travel choice and alternatives to the private car, including cycling.	(3.19) promotion of new cycle routes through the LTP. See also Proposals Map (5.6 & 5.7) promotion of Travel Plans.
TP3: Transport & the Location of Development – development sites to be well served by existing cycle routes, or by new routes introduced with the development. Introduce travel plans to promote cycling.	(3.5) KHS will work with the relevant Planning Authority to ensure that new developments are well served for access by cycling (5.6 & 5.7) promotion of Travel Plans.
TP11: Facilities for Pedestrians & Cyclists – cycle facilities to be promoted, and the needs of cyclists to be included in the design of all transport projects and other developments. Land to be safeguarded to provide safe and direct cycle routes where necessary.	(3.1) cycle route design (3.5) priority for cyclists in developments (3.7) consultation with cyclists (3.8) higher priority for schemes incorporating cycle improvements (3.9) TROs to make provision for cyclists (3.15, 3.16) encouragement of new cycle parking facilities (3.18) identification of new routes

Associated ‘Supplementary Planning Guidance’ (SPGs) was also adopted in July 2006:

SPG4: Kent Vehicle Parking Standards – guidance on the extent & location of new cycle parking facilities.
SPG5: The Kent Design Guide – guidance on providing for cyclists in new developments.

Dover District Local Plan (DDLDP)

This is a statutory document prepared by Dover District Council (DDC), formally adopted in 2002. It sets out DDC's views on how the District should develop over a specific time, and the means by which this will be achieved. It consists of the Written Statement, which sets out and explains the Council's proposals and policies, and the Proposals Map, which shows where they apply. The following Objectives and Policies are of direct relevance to cycling:

DDLDP Ref:	Description
Objective 14	Provision will be made and support given to make public transport, walking and cycling safe and attractive alternatives to using the motor car.
Policy TR7	Development which would attract vehicles will not be permitted unless provision is made for cycle parking in accordance with the standards set out in Appendix 1 [#] and for on site vehicle parking. It may be agreed to provide less parking than the maximum required provided.
Policy TR9	The Council, in conjunction with the Highway Authority, will seek the provision of the cycle routes shown on the Proposals Map and the safeguarding of routes which lie outside the limits of existing highways.

[#] www.dover.gov.uk/local-plan/Appendix1.pdf

Changes to the national planning system have led to the phasing out of Local Plans and their replacement by Local Development Frameworks (LDF). DDC are carrying out a Local Plan Review that will phase in the new LDF. It is an important document for the District, as it sets the future pace, scale, pattern and quality of development for the next 20 years. Together with the Community Strategy it is the main way in which the Council ensures development is sustainable.

The Dover District Cycling Plan has the potential to be a more responsive and flexible document than the LDF, with a shorter update period. As such, it could be referred to in the Core Strategy of the emerging LDF as the main document of reference for existing and proposed cycle routes, rather than the Local Plan (and subsequently, LDF) Proposals Map as at present.

Local Transport Plan for Kent (2006-2011) - Appendix 9 : Cycling Strategy for Kent

The Dover District Cycling Plan links with the objectives of the Local Transport Plan (LTP) for Kent (2006-2011). Within the LTP there is a Cycle Strategy for Kent 2006-2011 (Appendix 9). The table below demonstrates the connection between each LTP objective and cycling:

LTP Objective	Connection with cycling
Accessibility	Increasing the provision for cycling improves accessibility to local destinations, therefore widening choices for all.
Demand Management	Cycling has relatively little adverse environmental impact, so there is no requirement to manage the demand for cycling in terms of restricting usage.
Environment, Heritage and Communities	Transferring journeys from cars to cycles will reduce emissions. Cycle routes require less space and can blend into the landscape.
Health	Cycling is a good form of exercise and can reduce the risk of developing major chronic disease such as heart failure by up to 50%.
Integration	Creating links between public transport interchanges (e.g. railway stations, bus terminals), and residential areas.
Keep Kent Moving	Improving access to places of work, providing more opportunities for employers and employees in the market place.

LTP Objective	Connection with cycling
Road Safety	Well designed cycle facilities reduce conflict between cyclists and motorised vehicles. Better training encourages cyclists to act in a safe, responsible way.
Sustainable Regeneration	As a non polluting form of transport, cycling is an integral part of sustainable development.
UK Connections	Whilst not suited to long distances, cycling can link with other forms of transport to provide an alternative to the private car.
UK Gateway	Both NCR 1 and 2 start at Dover seafront, and link with transport interchanges such as the Docks and Dover Priory railway station.

Dover District Transport Strategy (DDTS)

The DDTS highlights a range of current and potential issues affecting the Dover District. The DDTS has adopted the national and local target of doubling the amount of cycling in the district by 2012 based on 2002 figures. Cycle routes should link town centres with major residential areas, employment sites, large schools and other main trip attractors. Routes linking rural villages to Dover, Deal and Sandwich are needed particularly in the Dover District. All cycle routes should have secure parking at the destination.

The DDTS also highlights the emphasis that should be placed on preserving the quality of life by controlling vehicle access. It suggests two initiatives from the LTP; Home Zones and Quiet Lanes. These two schemes, although slightly different in their approach, are designed to make cycling safer and more enjoyable - as less emphasis is placed on the motor vehicle.

Countryside Access Improvement Plan (CAIP)

Produced by Kent County Council, the CAIP highlights both the current condition of the Public Rights of Way Network in Kent and key objectives regarding network improvement. The overall vision is targeted towards increasing the usage and enjoyment of public rights of way.

The Dover District Cycling Plan will work alongside the CAIP through the following objectives:

CAIP Objective	Description	Dover District Cycling Plan
N3	Increase provision for off-road cycling and mountain biking activity	3.18
I4	Produce and distribute information on cycling and horse riding	5.2, 5.3, 5.4
I7	Work in partnership to improve regional/national/international awareness of walking cycling and horse riding opportunities in Kent, to directly support tourism objectives.	5.8
D4	Develop multi-user routes that allow walking, cycling and horse riding from towns to the wider countryside	3.14
ST2	Identify and investigate where the public rights of way network can provide safe alternative routes to avoid having to walk, ride or cycle on busy roads	3.3
ST3	Develop the public rights of way network to support the County Council's "Healthy Schools" initiative	5.6

Appendix 2 - Objective Summary

The table below summarizes the top 20 objectives that were identified during the public consultation period as being the 'most important.' The table identifies where each objective can be found in the Dover District Cycling Plan.

Objective	Objective No.	Cycling Plan Reference No.	Response (%)
Introduce routes that avoid heavily trafficked roads	31	6.1	84
Introduce an on-going maintenance schedule that should be value for money, by correctly targeting resources, and prioritising improvement work	14	4.4	83
Promote safer cycling to school, with the aim of reducing peak time school run traffic	33	5.6, 6.4	75
Assess the "ride quality" of all existing routes, and where necessary, make improvements	20	4.2	73
Introduce a specific budget to be made available for maintaining cycle route facilities	16	4.4	66
Extend existing cycle networks within the urban areas of Dover, Deal and Sandwich, to maximise potential usage	7	3.2	66
Commit to a cycle route audit of the existing network to ascertain the condition of current facilities	13	4.2	65
Encourage people to transfer shorter journeys, currently made by the car, to the cycle	27	5.2, 5.3, 5.5, 5.6	63
Identify and implement safety measures at known problem areas for cyclists	38	6.2, 6.3	62
Increase the availability of cycle route maps	21	5.2, 5.3	62
Work with schools to introduce school travel plans which actively promote cycling	29	5.6	61
Establish links from many of the districts villages to the major towns (Dover, Deal, Sandwich)	3	3.2, 3.3	60
Introduce new routes only if they can remain well-maintained after their introduction	17	4.6	59
Introduce traffic management measures that aim to improve safety for cyclists at road junctions	35	3.7, 6.2	56
Cycle parking will be provided at strategic locations such as town centres, tourist destinations, and transport interchanges	12	3.11, 3.12	55
Provide road safety education to vulnerable road users, to raise awareness of the correct use of cycle route facilities	34	6.5	54
Reduce conflict between pedestrians and cyclists	8	3.8, 3.9	51
Involve local interest groups at the earliest stages in the implementation of future routes	25	3.1	50

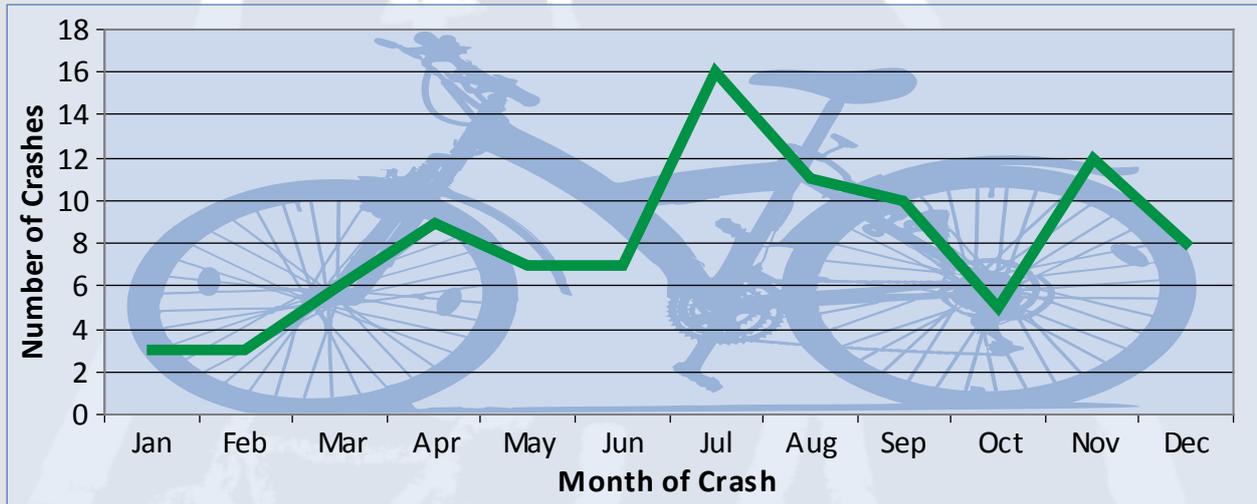
Objective	Objective No.	Cycling Plan Reference No.	Response (%)
Work in partnership with the local public transport providers, to promote secure parking facilities at station interchanges	24	3.12	49
Develop routes aimed at leisure cycling particularly those that improve the accessibility of many of the tourist destinations	5	3.3, 3.4	46



Appendix 3 - Pedal Cyclist Crash Analysis

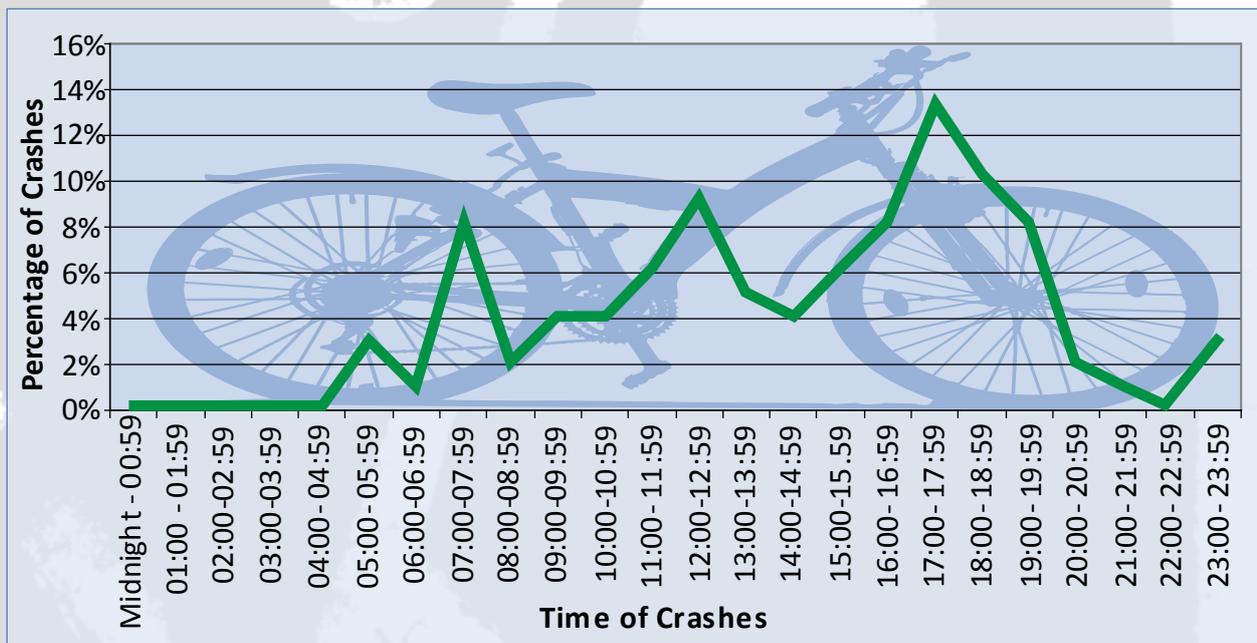
The graph below displays the number of crashes involving cyclists that occurred between 2005 and 2007 by month. The number of crashes peaked in the summer months between July and September. It is likely that this peak is due to an increased number of cyclists in the summer months. However, the number of crashes were also relatively high in November. This could warrant further investigation.

Crashes by Month (2005-2007)

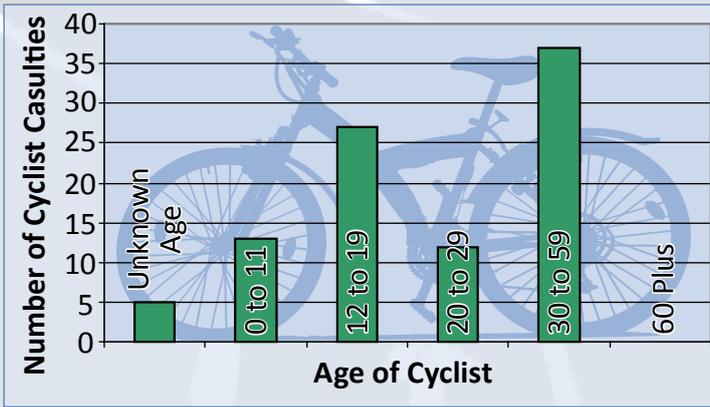


The percentage of crashes involving cyclists at different times of the day are shown below. There are three peaks in the dataset, an AM peak between 07:00- 07:59, a lunchtime peak between 12:00- 12:59 and a PM peak between 16:00- 19:59. It is likely that the AM and PM peaks are commuters cycling to work and children cycling to school. The lunchtime peak is more likely to be leisure cyclists.

Crashes by Time (2005-2007)



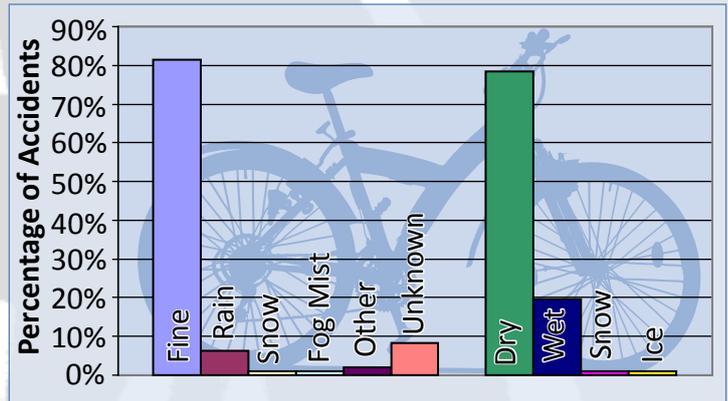
Casualties by Age (2005-2007)



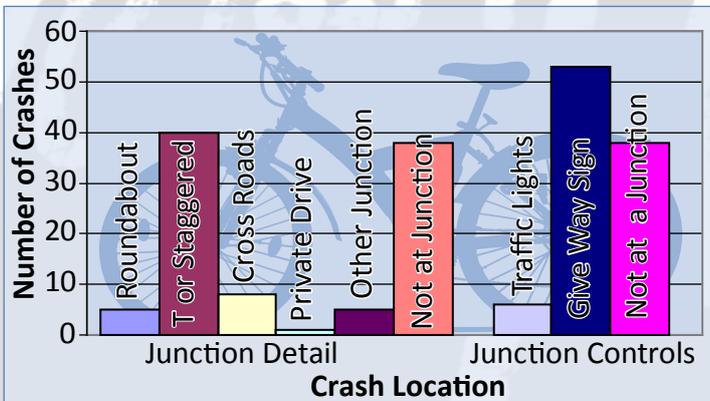
The number of cyclist casualties are shown here by age. Two age groups have the majority of cyclist casualties. These groups are children aged 12 to 19 and adults aged 30 to 59. It is worth noting that the range of the adult age group is larger than the range of the children's age group. Therefore, 12 to 19 year olds have the highest number of casualties

Crashes by Weather and Road Surface Conditions (2005-2007)

The percentage of crashes that occurred in various weather conditions and with various road surface conditions are shown here. 81% of crashes occurred when the weather was fine and 78% of crashes occurred when the road surface was dry. It is important to remember that the majority of crashes happened in these conditions because the majority of cyclists cycle in these conditions.



Crashes by Junction Detail and Junction Controls (2005-2007)



The number of crashes that occurred at each type of junction and/or junction control are shown in the graph opposite. The majority of crashes (40) occurred at a T or staggered junction. 38 crashes did not occur at a junction. 44 crashes occurred at junction controls. 38 of these were at give way signs whereas only 6 were at automated traffic signals. This identifies some areas for potential improvements regarding road safety.

Vehicle Manoeuvres during Crash (2005-2007)

The percentages of vehicles involved in a casualty crash are shown here by vehicle manoeuvres during the crash. Please note that the 'going ahead other' (52% of crashes) category has been removed from this dataset in order to identify areas where road safety can be improved in order to prevent cyclist casualties. Improvements can be made with regards to turning right and left, overtaking moving vehicles, parked vehicles and starting vehicles. Reports particularly identified opening car doors.

