

## MINUTES OF the Extraordinary Active Travel Committee Meeting

28<sup>th</sup> May 2026, 7:00pm

The Guildhall

### Present

Cllr B Martin (Chair)	Present	Cllr A Hook (KCC)	Present
Cllr Saunders (Vice Chair)	Present	Michelle Anderson (SBC)	Apology
Cllr Rowlands	Present	Chris Oswald-Jones	Present
Cllr Cook	Apology	Tim Stonor	Present
Cllr T Martin	Present	Adrian Oliver (KCC)	Present
Cllr Perkin	Apology	Adrian Berendt	Apology

### In attendance:

Rob Gibbs (Office Manager)

### Public Questions

Councillors noted the paper entitled “20’s Plenty in Ospringe Campaign to Reduce Traffic Speeds Along Ospringe Street”, signed by several residents.

Karen Sayre referred to issues that residents were facing in Ospringe Street, and Water Lane, Ospringe with the heavy volume of traffic, including HGVs, and traffic speeding through what is a narrow stretch of trunk road. A series of serious accidents involving vehicles hitting properties along the street were noted. The residents were looking for the 20mph zone to be extended to this area. It was noted that Ospringe was an Air Quality Management Area (AQMA) and Karen Sayre asked what actions had been taken regarding this.

Cllr B Martin advised that Swale Borough Council had responsibility for monitoring and improving air quality.

Cllr Saunders advised the Committee supported 20mph for Ospringe Street and had advocated for it with KCC. KCC were quite resistant to reducing the speed limit due to Ospringe Street being a trunk road. It had been noted that reducing the speed limit at High Street, Newington, which was a similar style of road had had a positive impact. It was noted that village gateways had been installed in Ospringe. The Committee will consult further with KCC on the issue.

### **277 Election of Vice Chair**

It was proposed by Cllr Gibson, seconded by Cllr Rowlands, and on being put to the meeting it was **RESOLVED to elect Cllr Saunders as Vice Chair for a further term.**

### **278 Non-Councillor Members**

Rob Gibbs advised forms to join the Committee as Non-Councillor Members had been received from Chris Oswald-Jones and Tim Stonor.

It was proposed by Cllr B Martin, seconded by Cllr Gibson, and on being put to the meeting it was **RESOLVED to co-opt Chris Oswald-Jones and Tim Stonor to the Active Travel Committee for a further term.**

### **279 Apologies for Absence and Substitutions**

Apologies for absence were received and accepted from Cllr Cook, Cllr Perkin, Michelle Anderson, and Adrian Berendt.

### **280 Declarations of Interest and Non-Pecuniary Interests**

None.

### **281 Active Travel Schemes**

Cllr Saunders referred to his paper entitled “Agenda Item 5 Active Travel Schemes”. Due to communication between KCC and SBC and a delay in the Committee being notified, it now meant there was a very tight deadline to set out the Committee’s priorities for funding. It was agreed a meeting with Michelle Anderson would be beneficial to help improve communication between the Committee and SBC.

It was proposed by Cllr Saunders, seconded by Cllr Gibson, and on being put to the meeting it was **RESOLVED to send the following response to KCC, and SBC:**

#### ***FAVERSHAM TOWN COUNCIL***

#### ***RESPONSE TO REQUEST FOR DISTRICT PRIORITY SCHEMES***

*The Town Council’s Active Travel Committee agreed the following response at a special meeting on 28 May.*

#### ***Faversham junction improvements – Canute Road***

*We are delighted to see that junction improvements in the A2/Canute Road area are scheduled for 2026-2028. We would want proposals to be developed with a proper level of community engagement*

*Rationale: The Town Council has long been a supporter of a surface level crossing at this location. It will be important that the final design for a crossing has strong public support.*

***Faversham – Briton Road/Forbes Road Construction; Faversham – Bramblehill Road Improvements Construction; Faversham – North Lane Improvements Construction***

*We want these improvements to be put forward for SR25 Capital Funding.*

*Rationale: The Town Council jointly managed and funded a development project exploring the development of a North South Walking Route, this identified these locations as the most desirable and practical for delivering junction improvements. There was particularly good public support for an intervention making it easier to cross North Lane at the public exhibition the Town Council ran on the North South Route in October 2025.*

***Faversham LCWIP Walking Route 5: Using the existing feasibility work go to detailed design and construction***

*We support the use of SR25 capital funding for detailed design and construction work on interventions that will improve walking along Faversham LCWIP Walking Route 5. Some initial development work has already been done in relation to this route as part of the North South and East West Walking Route projects and we would be keen to have further discussions with KCC over which locations would most benefit from additional interventions.*

*Rationale: At the public exhibition we ran in October 2025 there was good support for interventions at the crossing point of West Street near Stonebridge Pond and Stone Street near Bank Street. The feasibility study for the North South Walking route identified a number of intervention areas from Davington Hill along Priory Row and Oare Road. The original development project for the East West Route also identified the desirability of extending the route across the Recreation Ground and over the railway lines towards the Love Lane estate. In our March 2025 submission for the Consolidated Active Travel Fund, we identified the entrance of Stone Street from South Road which forms part of the East West Walking Route as an area of risk for pedestrians. The other key outstanding intervention areas on the North South and East West Walking Route are crossing points on Solomons Lane where it crosses Newton Road, Forbes Road near the junction of the Mall and a new crossing point of the A2 near Brogdale Road.*

***Faversham LCWIP Walking Route 10: Suggest a feasibility for the Northern section through Bysing Wood***

*We would be very interested in managing a feasibility study looking at the northern section of Faversham LCWIP Walking Route 10. We would want this to identify the active travel needs of the local community in this area and how these can be met in a way that residents will feel is helpful and relevant. We would particularly want to look at improving the safety of walking and cycling routes from these areas to the town centre and other local facilities like schools.*

*We would like to add the Western part of Walking Route 4 and Southern part of Walking Route 6 (Ospringle Street/Water Lane Area) to the bid for revenue funding so as to undertake feasibility studies for potential active travel improvements across all of the West Faversham area.*

*We would also be keen to be allocated some revenue funding for a revision of our town level LCWIP which will make it more sensitive to residents needs and more aligned with national models for assessing active travel priorities.*

*Rationale: West Faversham, which route 10 goes through, is an area with high levels of social deprivation and exclusion. It is more than 20 minutes' walk to the town centre and most services, surrounded by two major roads carrying lorry traffic and its bus services have declined in the last few years. It will be important that any public investment here is aligned with the challenges that local people face and can be seen to be tackling real problems, so we would want it to be driven by adequate consultation and to make improvements to routes that residents use on a regular basis, even if they are off the direct line of Route 10. An example is the route to Ospringle School from Lower Road which involves navigating the A2 and some narrow pavements and streets which are not included in the 20mph scheme.*

*This neighbouring Ospringle Street/ Water Lane area is currently outside the town wide 20mph zone. There is public support for interventions in the area. It has seen multiple road traffic accidents in recent years and is on the designated freight route between distribution centres to the North and West and the M2 motorway junctions to the east. The area has many similarities to the section of Route 10 in the Bysing Wood area being put forward, in that both are areas of deprivation, with access to local services in Faversham Town centre being a good 20-minute walk away. The area has seen significant cuts to bus services in recent years. The area includes a primary school and has narrow streets and pavements. The area features one crossing of the A2, a light controlled crossing, and has multiple small junctions with limited visibility. The Bysing Wood Road area has deprivation score of 6052, Ospringle |Street/Water Lane has a deprivation score of 6269 (both in same deprivation band)*

*The Faversham LCWIP appears to have some limitations because of the model it uses for defining walking and cycling routes. The current design was developed to allow easy auditing of significant routes rather than identifying the*

*most commonly walked and cycled routes. This appears to cause problems when it is assessed externally, and we want to be able to fund some external support to revise it.*

### ***Additional Revenue Funding Project***

*We would also like to commission an evaluation of some of the varied intervention work carried out as part of the East West Walking Route project which you have delivered in Faversham. The key objective here would be to evaluate the effectiveness of particular types of intervention in reducing speed and increasing pedestrian safety.*

*Rationale: Understanding the impact of particular types of interventions (raised tables, speed humps, informal crossing points etc.) will allow the design and delivery of future capital projects to be as cost effective as possible, building support for schemes and increasing active travel participation.*

***The meeting closed at 8:30pm***