

Annex 2 – Consultation response

<p><b>Question:</b> <b>Q4. To what extent do you agree or disagree with our proposed design for a signalised...</b></p>	<p><b>Question: Q4a. Please tell us the reason for your answer to Q4 in the box below:</b></p>
<p>Tend to agree</p>	<p>Would have preferred a roundabout including safe toucan crossings for cyclists and pedestrians, both east and west of the roundabout.</p>
<p>Strongly agree</p>	<p>Widening the carriageways will help traffic flow and traffic lights mean that everyone has equal waiting time</p>
<p>Strongly disagree</p>	<p>Light-controlled junctions cause unnecessary waits. The most efficient junction type is the roundabout, which would be ideal in this instance. Pedestrians could be routed over a bridge.</p>
<p>Strongly disagree</p>	<p>Traffic lights cause unnecessary delays. This is a junction which flows well during all periods of the day. The immensely ridiculous traffic lights recently installed on Brenley Corner have proved that more queuing now occurs and there has been no reduction in RTC's there as a result, indeed the level of collisions remains static if not more! Traffic lights are all too readily installed where they do not need to be. Have you actually physically attended this location over sufficient period of time to monitor traffic?</p>
<p>Strongly agree</p>	<p>Desperately need a safer option here both for drivers and pedestrians</p>
<p>Tend to disagree</p>	<p>The proposed crossing over the A2 is needed, but the road carriageway widening is not needed. The carriageway widening will:</p> <ul style="list-style-type: none"> <li>- Make it more difficult for pedestrians to cross the A251 Ashford Road, for example to reach the Abbey School</li> <li>- Increase capacity for motor vehicles by the process of induced demand. This is something that we should not be pursuing in a time of climate emergency with traffic pollution already damaging peoples' health.</li> <li>- Remove capacity from the highway that should be used for provision of protected cycle infrastructure, thereby further discouraging cycling at a time when it should be being encouraged.</li> <li>- Make turning right as a cyclist heading westbound on the A2 into The Mall more difficult, since now there is an additional traffic running lane to negotiate.</li> </ul>
<p>Strongly disagree</p>	<p>it will cause even more traffic build up at the mall. A roundabout would enable the traffic to flow more freely through the mall and on the A2. Although the initial impact during construction could cause issues the eventual outcome would be far more beneficial than traffic lights</p>

Annex 2 – Consultation response

Strongly agree	Turning right from the a251 onto the a2 is dangerous. You cannot see cars coming if there are cars waiting to turn right from the a2. It also takes ages to get out and causes queues on the a251. Traffic lights would be beneficial for all.
Strongly agree	It will make traffic flow easier and safer.
Strongly agree	The traffic during rush hour is really busy and turning right out of the A251 towards brenley corners is difficult and I've seen many accidents there during the the turning right
Strongly agree	It will prevent the build up of excessive traffic during rush hours particularly, which increases pollution. It will be safer for pedestrians to cross at the junction.
Strongly agree	The current turning is a choke point and not easy to enter/exit safely in traffic.
Strongly disagree	<p>This will cause chaos, with traffic from The Mall coming out from Faversham trying to come out onto the A2 into a queue of traffic for the lights. At peak times drivers already on the A2 wont want to let traffic out from The Mall.</p> <p>A more sensible, long term solution to link the A251 and The Mall junctions is needed. Reroute the A251 so it runs behind the fire station, giving the fire station access onto it. This way the A251, A2 and The Mall becomes a cross roads, far more easily controlled by traffic lights. A junction like this would be infinitely safer, and far better prepared to handle the level of development currently ongoing, and planned, in and around Faversham. It would also allow for the creation of cycle lanes. The A251 itself is also in serious need of improvement, being dangerously narrow in places. If it were widened a separate cycle path could be created alongside it, making it an incredibly safe route to cycle/jog/walk. I strongly believe that a lot of people would cycle into Faversham if it were safer to do so.</p>
Tend to disagree	<p>There seems to be no thought of cyclists in this proposal. This is irrational considering the drive to improve cycling rates in the UK. As a public authority you also have the duty to take into account the health of the local population. You should be facilitating active travel.</p> <p>At the very least there should be advanced stop lines at any and all traffic lights.</p> <p>If widening the carriageway on the east side of the A2 Canterbury Road section in the plan, there should be consideration to widening the pavement to turn it into a shared use pathway to avoid what will be a busy junction. The same can be said for the A251 Carriageway as the junction is approached.</p>
Strongly agree	Filter lanes a good idea to aid traffic flow; smart pedestrian crossings a bonus if a button is pushed and then not needed; traffic lights are needed at peak times to aid turning safely into A251 especially.
Tend to agree	Traffic at this junction has been a problem for a long time and the design seems to improve things for traffic turning onto the A2 from the A251.
Tend to agree	Any time there has been road works with traffic lights affecting this area, the traffic lights seem to improve the congestion.
Strongly agree	It seems to offer all that is needed and is good for pedestrians.

Annex 2 – Consultation response

Strongly agree	Unacceptable delays for traffic entering the A2 from the A251 during commuting hours and extreme anxiety of crossing the A2 on foot when there is heavy traffic on the A2
Strongly agree	<p>I strongly agree pedestrianised crossings should be implemented here and in every arising road consultation that occurs in future. Cycling and walking should be more emphasised in planning.</p> <p>This plan should account for cycling traffic and suggest how cycling lanes can be implemented into this current design or at a further date when improvement deemed necessary. The less costly option would be to implement further cycling lanes now.</p>
Strongly agree	<p>Having to cross the A2 to get to the A251 with 2 children and a dog is not a pleasant or safe experience. I fully support the measures and welcome their swift introduction.</p> <p>Could I request that consideration be given to the eastern footway on the A251 between the Fire Station and the A2 also receive some resurfacing, as this is not in a very good condition.</p>
Strongly agree	This junction is dangerous and unable to cope with increased traffic from new housing and retail and hospitality development in the immediate area.
Strongly agree	<p>The traffic is awful too often on this road. However, there is not enough provision for cyclists. When doing this work there should be a cycle lane put all along the side of the road from the Perry Court housing estate to this junction.</p> <p>You say "signalised junction", but it is unclear where you are putting traffic lights up - apart from the pedestrian crossing. Are there any for the junction itself? If there are no pedestrians, then it is nearly impossible to turn right from A251 onto A2, two lanes may ease this but not help the cars turning right.</p>
Tend to agree	Action was definitely needed for this junction even before any development took place. I personally believe a roundabout would be a better option as it keeps traffic moving, however that is not available so this will have to do. It's better than no action at all.
Strongly agree	It seems the most appropriate solution. It is tireless been stuck on the A2 towards Canterbury waiting for traffic to turn left. No one is patient and traffic does cut up
Tend to agree	<p>The current situation is untenable.</p> <p>However, I would suggest a roundabout.</p>
Tend to agree	Because at the moment it is a dangerous junction that creates pollution and congestion and unnecessary risk for everyone.
Strongly agree	It will resolve long delays at this junction.

Annex 2 – Consultation response

Tend to agree	It is a necessary improvement (either by lights or whichever way you decide) but it will impact significantly my ability to turn right out of my road (Preston Park). I rely heavily at 7.30-9am every morning on congestion at that junction to safely turn right. Cars go over the speed limit once they pass the junction and with the amount of traffic on the A2, including the parked cars by Salters Lane, it makes it difficult for users. Thought must be taken into consideration that users of Preston Park will be faced with lengthier delays until someone would be kind enough to let them out. Perhaps you could consider a keep clear box opposite Preston Park exit to ensure residents of the road have an opportunity to turn right when the left is clear?
Tend to disagree	I would make exiting the A251 left turn only and put a roundabout at the junction with The Mall.
Strongly agree	Very poor design will continue to clog up road system . No improvement on existing
Strongly disagree	Traffic lights will stop the free flow of traffic, will cause longer queues through town, A2 and A251 and increase the already poor air quality in this area.
Neither agree nor disagree	Some aspects of the plan are alright, but I can also see some very bad ideas in the proposal.
Strongly disagree	There is no provision for cycle safety built into the junction, with just a 'one liner' added into the consultation leaflet as to why not.
Tend to disagree	We are concerned that traffic from Faversham town centre wanting to access the A2, but unable to turn right at the end of the Mall, will instead use Athelstan Road to access the A2 via Kingsnorth Rd, Canute Rd or Upper St Anns Road. Athelstan Rd is already a rat run, but this increase in traffic will put pedestrians and pupils from both the Abbey & St Ethelberts schools at greater risk. A roundabout at the junction would, however, enable traffic to access both roads from all directions and crossings could still be used to help pedestrians cross safely.
Tend to agree	overall improvement - difficult junction to 'solve'
Strongly disagree	Traffic lights are not needed at non peak times and will just slow journey times down at non peak times. I would favour part time signals only in during peak times.
Strongly disagree	I don't think any improvements made to this junction will help ease congestion. There is just too much traffic using the junction to go into and leaving Faversham. It will be a complete waste of money. Instead, why don't you spend some money improving the appalling new roundabouts on the Ashford Road and the Western Link Road. In my opinion the only way to ease congestion is to build a link road from the roundabout at the end of the Western Link Road round to the A251 / M2 junction 6.
Tend to agree	One thing the a2 needs quite near the junction is a proper pedestrian pelican crossing. Is one included in the proposal with the lights.
Tend to agree	I feel a roundabout with a disabled friendly bridge would be much safer than what is proposed
Tend to agree	I feel that the introduction of this highway improvement would not only help the flow of traffic but also reduce the speed of traffic passing this junction which at times is both invasive and dangerous.

Annex 2 – Consultation response

Tend to agree	A large roundabout would be a better option
Tend to agree	The junction badly needs improvement. However, for much of the day and night it is fine. A roundabout would keep traffic moving more.
Strongly agree	
Strongly agree	Signals Williams it easier to turn right onto the A2. Traffic will flow smoothly turning left.
Tend to agree	This improvement is long over due. My concern with the traffic light junction is it may only be beneficial at rush hours, slowing traffic the rest fo the time. The improvement is needed but it needs to be in junction with other improvements. Particularly the junction with the mall and the school. The opportunity to provide additional capacity via through routes within the perry court development was a missed opportunity, led by short term developer led thinking.  The arrow signs on the proposed plan dont make much sense 2 onward lanes from each direction, but merging into turning for mall over a very short distance.
Tend to agree	Don't think the left turn filter lane onto A251 is necessary. Congestion will be increased the other side of Faversham by Water Lane turning.
Tend to agree	Traffic turning right onto the A2 and similarly turning right onto the A251 is extremely difficult and usually queued - would definitely reduce the queues in the morning however the concern is that this will have a knock on effect for traffic travelling from Brenley roundabout, traffic turning right onto the A2 from Love Lane and traffic turning right onto the A2 at Ospringe
Tend to agree	It is certainly a better solution than a roundabout. As a regular cyclist, in my view it would have been very desirable to accommodate a cycle lane as it will remain dangerous for cyclists. There is also the sheer volume of traffic to accommodate which leads me to doubt whether any solution would actually ameliorate the issues at this junction. However, given the circumstances, this plan might represent the only compromise possible.
Strongly agree	It looks as if it will go a long way to solving the issues with this junction. I particularly like the additional lanes and proper pedestrian crossing (there should be another one, a bit further west along the A2).
Strongly agree	It will help alleviate the traffic jams at peak times.
Strongly agree	
Tend to agree	
Strongly disagree	Whenever traffic is stopped on the A2 (eg signals for roadworks) the tailbacks are terrible. I think this will cause additional congestion and will add time to my journey out of and into town.
Neither agree nor disagree	Fails to deal with the area as a whole. Improving top of Ashford Road for pedestrians of limited value if top of the Mall is not included as well.
Tend to agree	Much needed, particularly given the new housing in the area and poor pedestrian access to town from the motorway side of the A2.

Annex 2 – Consultation response

Tend to agree	
Strongly agree	It seems a sensible way to improve the, at peak times, horrible congestion.
Strongly agree	this junction is an absolute nightmare
Tend to disagree	Proposed system offers limited provision for cyclists, it does not solve the issues of the Mall A2 junction and fails to provide pedestrian access on the south of the A2 for residents using the crossing to access the secondary school and nursery. If additional provisions are put in to enable pedestrian and cyclist permeability then the proposal would be acceptable.
Tend to agree	I am in support of the traffic light system to ease congestion, but I worry that, as a parent with 2 children at The Abbey School, there is still not an adequately safe way for the children to cross the road. It is also almost impossible for people with pushchairs or wheelchairs to cross safely. On numerous occasions I have had to carry a pushchair over the bridge which is dangerous in itself. It seems ridiculous that all this money is being spent and all these changes are being made and yet there are no apparent plans to improve the safe crossing for children.
Tend to agree	Increased traffic would make turning right extremely difficult. Traffic lights help to vary/ control the flow
Tend to agree	The junction currently has no controlled flow which is needed
Neither agree nor disagree	Clearly something needs to be done at this junction, and the proposals go some way towards solving the issue. However part of the problem has not been addressed, and in some ways the proposals could lead to further issues.  The proposal appears to be silent on traffic going into and coming out of The Mall (B2041). This road is difficult for pedestrians walking alongside the A2 to cross. Also, at busy times vehicles frequently build up here waiting to join the A2, sometimes back to the railway bridge. If traffic is being held by signals on the A2, is the a possibility this situation could become worse as traffic already on the A2 would form into a long uninterrupted line. In respect of the proposed new filter lane from the A251 onto the A2, is there not a danger that vehicles will use this lane and then attempt to cross over a line of moving traffic in order to turn right into The Mall (B2041). If so this could lead to delays and accidents. Has any consideration been given to making the A251 left turn only onto the A2? It is particularly difficult to turn right from here onto the A2 and traffic wishing to access places like the Recycling site, football ground etc could be directed to the M2/Brenley corner or a reconfigured part one way Salters Lane for light vehicles.

Annex 2 – Consultation response

<p>Tend to disagree</p>	<p>Your proposal states that 'Consideration has been given to providing shared use or a segregated cycleway at the junctions however there is insufficient space to achieve this.'</p> <p>As usual, it seems that the needs of cars are being prioritised over those of cyclists. This seems irresponsible given the current environmental crisis. As a cyclist, I'm currently unable to use the A2 and Ashford Road because it is too dangerous. I'm deeply disappointed that the new housing development around Faversham are making people more car dependent by inadequate provision of designated, safe and properly deigned cycle lanes.</p> <p>The provision of a pedestrian crossing is good, but it is not enough, given the serious ecological problems our community, and the wider world, are facing.</p> <p>Please make more room for cyclists!</p>
<p>Neither agree nor disagree</p>	<p>I am not sure that traffic signals will ease the congestion. Signals always cause more congestion in my opinion. Take a look at the signals on the old roundabout in Sittingbourne by McDonalds. Homebase etc. The original roundabout kept traffic flowing continuously and never had congestion, the lights have caused huge tailbacks within this area.</p> <p>I expect as a resident of the Ashford road that I will spend a lot of time trying to get off of my drive when traffic is stationery due to signals. Currently I can spend over 5 minutes when traffic is at its worse with many days having to turn against my direction of travel to get to the A2 and the M2 or Salters Lane.</p> <p>In addition the drainage down the road is appalling since the road closure for the new estate a few years ago, the drains are now blocked with building debris and as a pedestrian we are drenched to the skin by the time we get to the A2 as the path is nowhere near wide enough for safety or walking with a pushchair and second child. Lorries mount the path daily, cars and vans park on the path making it impassable. Any residential overgrowth will also push your nearer to the kerb. Traffic does not keep to the speed limit and I have had near misses on a weekly basis.</p>
<p>Don't know</p>	<p>I am a school student and I am unsure how signals will work but accept something needs to be done for my safety.</p> <p>I am strongly agreeing that a crossing for pedestrians is essential.</p>

Annex 2 – Consultation response

Strongly disagree	<p>Signalised junctions have a tendency to hold up traffic especially when things are quieter. Also if there is a pedestrian option as well queues will be horrendous at peak times.</p> <p>Traffic will struggle to get out of the Mall.</p> <p>Roundabout is best round the clock option. Don't think the impact of the school and new housing have been considered by anyone with local knowledge.</p> <p>EFFECTIVELY IT BOILS DOWN TO THE FACT THAT ANOTHER ACCESS TO M2 IS REQUIRED URGENTLY BETWEEN FAVERSHAM AND SITTINGBOURNE. INCIDENTS HAPPEN ALMOST DAILY AFFECTING PROGRESS OF MOTORWAYS IN KENT AND THAT STRETCH OF M2 IS TOO LONG.</p> <p>FACT!!</p>
Strongly agree	Traffic control using lights will give motorists opportunity to exit or enter roads without creating congestion problems
Strongly agree	Traffic is terrible at this junction. I have often sat in traffic to get onto the A2. I will not turn right at the junction as impossible to do so.
Tend to agree	This particular junction is very busy on most days from 07:30- until 20:00, is becoming more and more of a bottle neck, what with the ever increasing local population, plus a lot of mainly foreign HGVs, plus school traffic and locals going about their daily lives; and an improved junction layout and control if properly managed is to be welcomed.
Tend to agree	There is no provision for cyclists, which is vital to encourage non-car traffic to/from the new developments and beyond
Tend to disagree	<p>As usual no provision for cyclists. On the planned layout to actually turn into the Mall the cyclist has to get into the right hand lane on the Ashford Road and keep in that lane to turn into the Mall. The traffic lights will help but if the cyclist is in the left hand lane (in times of heavy traffic it is dangerous to get into right hand lane) you have to-cut across left turning traffic To get into the Mall lane. There should be a bike lane from the new development roundabout to the new traffic lights and the traffic lights should have a bike priority light so that cyclists can get away first and move into the correct lane. This should be for turning right as well.</p> <p>This is particularly dangerous for children if they are trying to cycle to school having to compete with cars and lorries on two very busy main roads. The new housing and commercial developments on the Ashford road are going to increase traffic and pollution which will be made worse if no provision is made for alternative transport.</p> <p>Cyclists are again being forgotten again at a time when we are supposed to be encouraging exercising for our health and using cars less to reduce pollution to help alleviate the effects of the corona virus.</p>
Strongly disagree	The level of car fumes will rise in the area with the stop start of the vehicles and blight folk who live in the houses nearby. During lockdown it was bliss, no fumes and easy access. Wonderful cycling too.
Neither agree nor disagree	Put some temporary traffic lights up and see if it works, before spending millions on something that does not work/ will make matters worse.
Strongly disagree	There is no provision whatsoever made for cyclists' safety.

Annex 2 – Consultation response

Strongly disagree	There appears to be no consideration of the danger when turning right from The Mall onto the A2 towards Sittingbourne. This junction is more dangerous than turning onto or from the A251.
Strongly disagree	<ul style="list-style-type: none"> <li>* The plan doesn't consider the knock on effects of traffic exiting The Mall (50metres away from the intersection in question).</li> <li>* The impact to traffic in either direction along the A2 would eventually necessitate similar traffic lights at other intersections such as The Mall, Brogdale Rd and Love Lane.</li> <li>* Any plan must consider the nearby intersection with The Mall, a major entrance and exit to the town. The junction with the A251 can not be considered as an isolated solution to the traffic issues in the immediate vicinity.</li> </ul>
Tend to agree	Still think a roundabout would be more efficient.
Strongly agree	Ease of traffic flow. Positive pedestrian additions. Lane demarcation modification.
Strongly disagree	<p>This should be a roundabout not a set of traffic lights. A roundabout will help flow. Lights will cause tailbacks as they do at the A28 A 2 junction in Wincheap.</p> <p>However. It is clear you intend putting in lights as its probably cheaper.</p>
Strongly disagree	As you are aware all works on this junction are affected by Brenley corner roundabout until the problems with the M2 exit to join the A2 to go to Dover or The channel are addressed all road works here are a waste of Time and money.The proposed 5000 plus houses on the A251 andA2 will cause Faversham and its surrounding villages to become a permanent car park .You are very aware of these problems and still allow over development on major access roads causing hospitals serving east kent to be almost unreachable .
Tend to disagree	traffic lights hold up flows of traffic at all times, whether its busy or not
Strongly disagree	traffic lights should be only on during peak commuter periods it will stop the free flow traffic that occurs fine during non peak periods. E.g. the proposal fixes and issue that only occurs for 1hr at commute peak times. It will have a negative effect for the remaining 22hrs of the day
Strongly agree	
Tend to agree	Its fine, but could be so much better. A roundabout would be better. Joining up more effectively with the junction at the mall would be better as the traffic turning there will still get jammed up and then cause problems at the traffic lights. The pedestrian crossing is great. The poor priority of pedestrians (not all pavements will be widened) and cyclists (no dedicated lane) is disappointing. We should, especially now, be prioritising people and cycles and make it easy and safe for people to leave behind their cars for local journeys. I appreciate this junction is used heavily for longer journeys but the new housing estate means lots of extra pedestrians needing easy access to town and schools. Can I also suggest taking note of invisible women by Caroline Criado Perez, especially chapter 1, and then review the EIA.
Tend to	

Annex 2 – Consultation response

agree	
Strongly agree	I feel that this is a sensible proposal which will be good for Faversham. It will also allow for there to be improved traffic flows. If there is additional housing granted it will also allow for this to be incorporated.
Tend to agree	You say you have considered bike lane but not enough room surely The need is to make room, buy some more of the land. All traffic improvements must include cycle lanes. Not to do so is plain wrong for everyone and the environment.
Strongly agree	The proposal seems the best solution to the current problems for car drivers and pedestrians.
Strongly disagree	The junction of A251 and A2 has to be planned in connection with what is happening at The Mall junction otherwise traffic will be backed up to Love Lane in one direction and Ospringe in the other for a few hours a day. The flow of traffic into and out of The Mall onto the A2 needs to be managed. Also the difficulties of crossing The Mall near the A2 on foot should be considered. The A251 will become far busier with the extensive Perry Court housing development and the new Aldi. Plainly it is astonishing that a second road was not enforced to run alongside the M2 from the A251 to at least Brogdale Road and preferably to the Western Link roundabout taking much of the traffic away from the town and the A251/A2/The Mall junctions which in a years time will be horrendous. Very poor foresight and planning!
Tend to agree	Not sure that the "turn right lane" from the A2 into the A251 with the proposed filter signal will be sufficiently long enough to cope with the volume of traffic at peak times coming from the Ospringe direction.
Strongly disagree	Traffic lights are proven to cause crashes and slow down traffic, put in a round about and remove the ugly houses that shouldn't have been built if you have to. Also reduce future traffic by not building extortionately priced poor quality housing. Also your sign asking for feedback is in a place that will cause accidents especially given the Website small font and incorrect web address...
Tend to disagree	Most of the delays at the junction are caused by drivers queuing to get into The Mall. Your design completely ignores this road. Traffic will still struggle to get into and out of The Mall. Because of the short distance between The Mall and the A251, there is insufficient room for Eastbound traffic on the A2 trying to turn right onto the A251. This means traffic trying to continue eastbound on the A2 will still be delayed. The junction between A2 and A251 should be moved to opposite The Mall to incorporate it as a 4 way junction
Tend to agree	The junction currently has long queues in rush hour partly due to vehicles trying to turn right out of Ashford Road.  Will the traffic lights be intelligent so that they won't be red if there are no other vehicles near the junction?

Annex 2 – Consultation response

Neither agree nor disagree	My answer is based on my assumption that the plan is now in place and costed so that any changes suggested by this consultation process will probably not happen. The plan as proposed is good, however I can see no provision for the safety of cyclists, nor any mention of cyclists in the documentation. Given that the current government seem to be pushing for more cycling and cycling lanes etc the lack of any thought for them in this proposal seems ludicrous. Surely they should be accommodated for?
Strongly disagree	This design completely neglects the needs of cyclists , and probably makes it more dangerous for them .The funding has largely come from developments to the South of the A2 in Faversham . If the residents are using this junction , they are probably heading into Faversham which is well within cycling distance and relatively flat. Creating cycle lane appears to have been rejected which seems incomprehensible when widening of the carriageway is being contemplated . The shift to active travel is referred to time and time again in KCC policy documents , but if it is going to mean anything more than pictures of cyclists on the covers of reports, then choices have to be made , and this is a prime example of the needs of motor vehicles being prioritised over cyclists. This design fails on many levels when measured up against the recent local transport note (LTN 1-20) .
Strongly agree	It can be very difficult and potentially dangerous, at certain times of the day, to turn right from the A2 to the A251 or from the A251 to the A2
Strongly disagree	<p>The proposed changes will just encourage more motorists to use the A2/A251. Within a few years the levels of congestion and pollution will be back to their current levels.</p> <p>At a time when the government is encouraging people to walk and cycle more it is disgraceful that there needs have been so casually dismissed. Money wasted on this scheme could be better used for making journeys by bike and foot safer and more convenient.</p> <p>The Equality Impact Assessment states that 'Consideration has been given to segregating cyclists and pedestrians however there is insufficient space to achieve this'. But not insufficient space to provide additional traffic lanes.</p>
Tend to agree	Most of the proposal would make my experience of this junction better, except as a cyclist.
Tend to disagree	<p>I am concerned at the knock on effect to the adjacent junction A2 with The Mall caused by traffic queues.</p> <p>The scheme General Arrangement drawing does not show the full extent of the scheme - where does it tie-in to the A2 at the western end and eastern end? What impact will this have on existing street lighting and what new lighting is proposed - none is shown?</p> <p>The proposed pedestrian crossing to the east of the junction is off the main pedestrian desire line.</p> <p>A lot of HGVs use this junction, with 2 narrow lanes at the northbound stop line of the A251 both left and right turning movements look tight and will reduce the capacity of the junction with slow movements clearing that stop line.</p> <p>Please clarify what signage is planned as none is shown</p>
Strongly agree	Very busy and dangerous for pedestrians and cyclists, particularly with new housing estates.

Annex 2 – Consultation response

Strongly disagree	This is a ridiculous waste of money. The problem is not the junction but that the A251 is in the wrong place. It goes through a number of villages and hamlets, it carries traffic which is quite unsuitable for the type of road it is and much of the traffic using the A251 is not going from Ashford to Faversham but from Ashford to the north Kent coast. The money would be better spent on a new route which meets this desire line. As a suggestion there is an obvious route from Chilham to Brenley Corner using the line of New Cut Road from Chilham to Oversland which, with a short new section of road from Oversland to Brenley Corner would connect the A28 to the A299. The A251 could then be downgraded. Kennington, Boughton Aluph, Challock, Badlesmere, Leaveland, Sheldwich and North Street would be relieved of heavy traffic and the KCC would have significantly less highway to maintain to A road standard.
Tend to agree	Though the design falls short of providing the increased cycling and pedestrian facilities that would be desirable, it does in part provide a deliverable solution to some of the junction issues.
Strongly agree	At busy times, that junction is very congested.
Tend to disagree	I think a roundabout would allow for traffic to keep flowing from all junctions
Strongly disagree	Most of the proposed changes are unwelcome as formal lights will create greater congestion. Currently there is a high degree of common sense and courtesy exercised with drivers avoiding blocking the junction at peak times. If lights are introduced it will risk gridlock with the interaction with the main turning in to Faversham and the station. Widening the Fire Brigade entrance/exit is just wasteful and unnecessary. The only element that may be worthwhile is widening the junction to have two clear lanes for the left turns as that should help segregate the directional flows. The danger of these type of schemes is that they sound great but you end up having to spend much more money in the end on surveillance etc which I think the British people have had enough of.
Tend to agree	I totally agree that something needs to be done with the junction; however I remain concerned about traffic flow to and from the Mall, which needs to be addressed. Often, the junction is hampered because of the volume of traffic trying to turn into the Mall and by queuing drivers trying to turn right onto the A251. I am fearful that the proposal may not address this as well as the other previously proposed roundabout.  A suitable pedestrian crossing is also vital.
Strongly agree	A traffic signal system is the safest way to control traffic. A roundabout slows traffic but does not stop it, plus the footprint requirements would be far greater than a signal junction.
Tend to agree	It will hopefully alleviate traffic delays in the area, however the scheme does not address pedestrian safety while crossing The Mall
Tend to agree	More capacity at the northern end of the A251 Ashford Road allowing an easier left turn.

Annex 2 – Consultation response

Strongly disagree	<p>The additional lane space north on the A251 and west on the A2 looks to be no more than about 6 car lengths which is insignificant given the current traffic levels, let alone with new housing in the immediate area.</p> <p>With the addition of traffic light control and pedestrian crossing control congestion westerly and northerly during rush hour is likely to be at least as significant as is current, the addition of a longer feed in lane on the west bound carriageway likely to do little to ease pressure without considering ingress and egress Abbey School traffic.</p>
Tend to agree	<p>Turning right from the Ashford Rd. is dangerous at peak times and almost impossible unless someone lets you out, so this will be easier. It does not solve the problem with the queuing turning right from the A2 into The Mall or from the A2 turning right into the Ashford Rd., it only takes 4 vehicles to fill each of the lanes, then the traffic will block as it does every day at the moment.</p>
Tend to agree	
Neither agree nor disagree	<p>Traffic flow at this junction must be improved. Ideally I would have preferred the new Dutch style cycling and pedestrian friendly roundabout as per Cambridgeshire.</p> <p>However if that isn't possible Toucan crossings on each arm of the crossing should be considered, not just the eastern arm.</p> <p>Local and national policy is/has changed to cycling and pedestrian friendly schemes, please do not miss the opportunity here.</p>
Tend to agree	<p>Traffic management is required at this junction however, I cannot see any plans for dealing with the knock on effects to other junctions along the A2 especially The Mall.</p> <p>There is also the potential development in Preston Fields where the access to this new estate is likely to be opposite the Preston Park turning. Additionally, The Orchards development access will be on or close to the A2 slip road to the A251.</p>
Tend to agree	<p>There is a need to ensure the junction of the A251/A2 is upgraded to prevent congestion and allow the delivery of employment and affordable housing nearby.</p>
Tend to agree	<p>At certain times of day the traffic gets very congested at this junction</p>
Tend to agree	<p>something needs to be done as this junction causes gridlock around the town particularly at rush hour or if there's road works or an accident somewhere</p>
Tend to agree	<p>At the moment the traffic heading down the A251 onto the A2 isn't too bad but once the schoolchildren go back, this road actually becomes a nightmare.</p> <p>in the mornings, I have to try and get onto the A2 and sit there until some kind soul lets me out and coming home from work, I can be queuing on the slip road to come off the M2 - would assume this is going to get worse once the Perry Court site is finished</p>
Strongly agree	
Tend to agree	<p>Would a roundabout not work better?</p>

Annex 2 – Consultation response

Tend to disagree	Traffic lights will always halt traffic causing pollution and queues. Roundabouts offer freer flows especially at quieter times, therefore less queues and less pollution. They are also safer. They do take up more space and cost more money initially but use no electricity in the long term. How will these lights affect traffic approaching from the Mall? It will be held up by the queues at the lights creating more pollution. Also no new scheme should be allowed to go ahead unless provision for cycling is made. If this means buying more land, then so be it. This scheme is a short term fix. The new housing in the area should also have only been built AFTER the issues of this junction had been resolved.
Strongly agree	
Tend to disagree	I think there should be a roundabout or traffic lights at least. A roundabout is needed far more there than further along the A251 where youve built a brand new one.
Tend to agree	Should improve traffic flow from A251 onto A2, and reverse. Will also provide better crossing facilities for A2 and slow traffic along A2 through Faversham
Strongly disagree	This doesn't take into account the difficulties of navigating this junction for a cyclist. This would have been a wonderful opportunity to provide a shared path which would encourage more cyclists to use this road and therefore reduce traffic numbers. By creating a shared path which starts prior to this junction (from both directions) you would allow cyclists to remain free from traffic and then use the pedestrian crossings (these should be Toucan) in order to turn right in safety. Recent work at the nearby Brenley Corner roundabout has allowed cyclists to navigate this part of the A2 so it is unfortunate that this 'good work' has not been carried on further along the same road.
Strongly agree	Very dangerous pulling out from A251 going right towards love lane. Ive had so many near misses from all sides. It needs doing ASAP before there a major crash
Strongly agree	Traffic often gridlocked. Thus has been talked about for years and with new housing act NOW
Tend to agree	The proposal is only good for Motor Vehicles. All arms should have pedestrian crossing points and cycle priority in line with Government, Kent County Council, Swale Borough Council and Faversham Town Council's publicly announced priorities following the Covid Pandemic, and the Climate and Biodiversity emergencies declared in this area.
Tend to agree	Don't see the need for a push button pedestrian crossing.
Tend to agree	Mostly agree. Although living on Preston Grove, the new turn left at end could be problematic.
Tend to agree	It is a busy junction and difficult to come into to the A2, especially right which I would avoid at all costs. If I needed to head right up the A299 towards Brenley corner I currently head down the M2 to Brenley corner and back again or turn left onto the A2 and then through the town
Strongly disagree	Just widening the junction will not improve traffic flow?! There would need to be traffic lights or an extended roundabout incorporating A251, A2 & The Mall! There will still be queues along A251 & The Mall waiting to join The A2?!
Tend to agree	Was concerned about traffic lights slowing traffic progression but like the turn left constant flow options with proposed new lanes

Annex 2 – Consultation response

Strongly disagree	This will cause utter chaos in the area. Firefighters on call will not be able to get to the fire station when pagers alert them at home, meaning the town will be less safe for residents.
Strongly disagree	<p>Using this junction, and the entirety of the A2 in its journey through Swale, when KCC or Highways England adds traffic lights to junctions for seemingly little reason, traffic always increases. KCC have an addiction to traffic lights blighting our towns. Adding traffic lights to this junction will not improve safety; will not improve capacity; and will only increase the traffic levels on a road that already comes to a stand still when KCC have placed a sign poorly to much in the middle of the road in your poorly signed diversions. For the past 431 days, I have not had a single day on the this route with there being no traffic lights and traffic free.</p> <p>I STRONGLY oppose the changes to this junction as KCC and their contractors do not have a track record of implementing traffic light junctions well with much consideration.</p> <p>I would STRONGLY be FOR a roundabout junction.</p>
Strongly disagree	It will gridlock the London road and on call firefighters will not be able to get to the fire station in the 5 minute turn out a roundabout would be a better plane . Why risk lives .
Strongly disagree	<p>This will prevent natural traffic flow. Traffic will struggle to get out of The Mall, despite the box junction when the log jts change traffic will push along the A2. It will also prevent the Firefighters being able to get to the Fire Station.</p> <p>A big long roundabout wod allow traffic to flow better.</p>
Strongly disagree	The plan should put a) pedestrians and b) cyclists at its heart. The county council should be discouraging polluting and fuel-burning travel. The A251 is already a danger, with lorries hurtling along it. We need NARROWER roads to discourage speeding and more (and better placed) pedestrian crossings, pavements and dedicated cycle lanes as a priority - not an afterthought. This plan is the opposite. It will result in a huge tarmaced expanse where the car and, particularly, the lorry, is king: no consideration for people or nature.
Tend to agree	When returning from work on the Ashford road from the M2, the traffic builds significantly and is made worse is someone is turning right. Therefore, widening the road will help. However, overall I think having a no right turn would be more beneficial as people needed to access Love Lane etc. could go down to Brenley corner - splitting the traffic burden.
Tend to agree	All looks good but should be extended to including turning right into Faversham with calming measures and island to slow traffic down coming east in A2.

Annex 2 – Consultation response

Tend to agree	I believe it is the best option if this is all budget allows and no more land can be gained through compulsory purchase to provide for other options. My worries are that the feeder roads off the Mall are going to be used more as "rat runs", Nelson Road is far too narrow and will be used as a bypass to get to Preston Grove and then to avoid the traffic lights, Athelstan, Canute and Kingsnorth will all be used more at busy times to avoid waiting at lights, but the biggest worry is turning right out of the Mall onto the A2, and turning into the Mall, how are these traffic queues going to be crossed especially at busy times with cars queueing for the new light junctions, its hard now, unless yellow hatched boxes get inserted which could solve the issue.
Strongly agree	Safety
Neither agree nor disagree	I am not sure it really addresses the problems. The traffic cuts through town and comes up at the Mall to avoid traffic, which in turn backs up the A2 for a long way. This will not improve that at all. This will improve getting out of Ashford Road but will not improve the functionality if A2. Faversham desperately needs this route to be free flowing all the time to keep traffic out of the town and I dont think this will cut it unless you make it harder for traffic to come out of the mall and stop the cutting through. You can queue for ages on A2 while everyone lets out the side road but it causes a massive back up, which in turn encourages the use. I like the traffic lights idea but it should only be at peak times. In normal traffic there is no hold up to warrant the lights.
Strongly disagree	A251 Ashford road  Regarding the proposed alterations/improvements to the junction of Ashford road and London road Faversham. As a local Ashford road resident I would like to pass comment on this. This junction has always been an issue. Now more than ever. it is worrying to think what it will soon be like. To try to enter or exit this junction. As the new houses and superstore come close to being used. Adding to this often gridlocked area. We know from past experience traffic lights DO NOT work here. Last time they were trialed it was awful. Traffic backed up in every direction. It is not an option. Is it not Common sense. To re route this end of Ashford road to travel along the rear of the fire station to a new roundabout. Positioned on the A2 At the top of the mall. This to me is the only viable option to resolve the ongoing junction issue. If a roundabout be constructed here. it would provide direct access onto it from. The mall. Both directions of the A2. And the new short section of Ashford road along the rear of the fire station. Joining the original Ashford road. At the beginning of the new perry court estate. Surely this is the answer.
Tend to agree	Something definitely needs to be done, a roundabout would be better but there is limited room
Tend to agree	I think thatva roundabout would have been preferable but accept that it would have required more land to be available.
Strongly agree	Improvements to this junction is badly needed. Traffic lights seems to be the only viable option. It is dangerous exiting from the Ashford Road onto A2 Canterbury Road.

Annex 2 – Consultation response

Tend to disagree	<p>I tend to disagree to the proposal as I believe it will have a detrimental affect on the street I live in, which is Nelson Street. I am concerned that traffic arriving in The Mall at peak times, wishing to enter onto the A2, will use Nelson Street to gain access to Preston Grove to use it as a short cut to avoid waiting at the traffic lights. Nelson Street is a narrow residential road with many young families living in this area. The additional traffic will cause safety issues for the residents and cause potential damage to residents parked vehicles. What provisions have you made to ensure this does not happen.</p> <p>Also I am concerned at your proposal to have a straight on included with the left turn lane into A251, for traffic travelling westbound. This has the potential to cause conflict on the other side of the junction as traffic needs to merge back into a single lane. The timing of the lights needs to be as short as possible and having this as a dedicated left turn only will ensure the junction can be cleared quickly and the next phase started.</p> <p>Also can you confirm that the pedestrian phase is demand led only.</p>
Tend to agree	<p>Whilst the junction needs improving, would a roundabout, with road realignment, situated at the top of the Mall, with traffic lights at peek periods be a better option. I believe this was first suggested when the Fire Station was relocated.</p>
Tend to agree	<p>I am no expert. It looks OK to me, my concern is about the pedestrian crossing. The main users are likely to be the new residents of the Perry Court development - but under the current proposals they will have to cross the A251 to then cross the A2. most pedestrian traffic into/out of town is likely to be along The Mall so it would make sense to have the A2 pedestrian crossing nearer the Mall.</p>
Strongly agree	<p>The proposals are the best solution to the serious problems at this junction.</p>
Strongly agree	<p>I regularly cross from The Mall to the A251 and back to use the M2 junction. The queues are ridiculous, waiting in the centre of the A2 to turn right is dangerous, but you need to include The Mall junction in the lights. Ashford Rd alone won't solve it.</p>
Tend to disagree	<p>Dangerous that Preston Grove is "give way" when the rest of the junction is signalised.</p>
Strongly disagree	<p>this is unimaginative solution to the congestion problem and will only make matters worse. Traffic light junctions do not work, the lights are never phased correctly and it creates to much stoppage of traffic. this will instead just create lanes of traffic in all directions. It won't cope with current demand, it certainly won't manage the traffic from the new housing estates too.</p> <p>i can understand why you haven't selected the roundabout options, you don't have the confidence to build these currently, being that the last two a251 and western link] are complete design failures made too small for anyone to use.</p> <p>Your costings seem way out, £1.7m for this project, which friend of Dominic Cummings has quoted this.</p>

Annex 2 – Consultation response

<p>Strongly disagree</p>	<p>I think the proposed design with Traffic Lights will result in greater congestion on all the roads, A2, A251 and B2041. It does not facilitate turning right from A2 into B2041 as many vehicles do or out of B2041 onto A2. Nor does it make sufficient provision for pedestrians living on the new housing estate accessed from A251 to cross the A2 to walk into town safely.</p> <p>I therefore believe a long oval roundabout is needed with entrances and exits to A2, A251 and B2041 so no traffic turns right onto or from A2. Ideally a subway under the A2 suitable for buggys and wheelchairs should be built ( I think the housing developer should pay for this) and there should also be a crossing controlled by lights to enable pedestrians to cross the B2041 safely ( at present it is very difficult to cross the B2041 near the A2 ).</p>
<p>Strongly disagree</p>	<p>Would be better to create an elongated roundabout that would incorporate the three T-junctions formed by the A2/A251, A2/Preston Grove and A2/The Mall. This could be built using the land North of Faversham Fire Station in the SW corner of the current A2/A251 junction. A roundabout would create better flow. A signal controlled crossing could still be incorporated into the scheme from the East side of the A251, North/South across the A2 to the East side of the Preston Grove junction.</p> <p>The proposed design would reduce flow as vehicles stop and start at the lights. Queues from the A2 West, formed by vehicles waiting to turn right into Ashford Road, would block access into and out of The Mall.</p>
<p>Strongly disagree</p>	<p>The proposed changes to the junction do not allow for the provision of a cycle lane. The Scheme includes extra lanes for cars but does not accommodate cyclists. This seems to be completely contrary to KCC's having declared a climate emergency. Surely this omission is a retrograde step and will not help KCC reach it's net target goal of zero carbon emissions by 2050 ( a very unambitious target anyway) Also, it will not take cars off the road, ultimately leading to more congestion and the resultant increases in air pollution. Come on KCC, show some ambition!</p>
<p>Strongly agree</p>	<p>Difficult to turn right onto the A2 Canterbury Road coming from the M2 junction.</p>
<p>Strongly disagree</p>	<p>I am my family use, the A251 daily and have done for 20 years. The, longest delay we have had has, been 10 minutes that is at rush hour.</p> <p>It is, not necessary to cause significant disruption, pollution and, noise to the, residents of Canterbury Road and London Road.</p> <p>Already we have cars parked along London Road which will cause more disruption with waiting traffic.</p> <p>I will have, to leave 30 mins, earlier in order to leave my drive, wait for lights, wait for lights again until I eventually get to travel to work.</p> <p>This is, nothing to do with safety.</p>
<p>Strongly agree</p>	<p>I agree with a traffic lights plan, as opposed to a roundabout, but am concerned about the space needed for lorries turning right out of the A251 onto the eastbound A2. This was clearly calculated incorrectly for the roundabout constructed just further along the A251.</p>

<p>Strongly disagree</p>	<p>The latest proposal for a signalised crossing at the junction of the A2 and A251 - the Canterbury Road and Ashford Road falls far short of what a good crossing design should be, especially when walking and cycling are being enthusiastically promoted by the government, KCC, Swale and the Town Council.</p> <p>This is a car-centric proposal, with inadequate facilities for pedestrians and none for cyclists.</p> <p>It needs a series of fundamental design enhancements, including:</p> <ul style="list-style-type: none"><li>- infrastructure for cycling, which might include cycle lanes, advanced stop lines (ASLs) and/or an active travel phase when pedestrians and cycles can move through the junction and vehicles cant</li><li>- pedestrian crossings on all arms, not just one</li><li>- a 20mph speed limit through the junction to protect pedestrians and cyclists</li><li>- a landscaping strategy to make sure the junction design blends into the natural landscape of Faversham</li><li>- a public art strategy at this important gateway into the town</li><li>- more footway capacity, not more junction capacity for queuing cars</li><li>- an overall layout (junction design geometry) that creates a sense of place, one that says Welcome to Faversham, where pedestrians, cyclists, heritage and culture matter eg stop lines and crossings at 90 degrees to each other</li><li>- a lighting strategy and, generally, a pole strategy to minimise vertical poles so that lighting and signalling are integrated</li><li>- no white hatching, because hatching is a sign of left over space with nothing else to fill it. Use this space instead for planting and/or public art</li><li>- signal sequencing diagrams to understand how KCC intend to operate the junction. Then we can see how pedestrian and cycle phases can be built into this.</li></ul> <p><b>*A strategy for Watling Street*</b> We also need to see (or create) a design strategy for the length of Watling Street, from the Western Link to Brenley Corner. How does the Canterbury Road/Ashford Road junction integrate with the junction of the London Road/Canterbury Road and The Mall? How could these signals phase with a crossing at the Abbey School? And so on.</p> <p><b>*Next steps*</b> I suggest that a workshop is held between eg [REDACTED] [REDACTED] myself and other public realm designers with experience in creating high-quality active transport design proposals. If there is a coalition of the willing then I think there is the makings of a fine alternative.</p>
--------------------------	---

Annex 2 – Consultation response

Tend to agree	during busy times its extremely difficult to come out of this turning .. at times blocking and causing alot of tailback
Strongly disagree	Again kcc putting motor traffic first. we should be doing more to reduce the amount of traffic and space given to cars not giving more. When will it end? Your never going to make enough road space. The more you make the more traffic you will get. Make Kent a better place to live not to drive through.
Strongly agree	
Tend to agree	At peak times this road is extremely busy especially in the mornings. I think this will help but am not sure it will make a lot of difference.
Strongly disagree	You must make this very easy for cyclists and pedestrians. Think of all those people in the vile new houses (of NO architectural merit) Who should be encouraged to enter faversham sustainably. DO NOT put the car lorry etc first! Think green!!!
Tend to disagree	An additional cycle lane would be useful at the junction and beyond
Tend to agree	Adding traffic lights to this junction seems to be the most flexible way to manage the traffic as the density varies significantly across the day.
Strongly disagree	Because the new lights on the new estate on the A251 for pedestrians, by the new Aldi, will be enough of a pain along with traffic on the new roundabout there ,so to continue to the proposed alterations further on the A2 with the amount of lorries and traffic already there from Brenley corner ( especially in the rush hours and with mothers and kids) NO-ONE from this area will ever get a chance to access the A2 towards Faversham a roundabout is the ONLY fair way to control traffic from all directions the queues already are awful, whoever thought this would be a good idea clearly does not think things through, but I suppose I am NOT surprised @ that.
Tend to agree	This tends to be a problem area at peak times for vehicles. However the more pressing issue is provision for pedestrians and cyclists. It is a terrible place to cross as a pedestrian and the footfall will only increase with housing going in South of the A2. We need to encourage non car travel into the town centre. There is a risk if people cannot get into town easily, once in the car - they will just drive to another town for shopping etc
Strongly agree	There is an existing problem which this will elevate
Tend to disagree	I note from the leaflet that it has been decided that there is insufficient space to improve this junction to incorporate a cycle way. I believe that more efforts need to be made to reduce the number of vehicles using this junction, which will result from the building of the new supermarket and the additional houses. This is an opportunity to consider how cycling can be encouraged and made safer in the town by creating a safe cycling route from the new developments into the town. It may not be easy but it should be done. Were sustainable transport measures and encouragement of cycling and pedestrian access to the town considered as part of the planning process? If not, they really should have been considered and incorporated in these times to reduce the traffic and pollution burden in the area and make the town considerably more cycling friendly

Annex 2 – Consultation response

Tend to disagree	<p>Traffic lights create traffic build up, especially if phased wrongly. One only has to look at Brenley roundabout for that. I often find myself sitting on the roundabout late at night, with no traffic, waiting at a red light. How utterly pointless is that?!</p> <p>For more free flowing traffic, a mini roundabout is needed.</p>
Strongly disagree	<p>While it may improve traffic flow from the A251 it will almost certainly have a negative effect on the other roads in the area. In particular the Mall and Preston Grove.</p>
Strongly agree	<p>I commute to work and often dont come off the m2 until brenley corner to avoid having to turn right at this junction as I can be wiring for so long.</p>
Tend to disagree	<p>There has been no discussion regarding widening parts of  Salters Lane into a two way road. When the M2 was built a two lane bridge over the motorway was built with two lane approaches on each side. There are no buildings along Salters lane that would prevent widening the road and there is ample space at each end to create a suitable road junction. The result of a widening would filter off a lot of traffic from the junction at the A251/A2 in particular removing most of the traffic turning right at the junction which is part of the current problem. Traffic leaving the M2 at Junction 6 for the East of Faversham could turn right on to the A251 and using Salters Lane reduce the traffic volume at the A2/A251 unction.</p>
Strongly disagree	<p>All roads get busy at peak time. The rest of the time it works well and does not need changing. Please spen the money on filling the potholes (properley) instead.</p>
Tend to disagree	<p>While ,as a car driver, I understand that improvements need to be made to deal with vehicle congestion, a solution needs to be found that also takes into account - and indeed encourages - other, more sustainable transport such as cycling. I cycle in Faversham and use this junction on some occasions. It is currently dangerous for cyclists and so I tend to avoid it. However, I would like to be able to use it and it should also be in our local authorities' plans to encourage more cycle use at this location, particularly amongst those living in the new housing developments and as a way to mitigate the inevitable traffic growth.</p> <p>I believe it is shortsighted to spend funds on a design that is not 'future-proofed' by facilitating growth of active travel - we need all new infrastructure in Faversham and elsewhere to be designed to accommodate and encourage safe cycling and walking and its growth.</p>

Annex 2 – Consultation response

<p>Strongly disagree</p>	<p>The construction of - and investment of public funds in - any new transport and road infrastructure should be consistent with current policies on climate change and sustainable transport.</p> <p>We believe this proposal is inconsistent and is an inadequate and outdated response to the traffic congestion that is predicted to increase as a result of new housing developments. Rather than simply widening roads in favour of cars and lorries, the design should accommodate and encourage the growth of active travel, especially cycling and walking.</p> <p>While we welcome the pedestrian crossings, we are surprised and disappointed that safe cycling has not been factored into the design in any way.</p> <p>We believe the wrong design choice has been made and should be improved for cyclists - and consequently for local residents' health and safety and protection of the environment.</p> <p>It is inconsistent with the government's new strategy for cycling and with KCC's target for net zero emissions by 2050 for Kent and Medway. In recognising the climate emergency, KCC made a commitment to commit resources and align policies to address this. This highways design is in contravention of this.</p>
<p>Tend to agree</p>	<p>Something has to be done to sort out the traffic on the A251 / A2 during rush hour. At the moment traffic is backed up to the new Aldi roundabout on a regular day at 4pm. whether this will solve the problem is unlikely, and as soon as the new Aldi is open, traffic will increase substantially both ways.</p>
<p>Tend to agree</p>	<p>Agree the junction needs to be improved, but unsure if this design is the correct one.</p>
<p>Strongly agree</p>	<p>I feel that Preston Grove, small road will be used as a cut through to get onto the A2 if there are traffic lights. I am not opposed to traffic lights at all but can the option of making Preston grove a dead end/no cut through an option. I have 2 small children and worry the speed and potential for more cars to use the road will be unsafe for residents along this road.</p>
<p>Strongly agree</p>	<p>Improved safety and easing congestion is welcomed</p>

Annex 2 – Consultation response

<p>Strongly disagree</p>	<p>I am against the effect of the proposals on Preston Grove and Nelson Place. In the event of congestion at the new junction they (especially Preston Grove) will be used as a rat run for any vehicular traffic from Faversham to Canterbury. This is already a problem causing concern, but is bound to increase with the dramatic housing expansion in Faversham and the resulting inevitable increase in road congestion generally. Neither Preston Grove or Nelson Place has a pavement so increasing the risk to pedestrians.</p> <p>The obvious solution is for Preston Grove to become a no through road ie be closed off to vehicles at the junction with the A2. Bollards there would allow pedestrian and cycle access to the A2. Nelson Place could become one way from its junction with the Mall. This would mean that any residential vehicular traffic from Preston Grove to Canterbury be routed via Preston Lane to the Mall, resulting in a far safer and practical outcome than, in effect, doing nothing as envisaged by the current proposals.</p>
<p>Strongly disagree</p>	<p>Whilst the concept of traffic lights is good, the plan will make people at busy times go through Preston Grove which is not wide enough in places to take two passing cars - I would suggest either blocking off Preston Grove at the a2 end to stop this happening</p>
<p>Strongly disagree</p>	<p>Traffic lights will simply make a bad problem even worse, by causing longer traffic hold-ups on two main roads A roundabout to serve all 4 junctions (The Mall/ Preston Grove/ Canterbury Road/Ashford Road) is the only sensible solution- as you said you were going to go ahead and instal after the last public consultation, several years ago now. Why the delay and why the change of plan? Presumably just to save money?</p>
<p>Strongly disagree</p>	<p>Traffic will back up down The Mall and people wanting to go to Canterbury will either drive down Nelson Street or lower The Mall/ Preston Lane/Preston Grove. The enclosed diagram does not indicate what is proposed for the existing junction of The Mall and the east bound lane of the A2. At present, this is a dangerous junction if leaving Faversham and heading west towards Sittingbourne. The diagram also refers to a "new left turn only from Preston Grove". This restriction is already in place.</p>
<p>Strongly disagree</p>	<p>The volume of traffic during rush hour presently, plus the proposed nearby garden community increasing traffic flow to the junction will most likely cause rush hour traffic queues that combine with Abbey School traffic, and cause knock on effects the Brenley corner access to Faversham.</p> <p>If you wish to provide pedestrian access across the A2 I would suggest a foot/cycle bridge would be the safer option.</p> <p>To better manage Faversham traffic, completion of the West Faversham M2 link would:</p> <ul style="list-style-type: none"> <li>- Reduce use of the Junction by Westbound M2 traffic that instead use via Western Perimeter road. Making traffic manageable for Thanet / Canterbury/Ashford Access</li> <li>- Alleviate Pedestrian and vehicular traffic issues in Ospringe where Lorries wider than the narrowest part of the carriageway cause frequent disruptions (as Lorries can bypass Ospringe entirely)</li> </ul> <p>Investment in a new M2 junction for Faversham west will be better and safer for East Faversham, West Faversham and Ospringe</p>

Annex 2 – Consultation response

Neither agree nor disagree	<p>Faversham Town Council is committed to active travel and raises the following concerns: the inadequacy of the plan for vulnerable road users such as pedestrians and cyclists; the lack of footpath to southern side of A2 and asks if it will be extended at a later date; only 2 crossings in 2.5km, one being inaccessible to wheelchair users.</p> <p>Further details comments will be made following the meeting with KCC officers.</p>
Strongly disagree	<p>Does not make adequate acknowledgment of the need and the desire by residents to travel in more sustainable ways - particularly cycling. There is no specific provision for cyclists and as usual, the design is led by cars rather than being something a bit more ambitious and forward thinking.</p>