

AGENDA ITEM 5 ACTIVE TRAVEL SCHEMES

It is proposed to respond to Kent County Council's email of 12 May addressed to Swale Borough Council as detailed below. Councillors are encouraged to endorse this response so that we can meet the deadline for a response which is Friday 29 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.

Rationale: The Town Council has long been a supporter of a surface level crossing at this location.

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 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 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 Ospringe School from Lower Road which involves navigating the A2 and some narrow pavements and streets which are not included in the 20mph scheme.

The Faversham LCWIP appears to have some weaknesses 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.