Appendix A

KCC Pre-Application Response and Meeting Minutes

Highways and Transportation
Kroner House
Eurogate Business Park
Ashford
TN24 8XU
Tel: 03000 418181
Date: 10 June 2025
Our Ref: AC

Non LPA

Application - PAP/2025/23
Location - Land East of Wrotham Road, Meopham
Proposal - Outline (pre) planning application with all matters reserved except for access, for up to 350 residential dwellings with access taken from Wrotham Road to the north-west of the site.

Thank you for providing information relating to pre-application proposals for a development on land to the east of Wrotham Road, Meopham. This response follows a site visit undertaken by KCC on 02.06.25.

The Site
The existing site is located to the east of Wrotham Road and south of Green Lane, in the village of Meopham and is currently formed of open fields.

The site is located in rural Gravesham and KCC are very concerned about whether sustainable access can be achieved. Overcoming this issue should form a key part of the Transport Assessment. The development proposals must be in line with NPPF.

Proposal
The proposal is for approximately 350 residential dwellings (Use Class: C3) with all matters reserved except for access.

It is noted that you have also submitted a pre-application proposal for 120 residential dwellings on land to the south of Longfield Road, although to clarify, this response is based solely on he Scoping Note for land to the east of Wrotham Road. Paragraph 2.2 and 2.3 of the Scoping Note states that whilst they will be separate applications, "*Both planning applications will consider future scenarios where the other development comes forward (subject to planning permission), on a similar timescale and each will consider the other as a committed development for testing purposes*".

Policy
The Transport Assessment will be developed in line with NPPF. However, the Scoping Note makes no reference to a vision-led approach.

The site is not allocated in the GBC Core Strategy and whilst it may have been referred to in the Reg 18 Local Plan consultation (site GBS-D), the Core Strategy remains adopted policy.

KCC's Parking Standards were updated earlier this year, however it is unknown if these will be adopted by GBC, who currently use SPG4.

Please ensure any cycle facilities are in line with LTN 1/20 and any bus priority measures are in line with LTN 1/24.

The GBC 'Local Cycling & Walking Infrastructure Plan' (LCWIP) and KCC LCWIP should be reviewed.

Public Transport
The site is located within walking distance of Meopham train station, although the walking and cycling route to this facility should be reviewed in the Walking and Cycling Audit detailed later in this response. Consideration should be given as to whether people are likely to drive to Ebbsfleet Station for the high speed line to St Pancras or south east Kent.

The site is within walking distance of bus stops on Wrotham Road but the northbound stop does not have a shelter. Bus journey times to key facilities should be set out, along with confirmation as to whether they serve Meopham Station and Ebbsfleet Station.

The bus services in the vicinity of the site are not high frequency services and are limited during the peak hours and at weekends, with no services at all on Sundays. Discussions should be undertaken with local bus operators to determine what improvements could be made to improve the bus provision for the site. As it stands, the existing bus provision is not considered suitable to serve this site.

Ideally, a public transport strategy would be formed with other emerging sites in the area, to ensure that the site does not prohibit future development with regard to bus provision and infact helps to support it. KCC are happy to facilitate an introduction to relevant consultants if that would be of interest.

Buses need to run to a strict timetable and any delays at all can result in negative attitudes towards the services. High quality facilities and dedicated bus lanes (where relevant) can assist in reducing this view.

It would be useful to understand where the major employment centres are in relation to the site, and how access to them can be achieved by sustainable modes. The major employment centres can be obtained from the Office for National Statistics Nomis website and filtered e.g for areas with over 500 jobs, although other assumptions can be made e.g Gravesend town centre, Bluewater, Ebbsfleet.

Walking and Cycling
Table 5 of the Scoping Note sets out a number of local facilities that are within the vicinity of the site. This list should be expanded to include the nearest (large) supermarket, Meopham Station and a parcel drop off (unless one is to be provided on site).

Routes used by pedestrians and cyclists should be direct, well connected, well lit, attractive and overlooked. There is concern that whilst this may be achievable on the site itself, the routes to / from local facilities do not provide sufficient infrastructure to support the development.

A detailed walking and cycling audit to key facilities should be undertaken for inclusion in the Transport Assessment to identify any existing issues and propose improvements where required. The assessment should include a plan showing the most direct routes for pedestrians

and cyclists, and be supported by photographic evidence. Things to be highlighted and considered as part of this assessment are as follows (but not limited to):

- Severed links / lack of footways
- Severed links / lack of cycleway (and where there is a lack of cycle routes, whether it is considered suitable to cycle on carriageway for all users including children accessing schools)
- Any landscaping strips or other physical structures separating the footway / cycleway and carriageway
- Lack of dropped kerbs and tactile paving
- Whether secure cycle parking is provided at destinations (e.g shops, schools, train station)
- Narrow footways (including those narrowed by over grown vegetation)
- Barriers for cycles, prams, wheelchairs, mobility scooters
- Flooding or ponding
- Damage to, and / or inappropriate surfacing
- Lack of street lighting
- Overhanging or encroaching vegetation that needs to be cut back
- Identification of routes that do not feel safe or are not likely to feel safe, esecially in the winter months
- Whether people were observed crossing in inappropriate areas /having difficulty crossing /difficulty travelling along routes
- Routes with stepped access only
- Gradients that may reduce the attractiveness of walking and / or cycling
- Vehicles parked on the footways
- Any perceived speeding issues which may result in a reduction in walking and cycling.

Whilst the application will be Outline, the Transport Assessment will need to set out the principles of what will be delivered on site to encourage use by sustainable modes. This could include things such as mobility hubs, high quality cycle parking facilities (one per bedroom), segregated cycle routes, 2m (min) footways. A number of commitments would also be required to further encourage sustainable travel. It is suggested that this includes such things as parcel lockers, car clubs and a year's free public transport ticket for each house (or the equivalent in value provided as Mobility as a Service (MaaS) credit, if the project is operational at the time). Further information can be found here:
https://www.go-fastrack.co.uk/fastrack-news/mobility-as-a-service/

PROW
The KCC Public Rights of Way (PROW) team should be consulted separately as the proposals will have an impact on the existing PROW westprow@kent.gov.uk.

Access Proposals
The vehicle access proposals are shown on drawing T25512.001 Rev A.

The access is proposed to be designed in line with the 'Local Distributor Road' geometry set out within the Kent Design Guide, but as the development quantum only just exceeds the threshold, the internal access road is proposed be designed in line with the 'Major Access Road' geometry. KCC do question whether the 'Local Distributor Road' geometry of 10m radius and 6.75m carriageway is appropriate given the site is only supporting residential development and is located within a 30mph zone. Large junction radii result in pedestrians having to cross larger bell mouths and / or requiring further deviation from the desire line, and wide carriageways encourage higher vehicular speeds.

There are driveways located along the western side of Wrotham Road within proximity to the

proposed access. In line with the KCC guidance, driveways should not be located within 10m of a junction. This should be referenced on the plan highlighting how the access meets this standard.

The right turn bay is welcomed.

The site slopes down towards Wrotham Road. The site access plan should set out the proposed gradient so this can be checked against the standards in the Kent Design Guide. It is considered likely this is achievable.

For the planning submission, please ensure the plan shows the highway boundary and all of the required dimensions e.g. turning length, deceleration length and direct taper length, so these can be checked against DMRB. Any departures from standard (e.g. minimum distance between the proposed access and the Green Lane junction) should be highlighted on the plan and justification given in the text. Please also submit the plan showing the existing layout, so a comparison can be made.

The annotations on the plan state "*Short section of build out and removal of section of parking bay to accommodate pedestrian crossing*". It is unclear which parking bay is being referred to and who this serves.

There is an existing uncontrolled crossing point to the south of the Camer Parade egress, but this is not referred to on the plan. The proposed crossing is further south then the existing and may be off the desire line for people wanting access to the southern end of Camer Parade. It is unclear whether the width of the proposed refuge meets appropriate standards as the existing physical island is relatively narrow. This may be used by parents (possibly with prams) and children (possibly with cycles / scooters) from the proposed developed, accessing the primary school and this should be considered. It is also unclear what the route is to the bus stop / through Camer Parade from the proposed crossing, as this is a car park. The existing footway shown on the plan between the crossing and the bus stop looks very narrow. The plan should be updated to include this information.

A 2m footway is proposed to be provided along the western side of the site (eastern side of Wrotham Road), tying in to the existing footway north of Longfield Road. However, as the site boundary continues further south, consideration must be given to widening the route to serve both pedestrians and cyclists along the entire boundary. This would assist with walking and cycling to the school and also for cyclists who currently need to travel on the carriageway and who are likely to be travelling at a slow speed given the uphill gradient.

Paragraph 3.18 states "T*he emergency access point will serve as an additional pedestrian / cyclist access point, providing, a link close to the dropped kerb pedestrian crossing on Wrotham Road*". Paragraph 3.19 states "F*urther pedestrian/cyclist access points are to be provided at the northern, eastern, and southern boundaries of the site, providing access to a proposed circular walk and natural play trail, as well as access to Green Lane and Camer Park (via an existing PRoW)*". As access will not be reserved, these need to be shown on a scaled plan with appropriate dimensions.

The visibility splays are shown to be higher than for a 30mph road which suggests a speeding issue in this location. Features should be considered which would naturally slow down vehicles to 30mph or below.

Visibility splays are required for pedestrian crossings and any physical barriers to the splay (e.g trees, parked cars) should be highlighted.

A Stage One Road Safety Audit & Designer's Response will be required for any proposals affecting the highway or those proposed for adoption.

Tracking is proposed to be provided in the Transport Assessment to demonstrate that a refuse vehicle is able to access and egress the site in a forward gear. The largest refuse vehicle used within Kent is 11.3m so this vehicle should be tracked.

Parking
Paragraphs 3.21 and 3.22 state "*Following the on-site observations which indicate an existing issue of unlawful and inconsiderate parking, and its subsequent impact on the local highway network, it is proposed that parking will be made available within the proposal site close to the site frontage, which could be used by those dropping off/picking up at the local schools and as potential overflow parking for those using the local facilities on Camer Parade. This measure could offer positive benefits for future and existing residents, motorists, and shop owners in the local area, providing a safer and more convenient access to local facilities. We welcome further discussions with KCC on this matter to determine a suitable provision.*" No proposals have been shown for a car park, nor vehicle, cycle and pedestrian access to it. A balance needs to be struck between providing enough parking for the school to cater for a reasonable demand, but not over providing as this could encourage local trips to be made by private car. It is also considered that given the short distance between the site and the school & Camer Parade, residents should be encouraged to walk and cycle.

Trip Generation
The TRICS assessment shows that the development is predicted to generate approximately 179 two way trips in the AM peak and 181 two-way trips during the PM peak. This level of trips is considered reasonable.

Traffic distribution has been based on the 2011 Census data. However, patterns may have changed post Covid and therefore the Transport Assessment should include a comparison between the 2011 and 2021 datasets (and/or other evidence) to support any assumptions. The distribution is, however, likely to be undertaken by the Kent Transport Model (KTM), referenced below.

Junction Capacity Assessment
The site was not included in the Gravesham Core Strategy, which is the currently adopted Local Plan, and therefore the impact on the wider network has not been assessed and approved. It also needs to be considered in line with other emerging sites.

Traffic modelling should therefore be undertaken using the KTM (or the closely associated Gravesham Transport Model), then, using the outputs, be followed by local junction modelling for junctions which are likely to be over capacity in the 'with development' scenario. Further details regarding use of the Kent Transport Model / Gravesham Transport Model can be found here:
https://www.kent.gov.uk/environment-waste-and-planning/planning-and-land/kent-strategic-model-service.

The vehicular site access junctions should also be assessed for capacity using appropriate modelling software.

Please include turning movement diagrams for each modelled scenario and the diagrams showing the geometry of the junctions used in the local junction models.

Traffic surveys will be required to enhance the KTM and for local junction modelling. The extent of this study area can be determined during scoping for the Kent Transport Model. Counts should be undertaken in a neutral period e.g. outside of the school holidays. It may be beneficial to discuss the commissioning of junction counts with landowners of other sites in the area that may come forward; KCC are happy to facilitate contact if this would be helpful.

The development should asses a future year of 2039, in line with the developing Gravesham Local Plan.

Parking Provision
Parking provision is not referred to in the Scoping Note, other than in the policy section. Whilst the application will be Outline, the principles of the site with regard to parking should be set out in the Transport Assessment.

Cycle parking should be provided to a high standard, with high quality shelters and be located within appropriate places that promotes this use. Cyclists should not be made to dismount until they reach the parking area. Communal cycle parking should include a proportion (approx. 5%) of spaces designed for adapted bikes, which require 1.5m width between stands for dismounting. If private parking is to be provided in garages, these should be large enough to wheel a bike past a parked car. If it is to be provided in a store in the garden, an appropriate route should be provided to the highway; residents should not be made to carry bikes through the house.

Travel Plan
A Travel Plan is proposed to be provided with the Application and this is welcomed. Given the rural location of the site, the Travel Plan should incorporate realistic measures that will reduce private car use and encourage sustainable modes. Common measures that have been secured on other sites in Gravesham include a car club (with one years free membership for residents and £50 driving credit to encourage take up), parcel lockers, bike hire and one years free bus travel.

Conclusion
The site is located within a rural area and KCC have concerns regarding it's sustainability. A key focus of the Transport Assessment should be to overcome these concerns.

It is important to note that Local Planning Authority (LPA) permission does not convey any approval to carry out works on or affecting the public highway.

Any changes to or affecting the public highway in Kent require the formal agreement of the Highway Authority, Kent County Council (KCC), and it should not be assumed that this will be a given because LPA planning permission has been granted.

For this reason, anyone considering works which may affect the public highway, including any highway-owned street furniture or landscape assets such as grass, shrubs and trees, is advised to engage with KCC Highways and Transportation at an early stage in the design process.

Across the county there are pieces of land next to private homes and gardens and near the highway that do not look like roads or pavements but are actually part of the public highway.

Some of this highway land is owned by Kent County Council whilst some is owned by third party owners. Irrespective of the ownership, this land may have 'highway rights' over the topsoil.

Works on private land may also affect the public highway. These include works to cellars, to retaining walls which support the highway or land above the highway, and to balconies, signs or other structures which project over the highway. Such works also require the approval of the Highway Authority.

Kent County Council has now introduced a pre-application advice service in addition to a full formal technical approval process for new or altered highway assets, with the aim of improving future maintainability. Further details are available on our website below:

https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/highways-permissions-and-technical-guidance.

This process applies to all development works affecting the public highway other than applications for vehicle crossings, which are covered by a separate approval process. Further details on this are available on our website below:

https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/apply-for-a-dropped-kerb/dropped-kerb-contractor-information

Once planning approval for any development has been granted by the LPA, it is the responsibility of the applicant to ensure that before development commences, all necessary highway approvals and consents have been obtained, and that the limits of the highway boundary have been clearly established, since failure to do so may result in enforcement action being taken by the Highway Authority.

The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under the relevant legislation and common law. It is therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site.

Further guidance for applicants, including information about how to clarify the highway boundary and links to application forms for vehicular crossings and other highway matters, may be found on Kent County Council's website:
https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/highways-permissions-and-technical-guidance. Alternatively, KCC Highways and Transportation may be contacted by telephone: 03000 418181.

Yours faithfully

Director of Highways & Transportation

*This is a statutory technical response on behalf of KCC as Highway Authority. If you wish to make representations in relation to highways matters associated with the planning application under consideration, please make these directly to the Planning Authority.

Meeting Notes

Project Title	Wrotham Road / Longfield Road, Meopham
Reference	T1
Document Title	Wrotham Road / Longfield Road, Meopham - Pre-app Meeting
Date/Time	26/06/25 (10:00-11:30)
Revision	

Attendees	**Company**
Angela Coull (AC)	Kent County Council (KCC)
David Barton (DB)	Kent County Council (KCC)
Gerard Mckinney (GM)	Hub Transport Planning (Hub)
Matt Johnson (MJ)	Hub Transport Planning (Hub)

Land East of Wrotham Road

*Many of the comments apply to Land South of Longfield Road including the need to run the proposals through the KTM/GTM traffic model.

Topic	**Person**	**Notes**	**Action**
General	AC/GM	Given the pre-app responses for both developments are similar, both sites can be covered as part of the meeting. As two pre-app fees have been paid, anything that is not covered or if discussion of further information is necessary, this can be done so in another meeting at no extra charge.	
	AC	Main focus of the proposals should be to undertake a vision led approach as opposed to a predict and provide approach as specified within the new NPPF.	
	GM	Asked KCC for preference on parking standards to use as part of the proposals.	
	AC	Gravesham have not formally adopted the new KCC parking standards (2025) and so it would be best to draw on SPG4 which uses the old KCC parking standards.	
	DB	Stated that parking requirements may end up being somewhere in the middle of the two.	
	GM	**Stated that Hub will refer to both within the assessment and inform the design team.**	**Hub**

Meeting Notes

Active Travel	AC	Refer to LTN 1/20 for walking and cycling design for offsite improvements. Any diversion from that should be justified within the report.	
	AC	It won't be acceptable to acknowledge there are no existing facilities and ignore it.	
	AC	Reference should be made to schemes presented within the Local Cycling and Walking Infrastructure Plan and justify how these could be linked to.	
	GM	**Stated that a review will be undertaken to determine how these can either be linked to, or whether contributions could be made towards their implementation.**	**Hub**
	AC	Stated that it is recommended to speak to other developers/consultant for potential developments within the area to create a collective approach to off-site mitigation works. For example, proportionate contributions towards public transport services, walking and cycling infrastructure etc.	
	AC	Iterated that KCC are unable to share the nature of other proposals within the pre-app meeting without permission from applicants.	
	AC	**Stated that KCC can provide details of those applicants/consultants subject to permission from both applicants given the confidential nature of the pre-application process.**	**KCC**
	GM	**Accepted that Hub can engage with external consultants subject to permission from the applicant**.	**Hub**
	AC	Given the Gravesham Local Plan has not yet gone to consultation, it is believed that, generally, schemes are being progressed prematurely within the area.	
Public Transport Strategy	AC	Mentioned it would be worthwhile having a strategy for public transport that is aligned with other strategies from potential developments within the area to ensure that it collectively serves all without neglecting the needs of others.	
	DB	Questioned whether buses are proposed to route through the site.	
	GM	Stated that they are not given the existing bus stops lie central to serve developments that would be either side of Wrotham	

		Road. Consideration would be given to potential provision/contributions for service/infrastructure upgrades for public transport.	
	AC	**Reiterated that it would be worthwhile speaking to the KCC public transport team who may be able to assist in speaking to the existing bus operators.**	**KCC / Hub**
	AC/DB	**Stated that that it could be more desirable for people to drive to stations further afield if they offer services to more destinations than Meopham (i.e. Sole Street or Ebbsfleet). This should be explored within the assessment.**	**Hub**
	GM	Indicated that the route to Meopham Station provided footways whilst the route to Sole St provides footways for part of the route.	
Parking	AC	Asked for information on on-site cycle parking for dwellings and where this will be located. Must be accessible and residents should not have to bring cycles in/store within their house.	
	GM	**Stated that further information will be provided within the TA.**	**Hub**
	GM	Asked KCC for their thoughts on on-site parking provision for shoppers on The Parade and local schools.	
	AC	Stated that the proposals should be trying to encourage less people to drive and more people to walk and cycle. Providing parking could encourage people to drive.	
	GM	Indicated that we would expect future residents of the proposals to walk, and that this was requested by the Parish Councils to offset existing demand.	
	DB	Stated that in general, school pick-up/drop-off is for a limited period of time and is going to happen regardless of provision.	
	AC	Questioned where the proposed parking would be.	
	GM	For land east of Wrotham Road, this would be accessible via the site access and provided behind the frontage.	
	GM	The principal of the development is to create a visual link to The Parade to encourage walking and cycling.	

	AC	**Pleased that the design will encourage this but requested that the infrastructure proposals align with the framework plan.**	**Hub/Client Team**
Public Rights of Way	**AC**	**Contact should be made with the PRoW team to understand their thoughts on the proposals and whether they have any concerns that need to be addressed.**	**Hub**
Access Proposals	GM	In reference to land east of Wrotham Road, requested KCC's thoughts on the access proposals given the proposals are only slightly over the 300-dwelling limit to provide a 'Major Access Road'.	
	AC	Stated it would be acceptable to provide a typical smaller junction radii of 6m.	
	DB	Stated that given land to the east of the site on Wrotham Road may be developed upon, it would be worth retaining the wider road width to future proof the access, should a bus service be required to route through the site in the future.	
	GM	**Stated that that given the ecological buffer on the eastern boundary, it is unlikely that future development could take access from the proposed development. However, acknowledged the point of retaining the wider road width to future proof the access.**	**Hub**
	GM	**Gradients will be checked against the guidance to ensure the access is acceptable.**	**Hub**
	GM	**Explanation on visibility splay calculations will be provided as part of the assessment.**	**Hub**
	GM	**Emergency accesses will be designed and provided to KCC.**	**Hub**
	GM	**The Road Safety Audit will be undertaken once all comments have been addressed.**	**Hub**
	GM	Questioned whether the Ghost-Island Right Turn Lane needs to be designed in accordance with DMRB given the 30mph speed limit and the urban nature of the area.	
	AC	Argued that the area is more rural than urban and carries large volumes of traffic, including HGVs, despite the 30mph speed	

		limit. Referred to the fact Wrotham Road links two strategic corridors in the A2 and M20.	
	DB	Added that despite the 30mph speed limit, Wrotham Road is still an A Road and should be designed in accordance with DMRB.	
Transport Model	GM	Asked for further details on the use of the Kent / Gravesham Transport Model.	
	AC	Stated that Jacobs run the model on behalf of KCC. The Local Planning Authorities will take a cordon of the Kent Transport Model (i.e. Gravesham).	
	AC	**Initial contact should be made with the KCC modelling team who will be able to organise a meeting to discuss the proposals and timescales.**	**Hub**
	AC	**Stated that AC/DB will be included within the meeting to discuss the scope of the assessment.**	**KCC**
Travel Plan Measures	GM	Can look into providing measures such as car clubs, discounted public transport tickets etc.	
	AC	Iterated that it would again be useful to understand what is going on elsewhere to create a joined-up approach.	
	DB	Stated that cycle parking at Meopham Station should be explored. I.e. could more be provided or upgraded?	
	GM	**Hub to explore measures to include within the Travel Plan.**	**Hub**

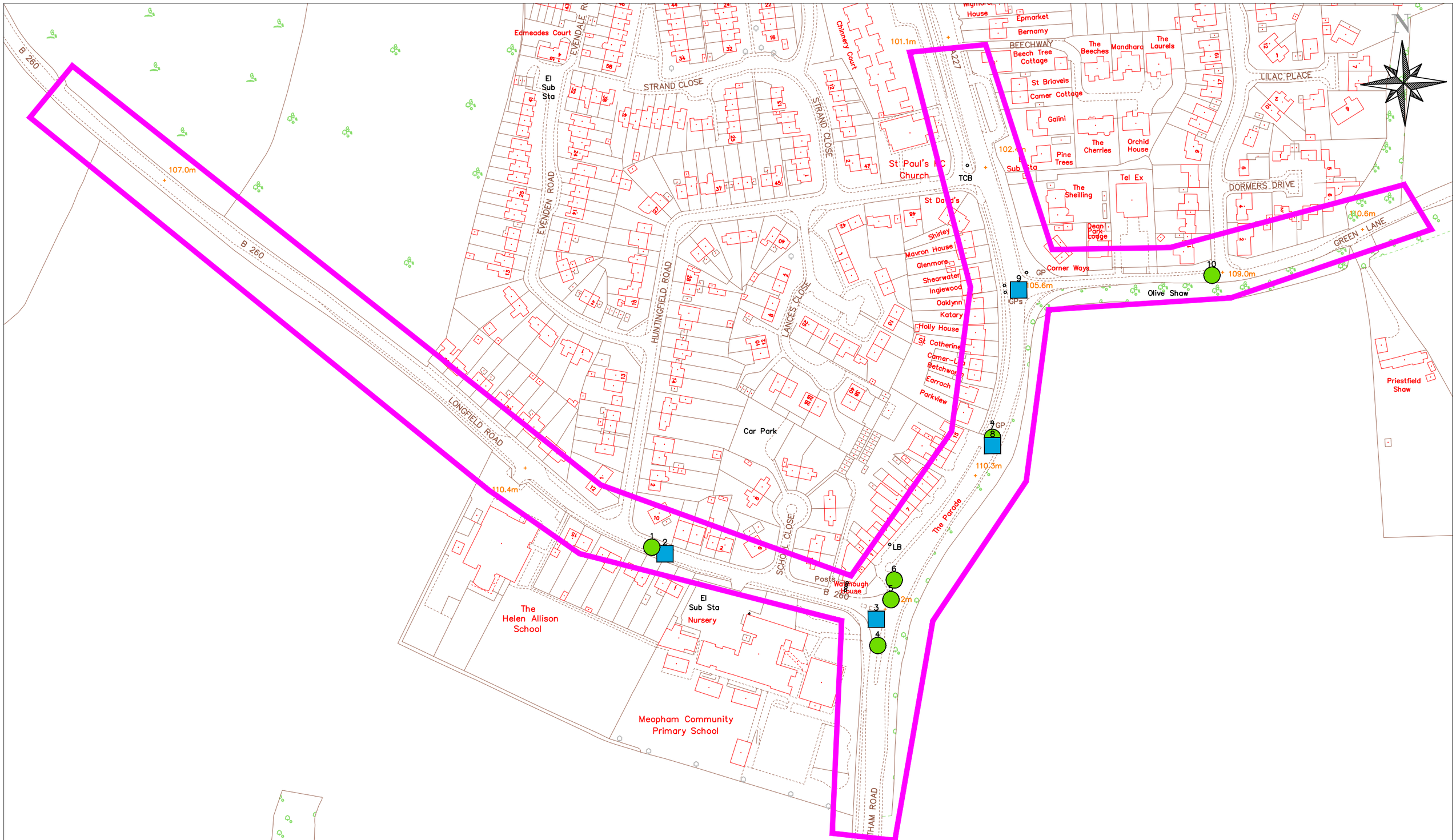
Land South of Longfield Lane

Topic	Person	Notes	Action
Parking	GM	Requested KCC's thoughts on on-site parking for the local schools at Land South of Longfield Road. Stated that parking would be accessible via the site access and situated adjacent the boundary with the school.	
	DB	May be more beneficial for this proposal, however stated it would be worthwhile understanding how many people drive to the Helen Allison School given the unique requirements disabled children have (i.e. they may need to travel via car/coach compared to other children). This would be more	

		suitable than simply providing additional parking for general use.	
Access Proposals	AC	In reference to land south of Longfield Road, stated that consideration should be given to the speeds on Longfield Road given the access is situated within a more rural location.	
	GM	**Explained that potential measures including moving of the 30mph speed limit and potential gateway features will be proposed to bring speeds down on approach to the access/Meopham.**	**Hub**

Appendix B

Personal Injury Accident Data (2019-2024)



Location: Meopham

5 years personal injury crash data up to 30/09/2024

KCC Ref number: EXT/047/25

Crash Severity

- Slight
- Serious
- Fatal

Kent County Council
kent.gov.uk

Date: 05-March-2025
Time: 15:30:19

Title: **Meopham**

Requested output:**D - Print Crash Report**

Date: 05-March-2025

Accident Date BETWEEN '01-Oct-2019' AND '30-Sep-2024'

There were 10 reported crashes resulting in injury

D-PRINT CRASH REPORT

5-Mar-2025
15:30:18

Meopham
Accident Date BETWEEN '01-Oct-2019' AND '30-Sep-2024'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
1	**Road No B260 Grid 564255E** **Section 070 Ref 166711N**	SLIGHT	28/02/2020	6	11:25	L	Wet/Damp	Rain			
	B260 LONGFIELD RD NEAR J/W HUNTINGFIELD RD, MEOPHAM								Gravesham		
	V2 travelling west along B260 when V1 has pulled out from being parked on side of B260 outside 7 Longfield Rd. V2 has struck drivers side door and veered off out of control hitting a tree in Huntington Rd.						Veh1, car, N -> S Veh2, car, SE -> NW				Casualties 1 Vehicles 2
2	**Road No B260 Grid 564263E** **Section 070 Ref 166707N**	SERIOUS	25/10/2023	4	19:32	DRK STL	Dry	Fine			GV
	B260, LONGFIELD RD J/W HUNTINGFIELD RD, MEOPHAM,								Gravesham		
	V1 HAS PULLED OUT OF JUNCTION FROM HUNTINGFIELD RD TO LONGFIELD RD AND HAS COLLIDED FRONT ON WITH V2. V1 HAS SPUN AND LANDED OUTSIDE OF NO 7 WHILST V2 HAS SPUN AND MOUNTED THE KERB.						Veh1, goods < 3.5t, NE -> SW Veh2, car, SE -> NW				Casualties 1 Vehicles 2
3	**Road No B260 Grid 564392E** **Section 179 Ref 166667N**	SERIOUS	27/11/2020	6	14:31	L	Dry	Fine		R.TURN	P/C
	B260, LONGFIELD RD J/W A227 WROTHAM RD, HOOK GREEN.								Gravesham		
	R2/CYCLIST WAS TRAVELLING DOWN WROTHAM RD AWAY FROM THE VIGO AREA, V1 HAS PULLED OUT OF LONGFIELD RD THAT IS JUNCTION WITH WROTHAM RD, V1 HAS MOVED TO TURN RIGHT, AS THEY PULLED OUT THEY COLLIDED WITH R2.						Veh1, car, NW -> N Veh2, pedal cycle, S -> N				Casualties 1 Vehicles 2

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
PSV	*Bus/Coach*

Street Lighting

L	*Daylight*
STL	*Street Lights*
USL	*Street LIghts Unlit*
NSL	*No Street Lights*
STU	*Street Lights Unknown*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

D-PRINT CRASH REPORT

5-Mar-2025
15:30:18

Meopham
Accident Date BETWEEN '01-Oct-2019' AND '30-Sep-2024'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
4	**Road No A227 Grid 564393E** **Section 142 Ref 166651N**	SLIGHT	27/09/2023	4	07:49	L	Dry	Fine		S.VEH	
	A227 WROTHAM ROAD PED RAILINGS NEAR J/W B260 LONGFIELD ROAD MEOPHAM								Gravesham		
	BASED ON DRIVERS ACCOUNT AT THE SCENE, THEY STATED THAT WHEN DRIVING THEY HIT SOMETHING ON THE LEFT HAND SIDE OF CAR CAUSING THEM TO CORRECT. HOWEVER THEY OVERCORRECTED AND OVERTURNED (WHEELS) WHICH CAUSED THEM TO DRIVE UP INTO PEDESTRIAN CENTRAL CROSSING, WITH THE RAILINGS GOING THROUGH THEIR BONNET.						Veh1, car, S -> N				Casualties 2 Vehicles 1
5	**Road No A227 Grid 564401E** **Section 142 Ref 166679N**	SLIGHT	18/12/2019	4	19:43	DRK USL	Wet/Damp	Rain			
	A227, WROTHAM RD J/W B260 LONGFIELD RD, MEOPHAM.								Gravesham		
	V1 was reported to be driving exceeding the speed limit. V2 pulled out of the junction to turn left when V1 hit V2 causing it to spin. The driver and passenger left the scene, leaving their vehicle in the road.						Veh1, car, S -> N Veh2, car, W -> N				Casualties 1 Vehicles 2
6	**Road No A227 Grid 564403E** **Section 142 Ref 166691N**	SLIGHT	18/12/2019	4	19:00	DRK STL	Wet/Damp	Rain			
	A227, WROTHAM RD J/W LAYBY/WROTHAM RD, MEOPHAM.								Gravesham		
	OLR: D2 was travelling along Wrotham rd towards the station, a car came out of a side road, and hit them side on. D2 is aware that their airbag deployed but cannot remember anything else regarding the incident, they do know that they fled the scene as woke up the next morning at a friend's house. (NO DETAILS GIVEN OR KNOWN FOR V1).						Veh1, car, W -> E Veh2, car, SW -> NE				Casualties 1 Vehicles 2

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
PSV	*Bus/Coach*

Street Lighting

L	*Daylight*
STL	*Street Lights*
USL	*Street LIghts Unlit*
NSL	*No Street Lights*
STU	*Street Lights Unknown*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

D-PRINT CRASH REPORT

5-Mar-2025
15:30:18

Meopham
Accident Date BETWEEN '01-Oct-2019' AND '30-Sep-2024'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
7	**Road No A227 Grid 564463E** **Section 143 Ref 166778N**	SLIGHT	22/10/2019	3	10:40	L	Dry	Fine		R.TURN	GV
	A227, WROTHAM RD, O/S TESCO EXPRESS, MEOPHAM.								Gravesham		
	V1 HAS PULLED OUT OF THE PARADE, AND NOT SEEN V2 TRAVELLING ON WROTHAM RD. V2 HAS THEN COLLIDED WITH V1 HITTING THE FRONT O/S WING.						Veh1, car, W -> S Veh2, goods < 3.5t, SW -> N				Casualties 2 Vehicles 2
8	**Road No A227 Grid 564463E** **Section 143 Ref 166773N**	SERIOUS	11/10/2020	1	08:39	L	Dry	Fine		R.TURN	
	A227 WROTHAM RD J/W WROTHAM RD, MEOPHAM								Gravesham		
	V2 was travelling northeast on Wrotham Rd when V1 turned right out of a layby road across the path of V2. V1 collided with the nearside of V2.						Veh1, car, NW -> SW Veh2, car, SW -> NE				Casualties 1 Vehicles 2
9	**Road No A227 Grid 564479E** **Section 144 Ref 166868N**	SERIOUS	23/04/2020	5	15:50	L	Dry	Fine		R.TURN	P/C
	A227, WROTHAM RD J/W GREEN LANE, MEOPHAM.								Gravesham		
	V1 was travelling along Wrotham Road toward Gravesend, went to turn onto Green Lane which is when they hit V2 cyclist which was travelling up Wrotham Road towards Meopham.						Veh1, car, S -> E Veh2, pedal cycle, N -> S				Casualties 1 Vehicles 2

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
PSV	*Bus/Coach*

Street Lighting

L	*Daylight*
STL	*Street Lights*
USL	*Street LIghts Unlit*
NSL	*No Street Lights*
STU	*Street Lights Unknown*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

D-PRINT CRASH REPORT

5-Mar-2025
15:30:18

Meopham
Accident Date BETWEEN '01-Oct-2019' AND '30-Sep-2024'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
10	**Road No C492 Grid 564597E** **Section 002 Ref 166877N**	SLIGHT	02/02/2023	5	15:30	L	Dry	Fine		R.TURN	
	C492, GREEN LANE J/W TRADESCANT DRIVE, MEOPHAM.								Gravesham		
	V1 and V2 were travelling in opposite directions along Green Lane towards the junction at Tradescant Drive. V3 was waiting at this junction to pull out onto Green Lane. The junction is on V2's offside. V1 has moved to the nearside following other traffic. D1 has gone wider than appropriate and collided with V2. V1 has then spun clockwise and collided with their back offside with V3 front nearside.						Veh1, car, W -> NE Veh2, car, NE -> W Veh3, car, N -> W			Casualties 2 Vehicles 3	

Key

Involved
- *PED* Pedestrian
- *HGV* Heavy Goods Vehicle
- *GV* Goods Vehicle
- *M/C* Motor Cycle
- *P/C* Pedal Cycle
- *PSV* Bus/Coach

Street Lighting
- *L* Daylight
- *STL* Street Lights
- *USL* Street LIghts Unlit
- *NSL* No Street Lights
- *STU* Street Lights Unknown

FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
- *S.VEH* Single Vehicle

Special Conditions
- *ATS OUT* Traffic Lights Not Working
- *ATS DEF* Traffic Lights Defective
- *SIGNS* Road Signs Defective or Obscurred
- *RD WRKS* Road Works
- *Surface* Road Surface Defective

Appendix C

LTN 1/20 Walking and Cycling Audit

Street Check

Metric	Mode	#	Description	Red 0	Amber 1	Green 2
ACCESSIBILITY						
Gradient	Walking / Wheeling / Cycling	ST17	Steepest gradient due to underlying terrain. (For gradients at ramps, dropped kerbs and cambers, see metrics SA14 and SA15).	More than 5%.	3-5%.	Less than 3%.
Tactile Information and Signal Equipment	Walking / Wheeling / Cycling	ST18	Adherence of tactile paving to recommended layouts and colours in 'Guidance on the Use of Tactile Paving Surfaces' and accessibility of signal equipment.	Guidance on tactile paving has not been considered. Or, there is signal equipment which is incorrectly situated, inaccessible or faulty (for example in terms of rotating cones).	Guidance on tactile paving has been considered, but the area is not fully legible.	Guidance on tactile paving has been considered and the area is fully legible.
Barriers	Walking / Wheeling / Cycling	ST19	Presence and accessibility of barriers.	Barriers are not accessible by wheelchair users and/or users on solo upright cycles (as defined in LTN 1/20) and/or mobility scooters.	All barriers are accessible by wheelchair users, mobility scooters, and by users on solo upright cycles (as defined in LTN 1/20), with sufficient space to turn.	All barriers are accessible by the cycle design vehicle referenced in LTN 1/20, with sufficient space to turn. Or, there are no barriers.
Bus Stops	Walking / Wheeling / Cycling	ST20	Interactions at bus stops.	At bus stops, cyclists regularly have to wait behind buses or overtake them in general traffic lanes. Or, there are likely to be high-level interactions between pedestrians and cyclists.	At bus stops, cyclists are protected from buses and traffic, but there are likely to be medium-level interactions between pedestrians and cyclists.	At bus stops, cyclists are protected from buses and traffic and interactions between pedestrians and cyclists are likely to be low-level.
Wheelchair Access	Wheeling	ST21	Accessibility of pedestrian facilities by wheelchair.	Pedestrian facilities (including any crossings, connections and public transport interchange facilities) are not wheelchair accessible.	All pedestrian facilities (including any crossings, connections and public transport interchange facilities) are step-free and accessible for wheelchair users, but some interaction with cyclists is possible.	All pedestrian facilities (including crossings, connections and public transport interchange facilities) are step-free and accessible for wheelchair users, and there is no potential for interaction with cyclists.
Access to Taxis and Blue Badge Parking	Walking / Wheeling / Cycling	ST22	Distance to accessible pick-up, drop-off or hailing points, or blue badge parking facilities.	Where people meet, wait, or spend time in numbers, it is over 150m to the nearest accessible pick-up, drop-off or hailing points, or blue badge parking facilities.	Where people meet, wait, or spend time in numbers, it is less than 150m to the nearest accessible pick-up, drop-off or hailing points, or blue badge parking facilities.	Where people meet, wait, or spend time in numbers, it is less than 50m to nearest accessible pick-up, drop-off or hailing points, or blue badge parking facilities.
Access to Toilets	Walking / Wheeling / Cycling	ST23	Provision of sanitary facilities. E.g. toilets and/or baby change facilities.	Where people meet, wait or spend time in numbers, it is over 150m to the nearest accessible sanitary facilities.	Where people meet, wait or spend time in numbers, it is less than 150m to the nearest accessible sanitary facilities.	Where people meet, wait or spend time in numbers, it is less than 50m to the nearest accessible sanitary facilities.
COMFORT						
Cycling Surface Material	Cycling	ST24	Type of cycling surface material.	Unsurfaced/unbound or unstable blocks/setts.	Hand-laid asphalt or smooth blocks.	Machine-laid asphalt or smooth and firm blocks undisturbed by turning vehicles.
Walking/Wheeling Surface Material	Walking / Wheeling	ST25	Type of walking/wheeling surface material.	The surface is low-grip (i.e. PTV of 25 or lower). If paved, the joints are wider than 5mm.	The surface is medium-grip (i.e. PTV of between 25 and 35). If paved, the joints are 5mm or less.	The surface is high-grip (i.e. PTV of 35 or higher). If paved, the joints are mortared.
Effective Width for Cyclists	Cycling	ST26	Effective width for cyclists (when not mixed with motor traffic).	At pinch points, cycle facility widths and/or buffers are below the absolute minimums recommended in LTN 1/20.	Recommended desirable minimum widths from LTN 1/20 are maintained for cycle facilities and buffers throughout the whole route, except at pinch points where absolute minimum widths recommended in LTN 1/20 are maintained.	Recommended desirable minimum widths from LTN 1/20 are maintained or exceeded for cycle facilities and buffers throughout whole route.
DIRECTNESS						

Deviation of Cycle Route	**Cycling**	**ST27**	Deviation of cycle route against straight line or shortest alternative.	Deviation factor against straight line or shortest alternative greater than 1.4.	Deviation factor against straight line or shortest alternative 1.2-1.4.	Deviation factor against straight line or shortest alternative less than 1.2.
Pedestrian Crossing Locations	**Walking / Wheeling**	**ST28**	Alignment of crossings with desire lines.	No crossings are located on desire lines.	Some crossings are located on desire lines.	All crossings are located on desire lines, and all desire lines are provided for.
Cyclist Delay at Junctions	**Cycling**	**ST29**	Delay to cyclists at junctions.	Delay for cyclists at junctions is greater than the delay to motor vehicles.	Delay for cyclists at junctions is similar to that of motor vehicles.	Delay for cyclists is shorter than that of motor vehicles or cyclists are not required to stop at junctions (e.g. bypass at signals).
Cyclist Delay on Links	**Cycling**	**ST30**	Delay to cyclists on links.	Cyclists have no opportunities to pass slower moving vehicles (including other cyclists).	Cyclists have some opportunities to pass slower moving vehicles (including other cyclists).	Cyclists can always progress without being delayed by other vehicles.
Pedestrian Delay at Junctions	**Walking / Wheeling**	**ST31**	Delay to pedestrians at signal controlled junctions.	Maximum waiting time over 60 seconds.	Maximum waiting time 40-60 seconds.	Maximum waiting time up to 40 seconds.
Pedestrian Delay at Standalone Signal Crossings	**Walking / Wheeling**	**ST32**	Delay to pedestrians at stand-alone signal crossings.	After pressing the button, pedestrians must wait over 10 seconds for an invitation to cross.	After pressing the button, pedestrians must wait up to 10 seconds for an invitation to cross.	Crossings rest on the green for pedestrians. Or, the time between pressing the button and the invitation to cross has been minimised as much as is safe to do so.
ATTRACTIVENESS						
Wayfinding	**Walking / Wheeling / Cycling**	**ST33**	Effectiveness of signage and road markings on wayfinding.	Route signing is poor with signs missing at key decision points. Pedestrians and cyclists follow signs and road markings intended for motor traffic. Or, signs and road markings are faded or unclear.	Some cycle and pedestrian specific direction signing. There are gaps in signage and road markings which could be improved.	Route is well signed for pedestrians and cyclists with signs and road markings located at all decision points and junctions. Signs and road markings are clear, easily visible and legible.
Places to Rest	**Walking / Wheeling**	**ST34**	Distance between resting points.	More than 150m.	50-150m.	Less than 50m.
Places to Shelter	**Walking / Wheeling**	**ST35**	Distance between shelter points.	More than 150m.	50-150m.	Less than 50m.
Lighting	**Walking / Wheeling / Cycling**	**ST36**	Extent of lighting.	Long stretches of darkness. Or, no lighting.	Short stretches of darkness. Or, bat-friendly lighting.	Route lit thoroughly, including any public transport waiting areas.
Cycle Parking	**Cycling**	**ST37**	Ease of access to cycle parking on- and off-street.	Insufficient or inappropriate cycle parking.	Some accessible and overlooked cycle parking provided but not enough to meet present demand.	Accessible and overlooked cycle parking provided, sufficient to meet present and future demand, including provision for a range of cycle vehicles and users.
Impact of Cycling on Walking	**Walking / Wheeling / Cycling**	**ST38**	Presence of shared use cycle tracks and toucan crossings.	On urban streets, cyclists are expected to use shared use cycle tracks and/or toucan crossings, bringing them into potential conflict with pedestrians. In rural areas or motor traffic free environments, shared use cycle tracks fail the width requirements set out in Table 6-3 of LTN 1/20.	In rural areas or motor traffic free environments, shared use cycle tracks pass the width requirements set out in Table 6-3 of LTN 1/20 and are designed in a way that minimises potential conflict between cyclists and pedestrians.	There are no shared use cycle tracks.
COHESION						
Impact of Motor Traffic on Pedestrians and Cyclists	**Walking / Wheeling / Cycling**	**ST39**	Measures taken to manage motor traffic in a way that benefits active modes.	There are no measures to manage motor traffic that benefit active modes.	There are some measures to manage motor traffic that benefit active modes.	There are measures to manage motor traffic which prioritise active modes. Or, the route is completely separate from motor traffic.
Transitions for Cyclists	**Cycling**	**ST40**	Ability to transition on and off the route safely and easily.	Cyclists cannot transition on or off the route without dismounting.	Cyclists can transition on and off the route with minimal disruption to their journey.	Cyclists have dedicated, legible and understandable transitions on and off the route at all key points. Protected cycle facilities are easy to join and leave.
Route Continuity	**Walking / Wheeling / Cycling**	**ST41**	Continuity of walking, wheeling and cycling routes.	Provisions for walking, wheeling and cycling along the route are discontinuous.	Provisions for walking, wheeling and cycling along the route are continuous but may be indirect or have sections which are unintuitive to navigate.	Provisions for walking, wheeling and cycling along the route are direct, continuous, intuitive and legible.
Consistency of Route	**Walking / Wheeling / Cycling**	**ST42**	Consistency of provision for pedestrians and cyclists.	Multiple changes of provision on the route.	Some changes of provision on the route.	Provision is consistent throughout the route.

Route Check

Metric	Mode	#	Description	Red 0	Amber 1	Green 2
ACCESSIBILITY						
Barriers	All Active Modes	PA17	Presence and accessibility of barriers.	Key public access points (e.g. interfaces with public highway) to the path are restricted by barriers that would inhibit legitimate users. Or, there are barriers along the path that inhibit legitimate users.	Key public access points (e.g. interfaces with public highway) do not have barriers, but other public access points have barriers that would inhibit legitimate users.	No public access points to the path have barriers that would inhibit legitimate users.
Steps	All Active Modes	PA18	Presence of steps.	Steps are unavoidable at key public access points (e.g. interfaces with public highway). Or, there are unavoidable steps along the path.	A step-free route is possible at key public access points (e.g. interfaces with public highway) and along the path, but steps are present at other public access points.	A step-free route is possible at all public access points and along the path.
Gradient	Walking / Wheeling / Cycling	PA19	Steepest gradient due to underlying terrain. (For gradients at ramps, dropped kerbs and cambers, see metrics SA14 and SA15).	More than 5%.	3-5%.	Less than 3%.
Tactile Information and Signal Equipment	All Active Modes	PA20	Adherence of tactile paving to recommended layouts and colours in 'Guidance on the Use of Tactile Paving Surfaces' and accessibility of signal equipment.	Guidance on tactile paving has not been considered. Or, there is signal equipment which is incorrectly situated, inaccessible or faulty (for example in terms of rotating cones).	Guidance on tactile paving has been considered, but the area is not fully legible.	Guidance on tactile paving has been considered and the area is fully legible.
Ability to Turn Around	All Active Modes	PA21	Presence and frequency of turning points (open and flat areas of at 4m x 4m).	There are no turning points. Or, turning points are over 1km apart or not provided between all public access points.	Turning points are approximately 1km apart.	The path is at least 4m wide. Or, turning points are less than 1km apart and provided between all public access points.
COMFORT						
Width of Shared Use Spaces	All Active Modes	PA22	Effective width of shared use spaces.	Where pedestrians and cyclists are in a shared facility without horses, the width requirements set out in Table 6-3 of LTN 1/20 are not met. Where horses are in a shared facility with pedestrians and/or cyclists, the width is less than 4m.	Where pedestrians and cyclists are in a shared facility without horses, the width requirements set out in Table 6-3 of LTN 1/20 are met. Where horses are in a shared facility with pedestrians and/or cyclists, the width is 4m.	Where pedestrians and cyclists are in a shared facility without horses, the width requirements set out in Table 6-3 of LTN 1/20 are exceeded. Where horses are in a shared facility with pedestrians and/or cyclists, the width is greater than 4m.
Width of Walking and Wheeling Spaces	Walking / Wheeling	PA23	Effective width of dedicated walking/wheeling spaces.	Less than 1.5m.	1.5-2.0m.	More than 2.0m.
Width of Cycling Spaces	Cycling	PA24	Effective width of dedicated cycling spaces.	Less than 2.5m.	2.5-3.0m	More than 3.0m.
Width of Horse Riding Spaces	Horse Riding	PA25	Effective width of dedicated equestrian spaces.	Less than 3.0m (excluding pinch points where an absolute minimum width of 2.0m is maintained over a short distance).	3.0-3.5m (excluding pinch points where an absolute minimum width of 2.0m is maintained over a short distance).	More than 3.5m (excluding pinch points where an absolute minimum width of 2.0m is maintained over a short distance).
Shared Use Surface	All Active Modes	PA26	Surface of shared use facilities.	Unbound or unsealed surface.	Bound, sealed bituminous surface (including spray and chip or resin bound)	Bound and porous surface (e.g. Flexipave).
Walking and Wheeling Surface	Walking / Wheeling	PA27	Type of walking/wheeling surface material.	The surface is low-grip (i.e. PTV of 25 or lower). If paved, the joints are wider than 5mm.	The surface is medium-grip (i.e. PTV of between 25 and 35). If paved, the joints are 5mm or less.	The surface is high-grip (i.e. PTV of 35 or higher). If paved, the joints are mortared.
Cycling Surface	Cycling	PA28	Type of cycling surface material.	Unsurfaced/unbound or unstable blocks/sets.	Hand-laid asphalt or smooth blocks.	Machine-laid asphalt or smooth and firm blocks.
Horse Riding Surface	Horse Riding	PA29	Type of dedicated equestrian surface material (e.g. trotting strips).	Sealed surface, e.g. asphalt or other material rated "reasonable" in Table 5.29 of DMRB CD 143.	A bound and porous surface or other material rated "good" in Table 5.29 of DMRB CD 143.	Grass (or other material rated "excellent" in Table 5.29 of DMRB CD 143) is provided.
Suitability of Crossings	All Active Modes	PA30	Suitability of crossings provided given path users and the volumes and speeds of traffic on roads being crossed.	Not all crossings are suitable for all path users. Or, crossings selected do not follow LTN 1/20 guidance given the volumes and speeds of traffic on roads being crossed.	All crossings are suitable for all path users given the volumes and speeds of traffic on roads being crossed.	All crossings are suitable for all path users and go beyond LTN 1/20 guidance to help future proof the route and provide a higher level of service.

Accessibility of Access Points	**All Active Modes**	**PA31**	Potential for access points to be blocked by parking or loading.	Path access points are not protected, meaning there is a risk that they could be blocked by parking or loading, impeding access for some or all path users.	Path access points are suitably protected to maintain access for all path users. Or, there is adequate marked loading and parking provision near access points.	Path access points are suitably protected to maintain access for all path users, and there is adequate marked loading and parking provision near access points.
Drainage	**All Active Modes**	**PA32**	Effect of drainage and water on user experience.	The path is occasionally inaccessible or impassable due to the presence of water.	The path is occasionally narrowed due to the presence of water.	The path is passable even during extreme weather events, with a minimum clear width of 3.0m maintained at all times.
DIRECTNESS						
Deviation of Path Against Straight Line	**All Active Modes**	**PA33**	Extent to which the path deviates against the straight line.	Deviation factor against straight line greater than 1.4.	Deviation factor against straight line 1.2-1.4.	Deviation factor against straight line less than 1.2.
Deviation of Path Against Nearest Alternative Route	**All Active Modes**	**PA34**	Extent to which the path deviates against the nearest alternative route open to motor traffic.	Deviation factor against nearest alternative route greater than 1.4.	Deviation factor against nearest alternative route between 1.2-1.4.	Deviation factor against nearest alternative route less than 1.2.
Crossing Locations	**All Active Modes**	**PA35**	Alignment of crossings with desire lines.	No crossings are located on desire lines.	Some crossings are located on desire lines.	All crossings are located on desire lines, and all desire lines are provided for.
Delay at Crossings	**All Active Modes**	**PA36**	Delay to path users at signal crossings.	Maximum waiting time over 60 seconds.	Maximum waiting time 40-60 seconds.	Maximum waiting time up to 40 seconds.
ATTRACTIVENESS						
Places to Rest	**Walking / Wheeling**	**PA37**	Distance between resting points.	More than 150m.	50-150m.	Less than 50m.
Places to Shelter	**Walking / Wheeling**	**PA38**	Distance between shelter points.	More than 150m.	50-150m.	Less than 50m.
Lighting	**All Active Modes**	**PA39**	Extent of lighting.	Long stretches of darkness or no lighting.	Short stretches of darkness or inappropriate lighting.	Appropriate lighting throughout the path. Any public transport waiting areas at access points to the path are lit.
Cycle Parking	**Cycling**	**PA40**	Ease of access to cycle parking at key points along path.	Insufficient or inappropriate cycle parking.	Some accessible and overlooked cycle parking provided but not enough to meet present demand.	Accessible and overlooked cycle parking provided, sufficient to meet present and future demand, including provision for a range of cycle vehicles and users.
Impact of Users on Each Other	**All Active Modes**	**PA41**	Potential for interaction between modes.	In rural areas or motor traffic free environments, shared use cycle tracks fail the width requirements set out in Table 6-3 of LTN 1/20. Or, horses share facilities with pedestrians and cyclists in a facility under 3.0m wide.	Shared use facilities pass the width requirements set out in Table 6-3 of LTN 1/20 and are designed in a way that minimises potential conflict between cyclists and pedestrians. Or, horses share facilities with pedestrians and cyclists in a facility over 3.0m wide.	There are no shared use facilities. If horse-riding is permitted, a separate trotting strip is provided.
COHESION						
Ease of Navigation	**All Active Modes**	**PA42**	Ease of navigation when travelling along the route.	There are multiple points along the route where the way forward is unclear due to the path environment, design features, or poor/missing signage.	There is one point along the route where the way forward is unclear due to the path environment, design features, or poor/missing signage.	The way forward along the route is clear due to the path environment and design features. If signage is needed at decision points, it is present.
Wayfinding	**All Active Modes**	**PA43**	Effectiveness of signage on wayfinding.	Signage on the route is confusing or missing in places. Links between the path and surrounding routes at access points are not legible.	Signage on the route is regular and consistent, creating legible links between the path and surrounding routes at access points. However, information on nearby destinations is not provided or is limited.	Signage on the route is regular and consistent, creating legible links between the path and surrounding routes at access points. Information on nearby destinations is provided.
Proximity to Destinations	**Walking / Wheeling / Cycling**	**PA44**	Route links to public transport interchanges and other destinations. Other destinations could include: • Local high streets • Schools and colleges • Hospitals and healthcare • Access to green and blue spaces • Viewing points • Tourist destinations, etc.	The route is not within 400m of any public transport interchanges or other destinations.	The route is within 400m of a public transport interchange or other destination.	The route is within 400m of at least one public transport interchange and at least one other destination.
Quality of Connections	**Walking / Wheeling / Cycling**	**PA45**	Quality of connections to public transport interchanges or other destinations.	Walking, wheeling and cycling connections are inaccessible or offer a low level of service.	Walking, wheeling and cycling connections are accessible and offer a medium level of service.	Walking, wheeling and cycling connections are accessible and offer a high level of service.
Connectivity with Other Horse Riding Routes	**Horse Riding**	**PA46**	Connectivity with other routes appropriate for horse riding.	The route does not link to other routes appropriate for horse riding.	The route links to one other route appropriate for horse riding.	The route links to two or more other routes appropriate for horse riding.

Route 1

Wrotham Road between Green Lane and Longfield Road (Incl. The Parade)

Street Check - Audit Categories	Score	
Accessibility		
Gradient	2	
Tactile Information and Signal Equipment	1	
Barriers	1	
Bus Stops	0	
Wheelchair Access	1	
Access to Taxis and Blue Badge Parking	0	
Access to Toilets	2	
Total Score (Out of 14)	7	50%
Comfort		
Cycling Surface Material	2	
Walking/Wheeling Surface Material	1	
Effective Width for Cyclists	-	
Total Score (Out of 4)	3	75%
Directiveness		
Deviation of Cycle Route	2	
Pedestrian Crossing Locations	1	
Cyclist Delay at Junctions	1	
Cyclist Delay on Links	1	
Pedestrian Delay at Junctions	2	
Pedestrian Delay at Standalone Signal Crossings	-	
Total Score (Out of 10)	7	70%
Attractiveness		
Wayfinding	0	
Places to Rest	0	
Places to Shelter	0	
Lighting	1	
Cycle Parking	0	
Impact of Cycling on Walking	2	
Total Score (Out of 12)	3	25%
Cohesion		
Impact of Motor Traffic on Pedestrians and Cyclists	1	
Transitions for Cyclists	-	
Route Continuity	1	
Consistency of Route	1	
Total Score (Out of 6)	3	50%

Path Check - Audit Categories	Score	
Accessibility		
Barriers		
Steps		
Gradient		
Tactile Information and Signal Equipment		
Ability to Turn Around		
Total Score (Out of 10)	0	0%
Comfort		
Width of Shared Use Spaces		
Width of Walking and Wheeling Spaces		
Width of Cycling Spaces		
Width of Horse Riding Spaces		
Shared Use Surface		
Walking and Wheeling Surface		
Cycling Surface		
Horse Riding Surface		
Suitability of Crossings		
Accessibility of Access Points		
Drainage		
Total Score (Out of 12)	0	0%
Directiveness		
Deviation of Path Against Straight Line		
Deviation of Path Against Nearest Alternative Route		
Crossing Locations		
Delay at Crossings		
Total Score (Out of 6)	0	0%
Attractiveness		
Places to Rest		
Places to Shelter		
Lighting		
Cycle Parking		
Impact of Users on Each Other		
Total Score (Out of 10)	0	0%
Cohesion		
Ease of Navigation		
Wayfinding		
Proximity to Destinations		
Quality of Connections		
Connectivity with Other Horse Riding Routes		
Total Score (Out of 10)	0	0%

0
1
2

Route Summary

Street Check		
Criterion	Total Score	%
Accessibility	7/12	50%
Comfort	3/4	75%
Directiveness	7/10	70%
Attractiveness	3/12	25%
Cohesion	3/6	50%
Path Check		
Accessibility	-	-
Comfort	-	-
Directiveness	-	-
Attractiveness	-	-
Cohesion	-	-

Deviation Factor (Walking)

Route if walked	218
Alternative Route	610
Crow flies distance	215
Straight Line =	1.0
Alternative Route =	2.8

Deviation Factor (Cyclists)

Route if cycled	218
Crow flies distance	215
Straight Line =	1.0

Route 2

Longfield Road between Wrotham Road and National Autistic Helen Alison School

Street Check - Audit Categories	Score	
Accessibility		
Gradient	1	
Tactile Information and Signal Equipment	1	
Barriers	1	
Bus Stops	-	
Wheelchair Access	1	
Access to Taxis and Blue Badge Parking	0	
Access to Toilets	0	
Total Score (Out of 12)	4	40%
Comfort		
Cycling Surface Material	1	
Walking/Wheeling Surface Material	1	
Effective Width for Cyclists	-	
Total Score (Out of 4)	2	50%
Directiveness		
Deviation of Cycle Route	2	
Pedestrian Crossing Locations	1	
Cyclist Delay at Junctions	1	
Cyclist Delay on Links	1	
Pedestrian Delay at Junctions	2	
Pedestrian Delay at Standalone Signal Crossings	-	
Total Score (Out of 10)	7	70%
Attractiveness		
Wayfinding	0	
Places to Rest	0	
Places to Shelter	0	
Lighting	1	
Cycle Parking	0	
Impact of Cycling on Walking	2	
Total Score (Out of 12)	3	25%
Cohesion		
Impact of Motor Traffic on Pedestrians and Cyclists	1	
Transitions for Cyclists	-	
Route Continuity	1	
Consistency of Route	1	
Total Score (Out of 6)	3	50%

Path Check - Audit Categories	Score	
Accessibility		
Barriers		
Steps		
Gradient		
Tactile Information and Signal Equipment		
Ability to Turn Around		
Total Score (Out of 8)	0	0%
Comfort		
Width of Shared Use Spaces		
Width of Walking and Wheeling Spaces		
Width of Cycling Spaces		
Width of Horse Riding Spaces		
Shared Use Surface		
Walking and Wheeling Surface		
Cycling Surface		
Horse Riding Surface		
Suitability of Crossings		
Accessibility of Access Points		
Drainage		
Total Score (Out of 12)	0	0%
Directiveness		
Deviation of Path Against Straight Line		
Deviation of Path Against Nearest Alternative Route		
Crossing Locations		
Delay at Crossings		
Total Score (Out of 6)	0	0%
Attractiveness		
Places to Rest		
Places to Shelter		
Lighting		
Cycle Parking		
Impact of Users on Each Other		
Total Score (Out of 10)	0	0%
Cohesion		
Ease of Navigation		
Wayfinding		
Proximity to Destinations		
Quality of Connections		
Connectivity with Other Horse Riding Routes		
Total Score (Out of 10)	0	0%

0
1
2

Route Summary

Street Check		
Criterion	Total Score	%
Accessibility	3/10	30%
Comfort	2/4	50%
Directiveness	7/10	70%
Attractiveness	3/12	25%
Cohesion	3/6	50%
Path Check		
Accessibility	-	-
Comfort	-	-
Directiveness	-	-
Attractiveness	-	-
Cohesion	-	-

Deviation Factor (Walking)

Route if walked	250
Alternative Route	775
Crow flies distance	253
Straight Line =	1.0
Alternative Route =	3.1

Deviation Factor (Cyclists)

Route if cycled	250
Crow flies distance	253
Straight Line =	1.0

Route 3

Wrotham Road between Green Lane and Station Road

Street Check - Audit Categories	Score	
Accessibility		
Gradient	2	
Tactile Information and Signal Equipment	1	
Barriers	-	
Bus Stops	1	
Wheelchair Access	2	
Access to Taxis and Blue Badge Parking	1	
Access to Toilets	1	
Total Score (Out of 12)	8	80%
Comfort		
Cycling Surface Material	2	
Walking/Wheeling Surface Material	1	
Effective Width for Cyclists	-	
Total Score (Out of 4)	3	75%
Directiveness		
Deviation of Cycle Route	2	
Pedestrian Crossing Locations	2	
Cyclist Delay at Junctions	1	
Cyclist Delay on Links	1	
Pedestrian Delay at Junctions	2	
Pedestrian Delay at Standalone Signal Crossings	-	
Total Score (Out of 10)	8	80%
Attractiveness		
Wayfinding	0	
Places to Rest	0	
Places to Shelter	0	
Lighting	1	
Cycle Parking	1	
Impact of Cycling on Walking	2	
Total Score (Out of 12)	4	33%
Cohesion		
Impact of Motor Traffic on Pedestrians and Cyclists	1	
Transitions for Cyclists	-	
Route Continuity	1	
Consistency of Route	1	
Total Score (Out of 6)	3	50%

Path Check - Audit Categories	Score	
Accessibility		
Barriers		
Steps		
Gradient		
Tactile Information and Signal Equipment		
Ability to Turn Around		
Total Score (Out of 8)	0	0%
Comfort		
Width of Shared Use Spaces		
Width of Walking and Wheeling Spaces		
Width of Cycling Spaces		
Width of Horse Riding Spaces		
Shared Use Surface		
Walking and Wheeling Surface		
Cycling Surface		
Horse Riding Surface		
Suitability of Crossings		
Accessibility of Access Points		
Drainage		
Total Score (Out of 12)	0	0%
Directiveness		
Deviation of Path Against Straight Line		
Deviation of Path Against Nearest Alternative Route		
Crossing Locations		
Delay at Crossings		
Total Score (Out of 6)	0	0%
Attractiveness		
Places to Rest		
Places to Shelter		
Lighting		
Cycle Parking		
Impact of Users on Each Other		
Total Score (Out of 10)	0	0%
Cohesion		
Ease of Navigation		
Wayfinding		
Proximity to Destinations		
Quality of Connections		
Connectivity with Other Horse Riding Routes		
Total Score (Out of 10)	0	0%

0
1
2

Route Summary

Street Check		
Criterion	Total Score	%
Accessibility	8/12	80%
Comfort	3/4	75%
Directiveness	8/10	80%
Attractiveness	4/12	33%
Cohesion	3/6	50%
Path Check		
Accessibility	-	-
Comfort	-	-
Directiveness	-	-
Attractiveness	-	-
Cohesion	-	-

Deviation Factor (Walking)

Route if walked	1000
Alternative Route	1000
Crow flies distance	1080
Straight Line =	0.9
Alternative Route =	0.9

Deviation Factor (Cyclists)

Route if cycled	1000
Crow flies distance	1080
Straight Line =	0.9

Route 4

Wrotham Road between Longfield Road and Steele's Lane

Street Check - Audit Categories	Score	
Accessibility		
Gradient	2	
Tactile Information and Signal Equipment	1	
Barriers	-	
Bus Stops	1	
Wheelchair Access	1	
Access to Taxis and Blue Badge Parking	0	
Access to Toilets	0	
Total Score (Out of 12)	5	36%
Comfort		
Cycling Surface Material	2	
Walking/Wheeling Surface Material	1	
Effective Width for Cyclists	-	
Total Score (Out of 4)	3	75%
Directiveness		
Deviation of Cycle Route	2	
Pedestrian Crossing Locations	1	
Cyclist Delay at Junctions	1	
Cyclist Delay on Links	1	
Pedestrian Delay at Junctions	1	
Pedestrian Delay at Standalone Signal Crossings	1	
Total Score (Out of 12)	7	58%
Attractiveness		
Wayfinding	0	
Places to Rest	0	
Places to Shelter	0	
Lighting	0	
Cycle Parking	0	
Impact of Cycling on Walking	2	
Total Score (Out of 12)	2	17%
Cohesion		
Impact of Motor Traffic on Pedestrians and Cyclists	1	
Transitions for Cyclists	0	
Route Continuity	1	
Consistency of Route	0	
Total Score (Out of 6)	2	33%

Path Check - Audit Categories	Score	
Accessibility		
Barriers		
Steps		
Gradient		
Tactile Information and Signal Equipment		
Ability to Turn Around		
Total Score (Out of 10)	0	0%
Comfort		
Width of Shared Use Spaces		
Width of Walking and Wheeling Spaces		
Width of Cycling Spaces		
Width of Horse Riding Spaces		
Shared Use Surface		
Walking and Wheeling Surface		
Cycling Surface		
Horse Riding Surface		
Suitability of Crossings		
Accessibility of Access Points		
Drainage		
Total Score (Out of 12)	0	0%
Directiveness		
Deviation of Path Against Straight Line		
Deviation of Path Against Nearest Alternative Route		
Crossing Locations		
Delay at Crossings		
Total Score (Out of 4)	0	0%
Attractiveness		
Places to Rest		
Places to Shelter		
Lighting		
Cycle Parking		
Impact of Users on Each Other		
Total Score (Out of 10)	0	0%
Cohesion		
Ease of Navigation		
Wayfinding		
Proximity to Destinations		
Quality of Connections		
Connectivity with Other Horse Riding Routes		
Total Score (Out of 10)	0	0%

0
1
2

Route Summary

Street Check		
Criterion	Total Score	%
Accessibility	5/12	29%
Comfort	3/4	75%
Directiveness	7/12	58%
Attractiveness	2/12	17%
Cohesion	2/6	33%
Path Check		
Accessibility	-	-
Comfort	-	-
Directiveness	-	-
Attractiveness	-	-
Cohesion	-	-

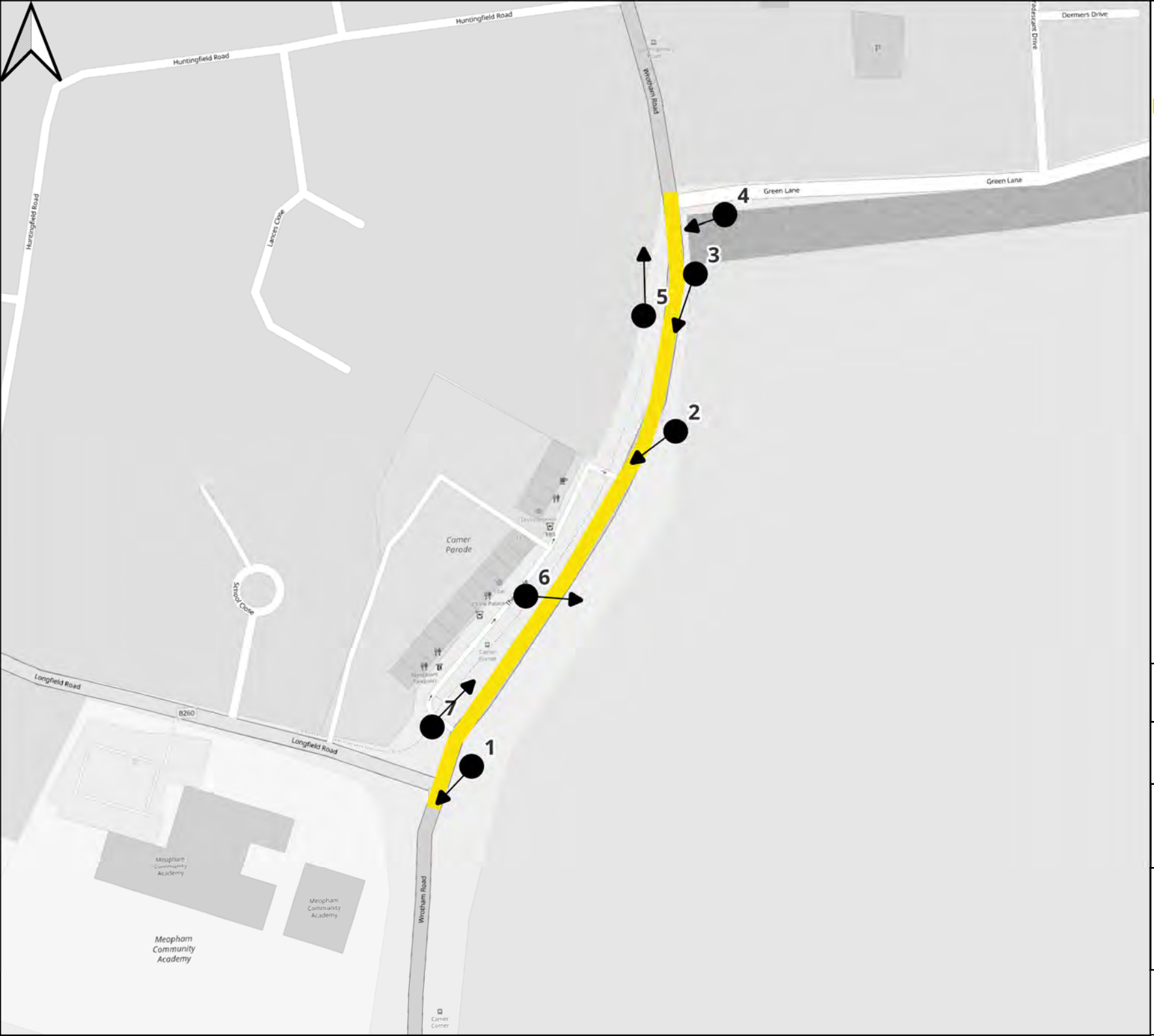
Deviation Factor (Walking)

Route if walked	914
Alternative Route	914
Crow flies distance	902
Straight Line =	1.0
Alternative Route =	1.0

Deviation Factor (Cyclists)

Route if cycled	914
Crow flies distance	902
Straight Line =	1.0

	Street Check							
	Route 1		Route 2		Route 3		Route 4	
Criterion	Total Score	%	Total Score	%	Total Score	%	Total Score	%
Accessibility	7/12	50%	3/10	30%	8/12	80%	5/12	29%
Comfort	3/4	75%	2/4	50%	3/4	75%	3/4	75%
Directiveness	7/10	70%	7/10	70%	8/10	80%	7/12	58%
Attractiveness	3/12	25%	3/12	25%	4/12	33%	2/12	17%
Cohesion	3/6	50%	3/6	50%	3/6	50%	2/6	33%



Legend

- Audit Photo Locations
- Route 1

Route 1

Richborough

hub TRANSPORT PLANNING LTD

0 40 80 m

View 1

View 2

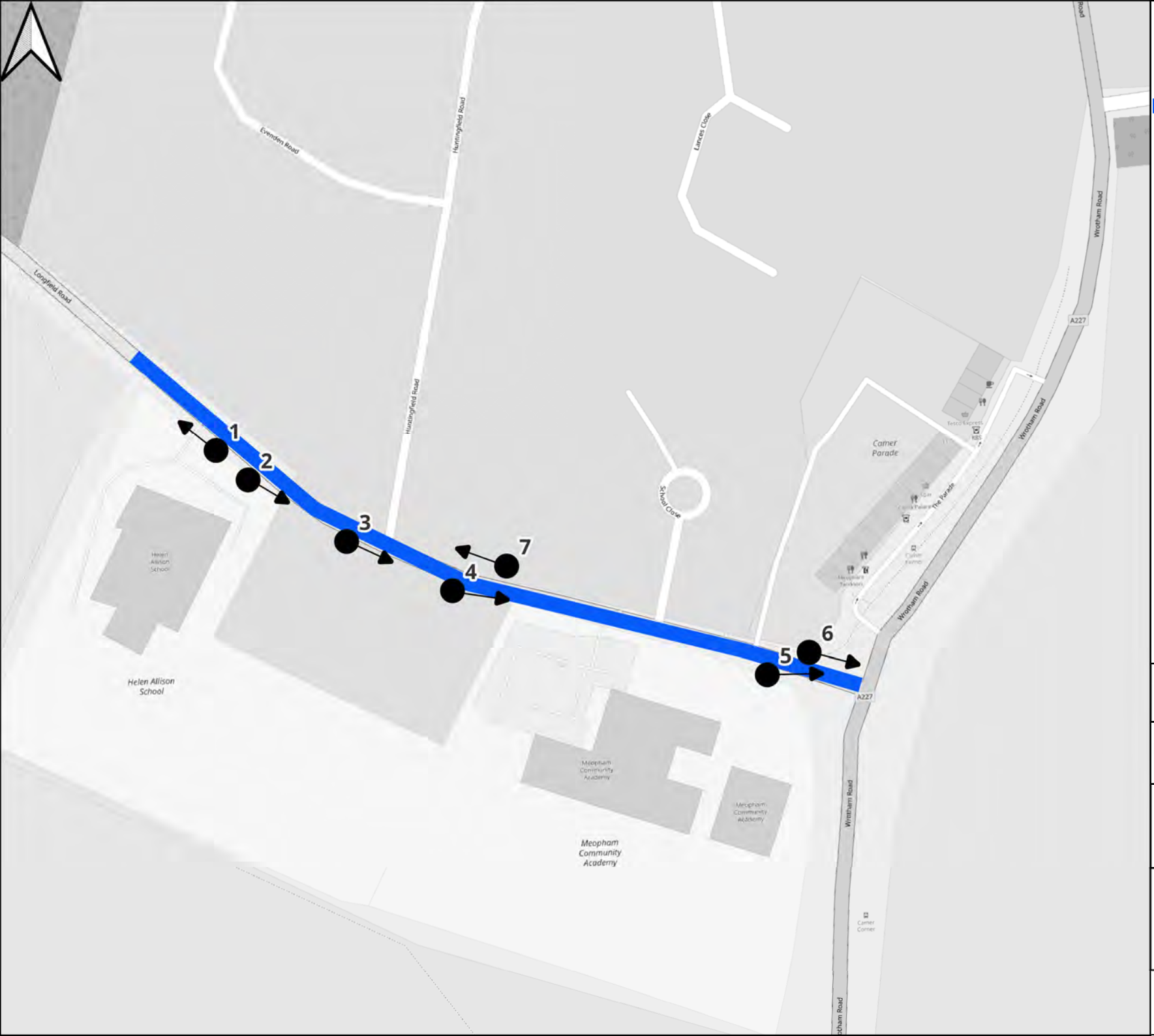
View 3

View 4

View 5

View 6

View 7



Legend

- Audit Photo Locations
- Route 2

Route 2

Richborough

hub TRANSPORT PLANNING LTD

0 40 80 m

View 1

View 2

View 3

View 4

View 5

View 6

View 7

Legend

- Audit Photo Locations
- Route 3

Route 3

Richborough

hub TRANSPORT PLANNING LTD

0 100 200 m

View 1

View 2

View 3


M03
Resident permit holders parking only past this point
Mon - Fri
1 - 2 pm
Except in signed bays

View 4


30
30

View 5

View 6

View 7

View 8

View 9

View 10

View 11

View 12

View 13

View 14

View 15

View 16

View 17

View 18

View 19

View 20

View 21