

Environment Services and Climate Change Committee Meeting	
Meeting Date	17 th March 2026
Report Title	Swale Local Cycling and Walking Infrastructure Plan (LCWIP)
EMT Lead	Emma Wiggins, Director of Regeneration and Neighbourhoods
Head of Service	Martyn Cassell, Head of Environment and Leisure
Lead Officer	Michelle Anderson, Active Travel Officer
Classification	Open
Recommendations	1. To adopt the amended Swale LCWIP following public consultation and publish on the Council's website

1 Purpose of Report and Executive Summary

- 1.1 To detail the consultation process undertaken for the LCWIP.
- 1.2 To share the feedback received from public consultation and the subsequent changes to the LCWIP from this feedback.
- 1.3 To share the finalised LCWIP report and executive summary
- 1.4 To gain agreement to adopt the Swale LCWIP.

2 Background, Context and Proposals

- 2.1 Local Cycling and Walking Infrastructure Plans (LCWIP) are evidence-led, long-term plans to identify cycling, walking, and wheeling improvements. By adopting a Swale-wide LCWIP, we will be able to take an informed network-based approach to planning and delivering this infrastructure. It is vital to do this as the design and delivery of infrastructure will require external funding and having an LCWIP will greatly improve our ability to gain this funding.
- 2.2 The draft LCWIP was presented to the Environment Services and Climate Change Committee in July 2025. One major change was made at Committee - to extend a route on the Isle of Sheppey to incorporate the Sheppey Light Railway Greenway (SLRG) route into the document. This change was made prior to public consultation. The original committee paper can be viewed in the 'Background documents' section of this report which details the methodology used and the benefits of having a LCWIP.
- 2.3 Public consultation took place between 1st September and 26th October 2025.

2.4 The public consultation was available either on-line or in person at centres in the main three towns in the Borough. Feedback was given via several methods:

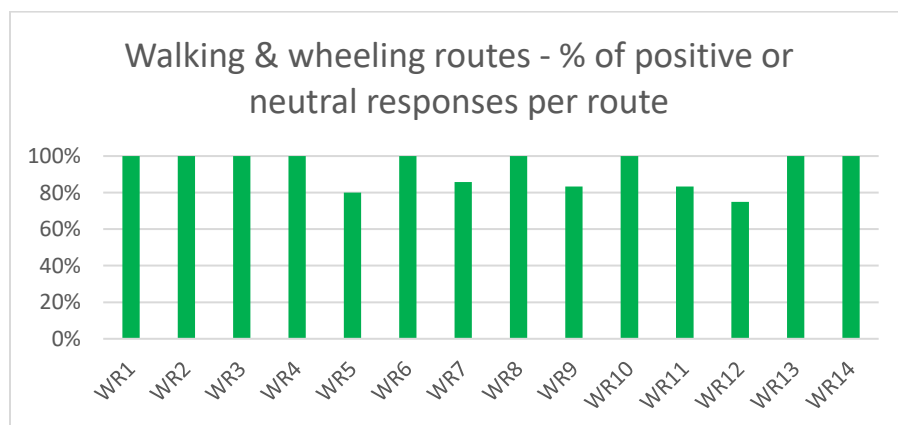
- A questionnaire whereby consultees were asked if they strongly agree to strongly disagree with each route. This questionnaire was on-line and in paper form.
- Via written feedback on-line or on paper.
- A few emails were received by the Active Travel Officer.
- Comments could also be made on each route via pins on an interactive map.

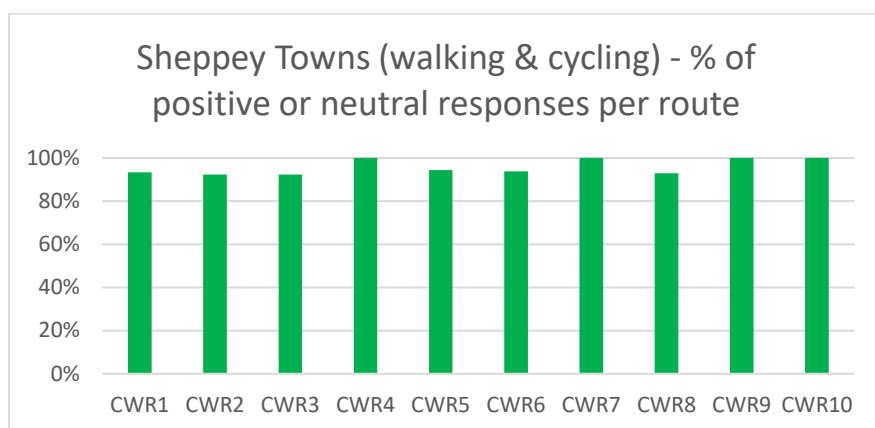
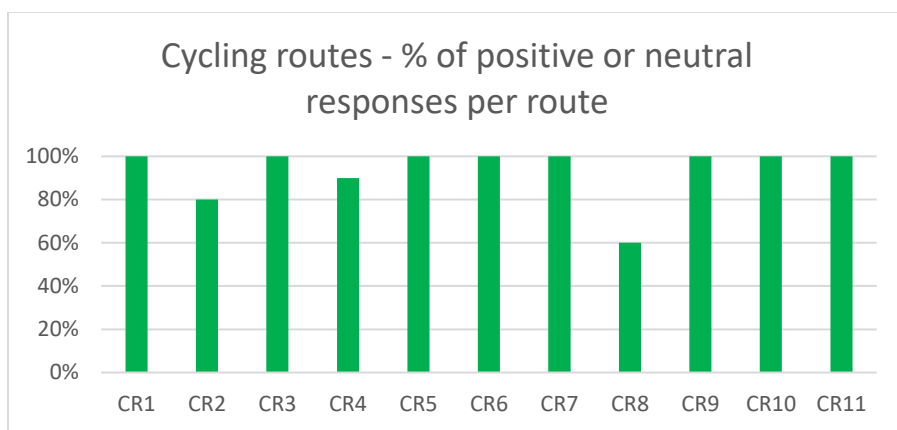
2.5 The public consultation resulted in the following:

- 264 active users engaged with the consultation webpage
- 311 comments were received across all feedback methods
- 34 consultees completed the questionnaire
- 21 pins were left on the interactive mapping tools.

Consultation Feedback

2.6 Overall, the feedback received was positive, with a higher response rate than anticipated and most responses agreeing with the proposed routes. The following three graphs show the % of responses that either agreed or were neutral with the proposed routes:





It should also be noted that 85.3% of respondents stated that the proposed routes would “encourage them to walk or cycle more often.”

2.7 Based on the feedback received during the consultation, further changes were made to the routes within the Swale LCWIP. These changes are: **Cycling:**

- CR2 was rerouted to avoid the railway bridge on Crown Quay Lane.
- CWR3 was extended with an additional section from Kingsferry Bridge to Rushenden - an upgrade of PROW ZS12.
- CWR7 (the SLRG route) was extended from Moat Way to the Napoleonic Lines / West Minster.
- On CWR7, an additional section was added between Moat Way and Power Station Road, subject to landowner approval.
- Additional interventions were added to CR6, CR8, CWR1, CWR4, and CWR9.

Walking:

- On WR7 an additional section was added including the cut through from Hythe Rd to Windmill Rd (subject to a safety audit).
- Additional interventions were added to WR3, WR4, WR6, WR10, CWR1, CWR4, and CWR9.

- 2.8 As part of the LCWIP creation process, it is important to prioritise routes within the document. Route prioritisation is the final stage of the LCWIP process before it is presented for adoption. Its purpose is to identify the routes that best support the plan's objectives in the short, medium and long term.
- 2.9 Using the evidence gathered in earlier stages, all cycling and walking and wheeling routes were assessed against a defined set of national criteria. The cycling routes and walking and wheeling routes were prioritised separately, with the exception of the routes on Sheppey as they were originally known as 'travel corridors' and encompassed both walking, wheeling and cycling. As a result, these Sheppey routes were included in both assessments. The routes were prioritised using a Multi- Criteria Assessment Framework (MCAF). The framework was designed to provide a balanced assessment, without placing too much emphasis on any single factor. This approach ensures that urban and rural routes, shorter and longer routes, and routes serving different types of trip attractors were all considered fairly. The criteria included:
- Current and future demand
 - Filling gaps in the existing network
 - Supporting housing and economic growth
 - Level of agreement in public consultation

The five highest scoring routes can be seen below:

Cycling Route	Prioritisation Rank
CWR7—Sheppey Light Railway Greenway	1
CWR1—Brielle Way to Rushenden	2
CWR8—Sittingbourne to Rainham	3
CR1—Kemsley - Faversham	4
CWR4—Halfway Houses - Sheerness	5

Table 1: Cycle Route Prioritisation

Walking and Wheeling Route	Prioritisation Rank
CWR1—Brielle Way to Rushenden	1
WR11—Kemsley - Sittingbourne Station	2
CWR4—Halfway Houses - Sheerness	3
CW7—Sheppey Light Railway Greenway	4
WR2—Sittingbourne Station - SW Developments	5

Table 2: Walking and Wheeling Route Prioritisation

- 2.10 Adopting the LCWIP will enable us to use it as the basis for future active travel funding bids and to serve as a reference for planners when considering s106 agreements with developers.

3 Recommendations

- 3.1 To adopt the amended Swale LCWIP following public consultation and publish on the Council's website.

4 Alternative Options Considered and Rejected

- 4.1 To not have a Swale LCWIP at all. This was rejected as it would severely jeopardise our position for future funding for any active travel improvements within the Borough.
- 4.2 To implement the LCWIP without any of the changes proposed by residents. This was rejected as it is important to remain engaged with residents and gain their valuable local knowledge in decision making and plans.

5 Consultation Undertaken or Proposed

- 5.1 This entire report is about the consultation undertaken on the draft LCWIP so please refer to section 2.

6 Implications

Issue	Implications
Corporate Plan	The creation of an LCWIP supports the 'Environment priority' within the Corporate Plan; "To provide a cleaner, healthier, more sustainable and enjoyable environment, and to prepare our borough for the challenges ahead." It also supports the section which states Swale Borough Council will: "Form partnerships with key stakeholders to ensure we champion active travel opportunities."
Financial, Resource and Property	Each of the interventions in the LCWIP will require detailed design and feasibility work to be undertaken. To secure future funding to implement interventions agreed in the LCWIP, it is anticipated that Active Travel England and KCC will be the two main funding streams in the future, but it is likely that an agreed LCWIP will be one of the criteria for this funding. Furthermore, the plan will allow us to request that developers implement routes if they fall within their land or provide developer contributions to help deliver schemes. Whilst there are no additional financial implications for the SBC budget, delivery of the feasibility and grant applications will be contingent on retaining the Active Travel Coordinator role.

Legal, Statutory and Procurement	The development of the LCWIP has followed Active Travel England guidelines to ensure it is robust and deliverable.
Crime and Disorder	N/A
Environment and Climate/Ecological Emergency	By having an agreed LCWIP and implementing interventions, the long-term environmental and climate impact will be positive for all residents and the Borough as a whole.
Health and Wellbeing	There are numerous health and wellbeing advantages to encouraging more active travel and these are well documented on the Active Travel England websites as well as earlier in this paper.
Safeguarding of Children, Young People and Vulnerable Adults	N/A
Risk Management and Health and Safety	The primary risks are associated with securing the funding from Active Travel England (via KCC) for future financial years. However, active travel is becoming more prevalent on the Government's agenda, and the relatively recent creation of Active Travel England also indicates that funding is set to continue in future years.
Equality and Diversity	The LCWIP will incorporate all forms of active travel including wheeling – i.e. wheelchairs and mobility scooters as well as walking and cycling.
Privacy and Data Protection	The privacy and data protection team were consulted on the wording required for the public consultation and reviewed the proposed question set.
Local Government Reorganisation	Having a Swale LCWIP in place will help to secure future direction, feeding into new unitary priorities and planning documents. It sets a long term vision for how we want to encourage non-vehicular movement across the Borough.

7 Appendices

7.1 The following documents are to be published with this report and form part of the report:

- Appendix I: LCWIP Executive Summary Document
- Appendix II: LCWIP Full document

8 Background Papers

8.1 [July 2025 Committee Report](#)