

Parishes to Town Project: Graveney & Goodnestone to Faversham

1. Introduction

- 1.1. The Eastern Area Committee of Swale Borough Council approved a project to identify a network of cycling and walking routes to link Faversham and the surrounding communities (Figure 1). Some of the potential cycle routes in and around Faversham form part of a wider strategic network (Figure 2) linking up with Sittingbourne (and on to Medway), Canterbury, Whitstable (to Herne Bay and Thanet) and Lenham. The countywide Cycling and Walking Infrastructure Plan (KCWIP) needs to also consider links to Ashford and Maidstone.
- 1.2. Graveney and Goodnestone have been prioritised because of their close proximity to Faversham, because of existing demand for walking and cycling and because of their positions in the wider cycling network.

This briefing paper concerns walking and cycling routes around Graveney & Goodnestone, including a cycle route between the Seasalter Beach and Faversham.

2. Summary status and recommendations

- 2.1. There are several needs and opportunities in the area:
- 2.2. Reduce traffic speeds in Goodnestone and Graveney – consider 20mph speed limit
- 2.3. Walking:
 - 2.3.1. A safe walking route between Graveney and Goodnestone is a high priority for the Parish Council (see Figure 6)
 - 2.3.2. A safe walking route between Graveney village and church is desirable (Figure 7)
 - 2.3.3. Enhance walking routes into Faversham, particularly from places nearer to the town.
- 2.4. Cycling:
 - 2.4.1. Sustrans is undertaking a feasibility study for creating an active travel route, with a particular focus on cycling, between the Seasalter Beach and Sandbanks Road.
 - 2.4.2. Sustrans is also considering improvements to the section from Sandbanks Road to Faversham as part of its “Paths for Everyone” vision.

Parish Council to consider including the recommendations in their Highways Improvement Plan. While some recommendations will need to await the results of the Sustrans feasibility study on cycling alternatives, consider whether a temporary 20mph speed limit through the village could mitigate the extra traffic generated from the Solar array build.

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3. Key considerations

3.1. The speed and volume of motor vehicles through the villages and the lack of safe routes make walking or cycling unpleasant and unsafe. As well as a safe walking route from All Saints, Graveney to Goodnestone, the community needs improved walking / cycling routes into Faversham. Existing and potential routes are shown in Figure 3.

3.2. Walking

3.2.1. Possible walking routes between Graveney and Goodnestone and to All Saints, Graveney are depicted in Figures 6 and 7. Land ownership is a key consideration in order to identify the actual routes in detail. Where land is not readily available off the road, the alternative is an on-road footpath / pavement. An example from South Perrott in Dorset - on an A road with more traffic than Head Hill Road – is shown at Figure 8.

3.2.2. For the route into Faversham, there are 3 main walking options:

3.2.2.1. Sandbanks Lane and the Creek. This is in good condition for walking, but is not direct, particularly for Goodnestone

3.2.2.2. PROW ZR494 and Graveney Road. As well as the maintenance noted below, a segregated walking/cycling route along Graveney Road would benefit residents of both villages and also Boughton and surrounds.

3.2.2.3. ZR495/ZF29. The most direct route, but very muddy in winter with various obstacles. Making it a viable option for many is probably not cost-effective: steps in poor repair near the allotment, poorly maintained kissing gates at the railway crossing etc.

3.2.3. Other existing PROWs are, for the most part, in reasonable state of repair and generally usable as walking routes, with some enhancements:

3.2.3.1. ZR492: needs kissing gates to replace the stiles at the railway crossing to make the path more accessible

3.2.3.2. ZR492: Severe flooding near the railway make the route impassable after rain and the walkway needs raising

3.2.3.3. ZR492: similar flooding near Goodnestone Court – footpath needs better surface

3.2.3.4. ZR494: south of Goodnestone Court is extremely muddy and needs maintenance

3.2.4. As part of its work to prevent the permanent loss of rights of way, The Ramblers have identified a number of 'lost ways' that appeared on old maps, but which are missing from the current definitive maps. Such 'lost ways'

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around Graveney and Goodnestone are shown for information in Figures 9 and 10 in case they are of interest.

3.3. Cycling

- 3.3.1. National Cycling Network Route 1, which runs through the Parish, is an important strategic consideration, since it links Dover to Dartford, via Canterbury, Whitstable and Sittingbourne. Figure 3 shows the current National Cycle Network around Faversham with potential strategic additions shown as red, dotted lines.
- 3.3.2. The Faversham to Sandbanks Road section does not meet national government standards (LTN 1/20): it has a poor surface and an indirect routing around the sewage farm at Abbey Fields. While the route along the creek is well-used, funding restrictions, land ownership, short implementation deadlines and limited design guidance compromised the 1990s' design. Sustrans recognises these flaws and aims to improve the route under its 'Paths for Everyone' vision.
- 3.3.3. From Sandbanks Road to Seasalter, the route does not meet LTN 1/20 standards: Motor traffic trying to avoid the A299 makes Seasalter Road a busy cut-through. As part of its aim of making the National Cycle Network off-road wherever possible, Sustrans is conducting a feasibility study for developing / enhancing NCN 1. This aims to provide a direct, safe, high-quality route to Seasalter Beach to connect the rapidly expanding population of Faversham with the beach and to form part of a high-quality commuter route to Whitstable.
- 3.3.4. To qualify for government funding and to enable routes to be used by all, cycling infrastructure needs to be high quality and fully accessible to all type of cycles, including cargo bikes, assisted cycles etc. Any short-term design compromises which are needed to implement a route initially must be addressed soon thereafter to bring the route up to LTN 1/20.

4. Further consideration (outside project scope)

- 4.1. Creating a safe cycle route to Whitstable along Monkshill Road and Seasalter Lane and either ZR507/CW2 or Dargate Road would avoid the dangerous alternative taken by some of cycling along the Thanet Way!
- 4.2. This brings the additional benefit of creating a circular leisure route Faversham / Seasalter / Monkshill Road with a possible link into the new 'Cantii Way', which uses the Crab and Winkle route between Canterbury and Whitstable and would benefit residents of Dargate and Yorkletts.

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4.3. Issues include the need for traffic calming on Monkshill Road and upgrading CW2 to a bridleway, or similar.

5. Interventions suggested

5.1. A copy of the current list of interventions suggested is included at Figure 11. A link to a map showing interventions in Figure 12 is [here](#). This list will need expanding / amending over time, especially once the results of the Sustrans Solarway Feasibility study are known.

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Figure 1: Parishes to Town cycling network (blue, illustrative) and walking extent (yellow)

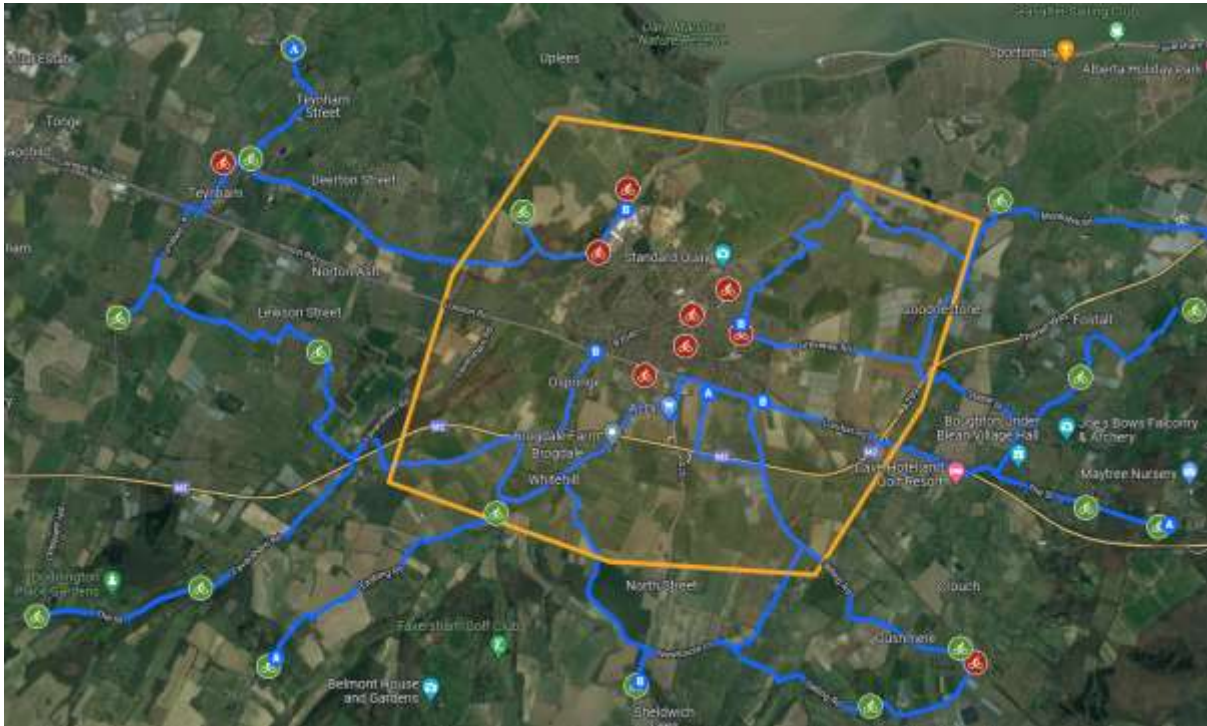
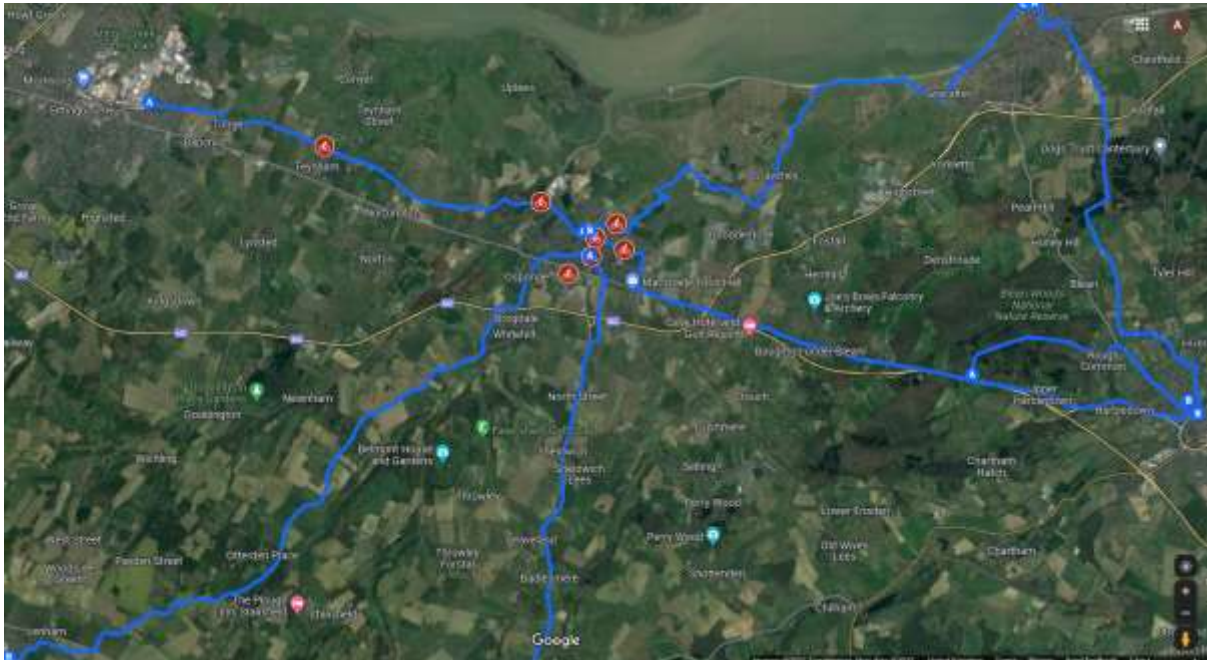


Figure 2: Potential inter-urban network from Faversham (illustrative)



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Figure 3: National Cycle Network – current (blue, yellow) and potential (red dotted)



Figure 4: Aerial view of existing and potential active travel routes



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Figure 5: PROW map showing NCN1 and indicative new walking routes

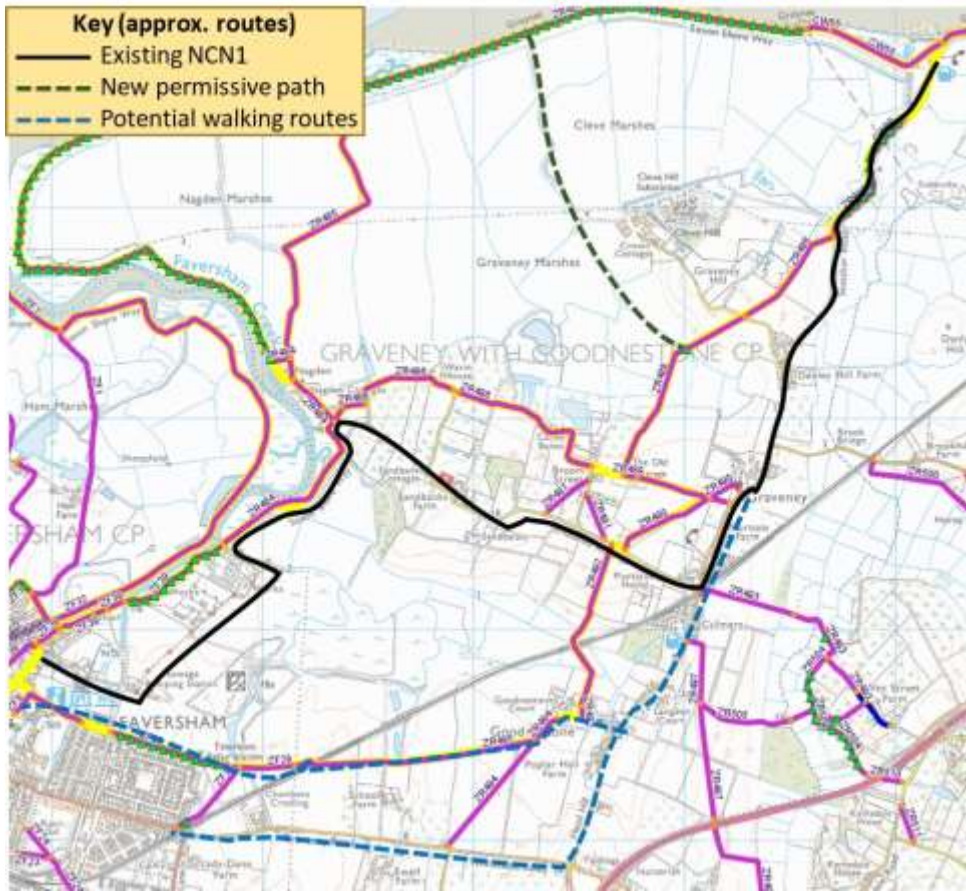


Figure 6: Aerial view of possible footpaths Graveney to Goodnestone



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Figure 7: Aerial view of possible footpaths Graveney to Graveney church

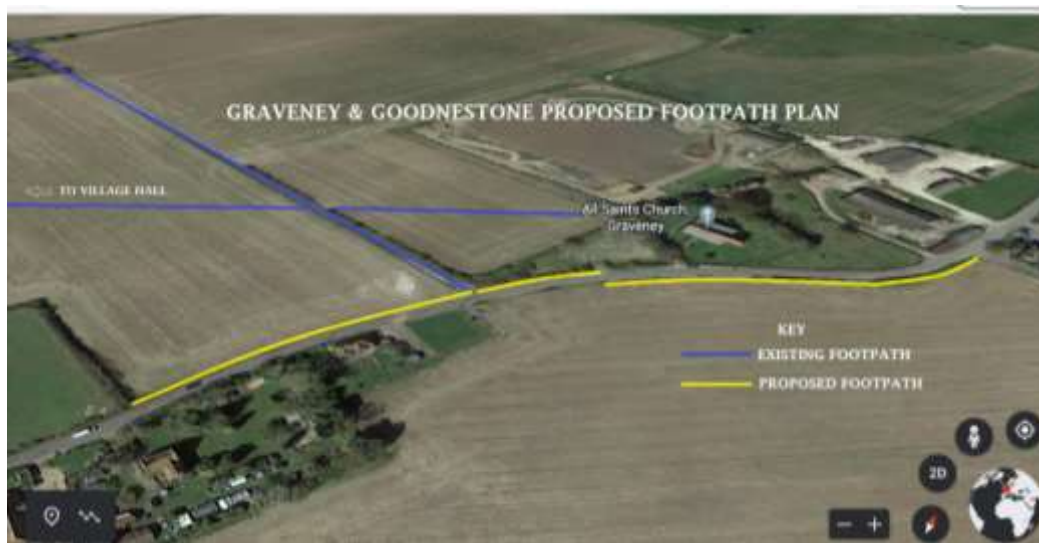


Figure 8: Example of on-road footway in South Perrott, Dorset



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Figure 9: Possible “lost way” north of Sandbanks Road¹

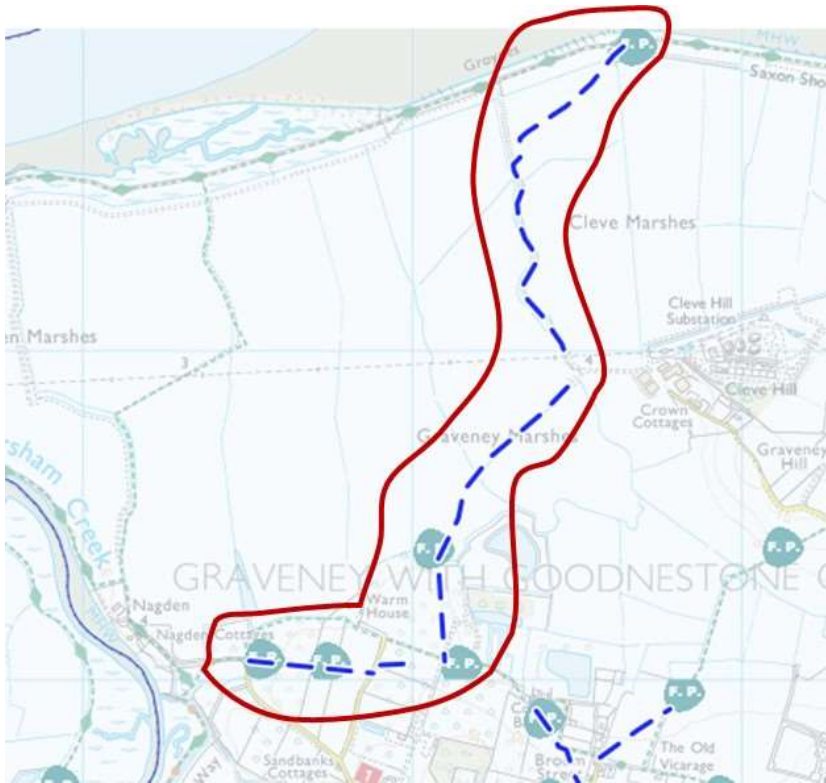


Figure 10: Possible “lost ways” south of Sandbanks Road²



¹ The Ramblers [‘Don’t Lose Your Way’](#) project

² The Ramblers [‘Don’t Lose Your Way’](#) project

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Figure 11: Working list of interventions

Graveney	6	20mph	From 1st House in Goodnestone (Pippins) to All Saints, Graveney	Exact location TBA
Graveney	7	30mph	Extend buffer south and north of 20mph speed limit	Extend 30mph as buffer
Graveney	8	Barrier	At end of Sandbanks Lane	Replace 2 'cycle barriers' with bollards (or remove)
Graveney	9	Barrier	Near Iron Wharf Yard	Remove cycle barrier
Graveney	10	Maintenance	Near Sandbanks Lane	cut back growth and resurface
Graveney	11	Resurface	Parallel with Creek	Resurface
Graveney	12	New route	Iron Wharf	Re-route cyclepath to avoid sewage works either into Iron Wharf or along Abbey Fields
Graveney	13	Resurface	Creek	Better signs and surfaces (if no new route)
Graveney	14	Resurface	Sewage Farm	If no new route, resurface
Graveney	15	Signs	Sewage Farm	If no new route, better signs
Graveney	16	Footpath	Graveney village to All Saints	New on/off road footpath to church from edge of village
Graveney	17	Footpath	Graveney to Goodnestone	New on/off road footpath between villages
Graveney	18	Barrier	Railway crossing ZR492	Replace 2 stiles with kissing gates
Graveney	19	Maintenance	ZR492 near railway	Pond makes footpath impassable after rain
Graveney	20	Maintenance	ZR492 near Goodnestone Court	Footpath impassable after rain
Graveney	21	Maintenance	ZR494 south of Goodnestone Court	Very muddy stretch
Graveney	22	Upgrade	Graveney Road	Walking and cycling along Graveney Road is unpleasant / dangerous. Need for footpath/cycleway off road

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Figure 12: Map of possible interventions

