

Land West of School Lane, Higham,
Gravesham, Kent

Transport Statement

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1 INTRODUCTION

1.1 OVERVIEW

1.1.1 DHA has been commissioned by M Scott Properties Ltd to provide transport planning advice in relation to the proposed development at Land west of School Lane, Higham, Gravesham, Kent.

1.1.2 The development description is as follows:

"Outline planning application for the development of up to 50 residential dwellings (including affordable housing), vehicular access road from School Lane, internal roads, car parking, landscaping, public open space, and other associated works and infrastructure. All matters to be reserved with the exception of the main site access."

1.1.3 This Transport Statement (TS) has been produced in accordance with the National Planning Practice Guidance (2014) and Department for Transport (DfT) Circular 01/2022.

1.1.4 Following this introduction, the TS is structured as follows:-

- Section 2 summarises the existing transport conditions local to the site;
- Section 3 sets out the development proposals;
- Section 4 provides an assessment of compliance with applicable transport planning policy;
- Section 5 analyses the forecast vehicular trip generation of the development;
- Section 6 provides a summary and conclusion.

1.1.5 The scope and methodology of this TS have been the subject of formal pre-application engagement with Kent County Council Highways & Transportation (KCC H&T) and National Highways (NH) as the Local and Strategic Highway Authorities. The associated correspondence is included at **Appendix A**.

1.1.6 The site is located immediately to the north of the existing built confines of Higham and is shown in its local context, shaded in red, in Figure 1-1.



FIGURE 1-1: SITE LOCATION (COURTESY OF GOOGLE/DHA)

1.2 VISION OF THE DEVELOPMENT

- 1.2.1 With reference to DfT Circular 01/2022, the vision of the development is to provide a proportionate extension to the village of Higham, within close proximity to the range of everyday services, facilities and public transport within the settlement, which in turn enjoys good connectivity to the larger service centres of Strood and Rochester to the south-east and Gravesend to the west. This will promote and enable non-car accessibility and social inclusion among future residents.
- 1.2.2 The vision will be achieved via the following measures:-
- The internal site layout, which will be designed to accord with relevant Manual for Streets and Kent Design Guide principles to encourage low vehicle speeds, direct, overlooked and pleasant pedestrian and cycle routes;
 - The incorporation of secure and sheltered cycle parking facilities for every dwelling;
 - Ready access to sustainable transport options from the site; including existing bus stops located approximately 300m (four-minute walk) from

the access on School Lane, and Higham Station which is located approximately 1km north of the access and is accessible in a 15-minute walk or four-minute cycle time;

- The delivery of Travel Information Packs to each dwelling including key information such as local walking and cycling information, bus and train timetables, details of local and national incentives to travel sustainably, links to journey planning tools, guidance on green & active travel tips; and
- The installation of secure cycle parking for every dwelling, together with 'active' Electric Vehicle charging facilities in line with the Building Regulations Part S, will ensure that active and sustainable transport is a realistic option for many everyday journeys.

1.2.3 To reflect the delivery of this vision, a mode shift reduction of five per cent has been applied to the baseline vehicular trip generation forecast for the development.

2 EXISTING CONDITIONS

2.1 OVERVIEW

- 2.1.1 The site currently comprises a large arable field of approximately 2.7 hectares. It is bound to the east by School Lane and to the west by Taylors Lane, with existing residential development located to the south. The northern edge of the site is lined with trees, with land to the north occupied by a small woodland and farmland.
- 2.1.2 Existing vehicular access for agricultural purposes is taken from the western boundary of the site along Taylor Lane.
- 2.1.3 The local context to the north and south of the site is shown in Figure 2-1.



FIGURE 2-1: LOCAL HIGHWAY CONTEXT (COURTESY OF DHA)

2.2 LOCAL HIGHWAY NETWORK

- 2.2.1 Primary vehicular and pedestrian access for the development will be taken from School Lane. School Lane takes a general north-south alignment, is a single carriageway road measuring approximately 6.5m in width at the site frontage and is subject to a 30mph speed restriction. School Lane routes south to the centre of Higham and north towards Higham Railway Station and can be seen in Figure 2-2.



FIGURE 2-2: SCHOOL LANE SITE FRONTAGE SOUTHBOUND (COURTESY OF DHA)

- 2.2.2 Continuing south on School Lane and through Higham village provides a connection with the A226 Gravesend Road. The A226 Gravesend Road is a single carriageway road subject to a 40mph speed limit. Continuing northwest on the A226 provides a connection into Gravesend. A connection with the A289 Hasted Road is available a short distance southeast on the A226 Gravesend Road at the Gads Hill Interchange. Routing north on the A289 continues into the Hoo Peninsula, routing south on the A289 provides a connection with the M2 at Junction 1. Continuing on the A226 east provides a route into Strood and the wider Medway Towns. Routing north on School Lane provides a route past Higham Railway Station and onwards to Lower Higham.
- 2.2.3 It is evident that the site enjoys ready access to a range of local and regional destinations via the primary and strategic route networks.

2.3 WALKING AND CYCLING INFRASTRUCTURE

- 2.3.1 There is a 1.8m wide footway on the western side of School Lane that provides access north to Higham Primary School and south through the village centre.
- 2.3.2 This footway varies in width but measures approximately 1.5m along the section of School Lane adjacent to the site. This footway also leads north, past the Memorial Hall and Higham Primary School (Figure 2-3), to Higham Train Station.



FIGURE 2-3: SCHOOL LANE ADJACENT TO PRIMARY SCHOOL (COURTESY OF DHA)

- 2.3.3 Intermittent footway provision is present on the eastern side of School Lane to serve the dwellings on that side of the road and provide safe access to Public Right of Way (PRoW) NS184.
- 2.3.4 As shown in Figure 2-4 there are a number of PRoWs in the vicinity of the site.

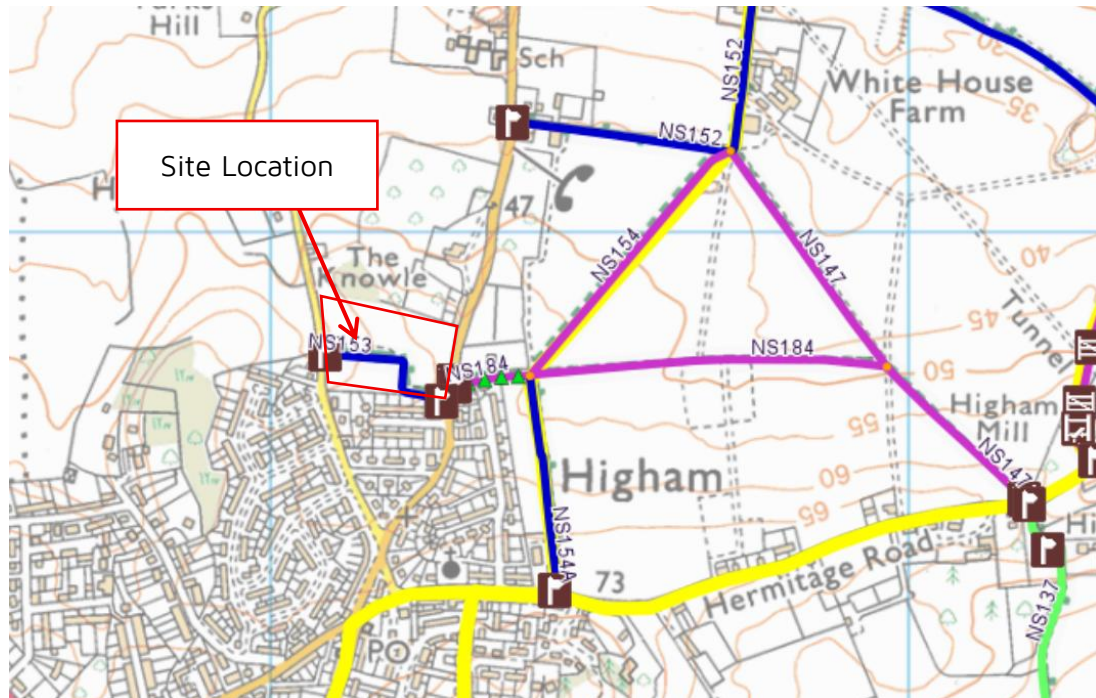


FIGURE 2-4: LOCAL PROW NETWORK (COURTESY OF KCC)

- 2.3.5 PROW NS153 takes the form of a Restricted Byway and routes through the centre of the site in an east / west direction, linking Taylors Lane and School Lane. At present, this is an unsurfaced byway that leads directly through the proposed site (Figure 2-5).



FIGURE 2-5: PROW NS153 (SCHOOL LANE ACCESS – TOP, TAYLORS LANE ACCESS – BOTTOM) (COURTESY OF DHA)

- 2.3.6 To the east PRow NS153 connects with Footpath PRow NS184, which continues east towards rural areas of Gravesham. PRow Footpath NS154 continues north off PRow NS184 and into Lower Higham and forms part of the Literary Walks Charles Dickens and Higham Promoted Route. This Promoted Route is a 10km leisure route between Higham, Lower Higham and Church Street.
- 2.3.7 PRow NS154A is a Restricted Byway and forms part of the Charles Dickens and Higham Promoted Route continuing south to Hermitage Road, from which the Promoted Route continues. This Promoted Route is a designated path and is intended to enhance public access to nature and recreation.

- 2.3.8 There is limited dedicated cycle infrastructure within the site vicinity, which is representative of the site's rural location. Many local roads are however considered suitable for cycling by competent individuals in view of their generally low-speed, lightly trafficked nature.
- 2.3.9 National Cycle Route (NCR) 1 is located north of the site and can be accessed via Chequers Street and NCR 177 is accessed via the A2 to the south. Both can be seen in Figure 2-6.
- 2.3.10 NCR 1 is a coastal cycle route between Dover and the Highlands of Scotland, which routes from the Medway Towns, connecting with NCR 179 at Higham Railway Station, which continues north to Cliffe and through the Hoo Peninsula. NCR 177 routes east-west adjacent to the A2 Watling Street between Ebbsfleet and Strood.

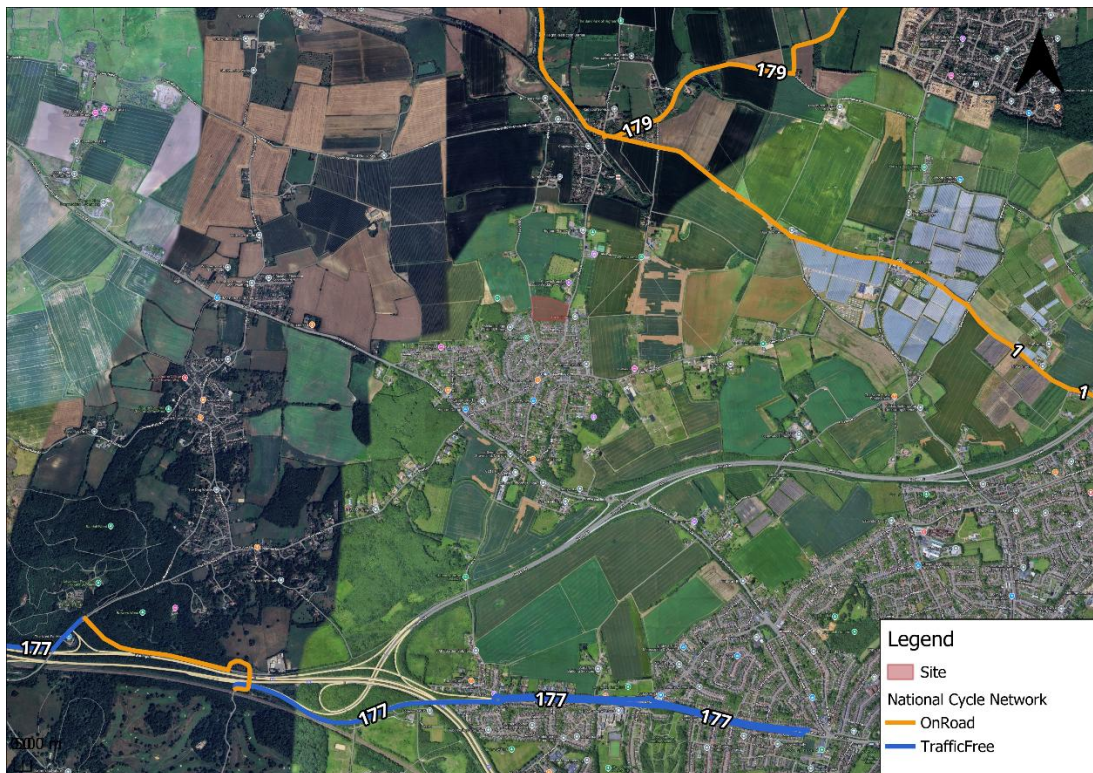


FIGURE 2-6: LOCAL CYCLE NETWORK (COURTESY OF GOOGLE MAPS & DHA)

2.4 PUBLIC TRANSPORT INFRASTRUCTURE

Bus Services

- 2.4.1 The closest northbound bus stop is named 'School Lane Shops' at the School Lane / Taylors Lane priority junction, approximately 300m to the south of the site, representing a four-minute walk. This stop has no physical infrastructure marking

its location; however, timetable information reviewed evidences its current operation. The southbound 'Gardeners Arms' stop is located on Forge Lane, 430m south of the site (seven-minute walk) and consists of a flag and pole with timetable information as shown in Figure 2-7. Table 2-1 lists the services which are accessible from these bus stops, along with their frequencies.



FIGURE 2-7: GARDENERS ARMS BUS STOP (COURTESY OF DHA)

SERVICE	DESTINATION	FREQUENCY (WEEKDAYS)
111	Shorne - St George's School	School Service
311	Lower Higham - Cobham - Meopham School	School Service
417	Gravesend - Shorne - Cliffe	School Service

TABLE 2-1: SCHOOL LANE BUS STOP SERVICE FREQUENCIES

- 2.4.2 The "Forge Lane" northbound and southbound bus stops are located on the A226 Gravesend Road approximately 1km to the south of the site (representing a 15-minute walk time and five-minute cycle) which are served by the half hourly Route 190 service between the Medway Towns to the east and Gravesend to the west. The eastbound stop is sheltered, provided with seating and timetable information, and the westbound stop has a flag and pole with timetable information. These stops are shown in Figure 2-8. Table 2-2 lists the services which are accessible from these bus stops, along with their frequencies.



FIGURE 2-8: FORGE LANE BUS STOPS (EASTBOUND – TOP, WESTBOUND – BOTTOM) (COURTESY OF GOOGLE MAPS)

SERVICE	DESTINATION	FREQUENCY (WEEKDAYS)
190	Gravesend – Chatham	Every 30 minutes
668	Chalk – Rochester Grammar Schools	School Service
694	Higham – Rochester Grammar Schools	School Service

TABLE 2-2: FORGE LANE BUS STOP SERVICE FREQUENCIES

- 2.4.3 Within KCC H&T's pre-application advice, it was recommended that discussions be undertaken with local bus operators to determine what improvements could be made to improve the bus service provision for the site, stating the range of services available is limited and infrequent. It has been demonstrated above that

future residents will have access to frequent (half-hourly) services between Chatham and Gravesend, which is considered a good level of provision for a site of this location. Given the scale of the development proposals, and the good level of existing provision, which is considered suitable for the proposals, a contribution / any improvements to bus services is not considered appropriate.

Train Services

- 2.4.4 The existing footway on the western side of School Lane provides a route to Higham Railway Station, located approximately 1km to the north of the site (representing a 15-minute walk or four-minute cycle time).
- 2.4.5 The station has a car park consisting of 90 spaces including five accessible spaces and 14 cycle parking spaces. The station is served by regular Thameslink train services between the Medway Towns and Luton, via Gravesend, Dartford, London Bridge and London St Pancras at a frequency of up to two services per hour in each direction. The station also operates a limited number of Southeastern peak hour services to London Charing Cross. The station is afforded step free access to Platform 1 for London bound services. A summary of the direct trains from Higham Railway Station can be seen in Table 2-3.

DESTINATION	SERVICE FREQUENCY		
	WEEKDAY	SATURDAY	SUNDAY
Luton	Two per hour	Two per hour	No direct trains
Rainham	Two per hour	Two per hour	Two per hour
London Charing Cross	One per hour (Peak hours only)	No direct trains	No direct trains

TABLE 2-3: LOCAL TRAIN SERVICES FROM HIGHAM RAILWAY STATION

2.5 ACCESSIBILITY

- 2.5.1 The Chartered Institute for Highways and Transportation (CIHT) states in Planning for Walking (2015) that approximately 80 percent of journeys shorter than one mile (1.6km) are made on foot. Likewise, the LTN 1/20 Cycle Infrastructure Design (2020) sets out that two out of three personal trips by bicycle are less than 5 miles (8km) in length. As such, these are the typical starting point to assess whether a site is within a suitable distance for the majority of local journeys to be made by active modes of travel.
- 2.5.2 Higham provides a number of everyday services and facilities within a short walking and cycling distance of the site. The site is afforded with a good level of

pedestrian connectivity which links to the centre of Higham and its associated services and facilities. These facilities include a convenience store, public house, post office, pharmacy, and café, all located within approximately 450m of the site (representing a six-minute walk or a two-minute cycle time), as detailed in Figure 2-9 and Table 2-4. Higham Primary School is located approximately 500m north of the site (representing a six-minute walk or three-minute cycle) and is situated opposite a pre-school, recreation ground and Higham Memorial Hall.

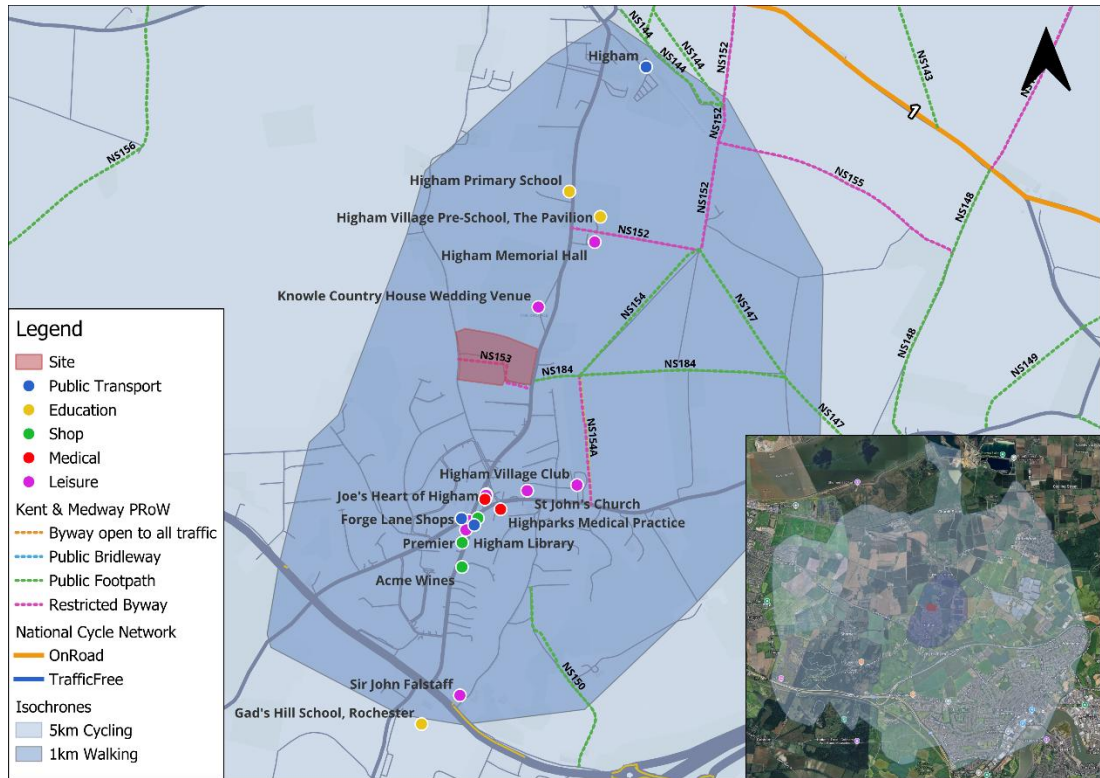


FIGURE 2-9: AMENITIES & ACTIVE TRAVEL ISOCHRONES (COURTESY OF DHA)

FACILITY	WALK DISTANCE	WALK TIME
Higham Congregational Church	260m	3 minutes
Northbound Bus Stop (School Lane)	260m	3 minutes
Hair Care - Hairdresser	350m	4 minutes
Café - Joe's Heart of Higham	400m	5 minutes
Takeaway - Taste House	400m	5 minutes
Highparks Medical Practice	400m	5 minutes
Higham Pharmacy	400m	5 minutes
Southbound Bus Stop (School Lane)	450m	6 minutes
Higham Village Pre-school	450m	6 minutes
Mid Higham Post Office	450m	6 minutes
Higham Primary School	500m	6 minutes
Public House - Gardeners Arms	500m	6 minutes
Meadow's minimart (Premier)	550m	7 minutes
Higham Village Club	550m	7 minutes
Gad's Hill School	1km	13 minutes
Higham Railway Station	1.1km	15 minutes

TABLE 2-4: SITE ACCESSIBILITY TO LOCAL SERVICES

- 2.5.3 On this basis, there is the potential for everyday journeys to be undertaken without the need for a private vehicle, in accordance with the sustainability requirements of the National Planning Policy Framework (NPPF).
- 2.5.4 Figure 2-10 shows the route pedestrians would typically take to Higham Railway Station and Higham Pre-School and Primary School on School Lane, while Figure 2-11 shows the existing pedestrian infrastructure on this route. The footway on School Lane is located on the western side of the road and is in good condition. At the school access points there are footways provided on both sides of the road with street lighting in place. Further detail of this provision is provided within the Accessibility Audit in section 2.6.

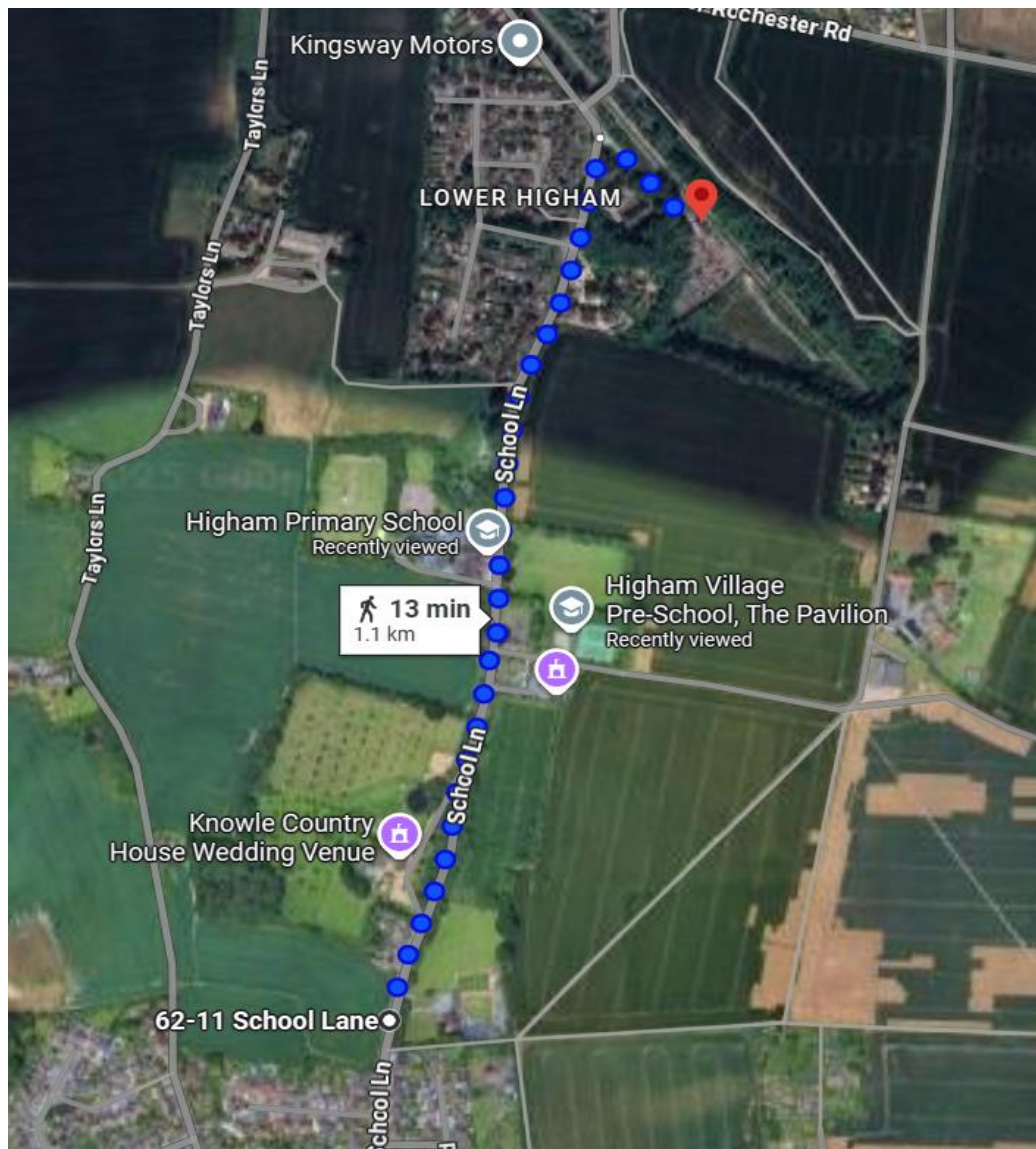


FIGURE 2-10: WALKING ROUTE TO HIGHAM TRAIN STATION (COURTESY OF GOOGLE MAPS)



FIGURE 2-11: WALKING ROUTE TO HIGHAM STATION (COURTESY OF DHA)

2.6 ACCESSIBILITY AUDIT

- 2.6.1 KCC H&T have requested within their pre-application advice that an audit is undertaken to detail the routes to / from the site to key destinations, stating the following:-

"The proposal for a walking, cycling and public transport audit within the TS is welcomed. This should include photographic evidence of routes to/from key destinations such as bus stops, train stations, convenience shops, supermarkets, schools and GP surgeries"

- 2.6.2 KCC H&T state within the pre-application advice that routes used by pedestrians and cyclists should be direct, easy to navigate, well connected, well lit, attractive and overlooked.
- 2.6.3 This section therefore documents the quality of the pedestrian, cycle and public transport infrastructure in the site vicinity. The audit covers the principal walking and cycling routes between the site and the key facilities identified in Figure 2-9. The routes have been assessed as per the below and are mapped in Figure 2-12.
- 1) School Lane (North) – between site access and Higham railway station (blue line on map).
 - 2) School Lane (South) – between site access and Forge Lane (red line on map).
 - 3) Forge Lane (South) – between South Lane and A226 (yellow line on map).
 - 4) A226 Gravesend Road (South) – between Forge Lane and bus stops on A226 (orange line on map).

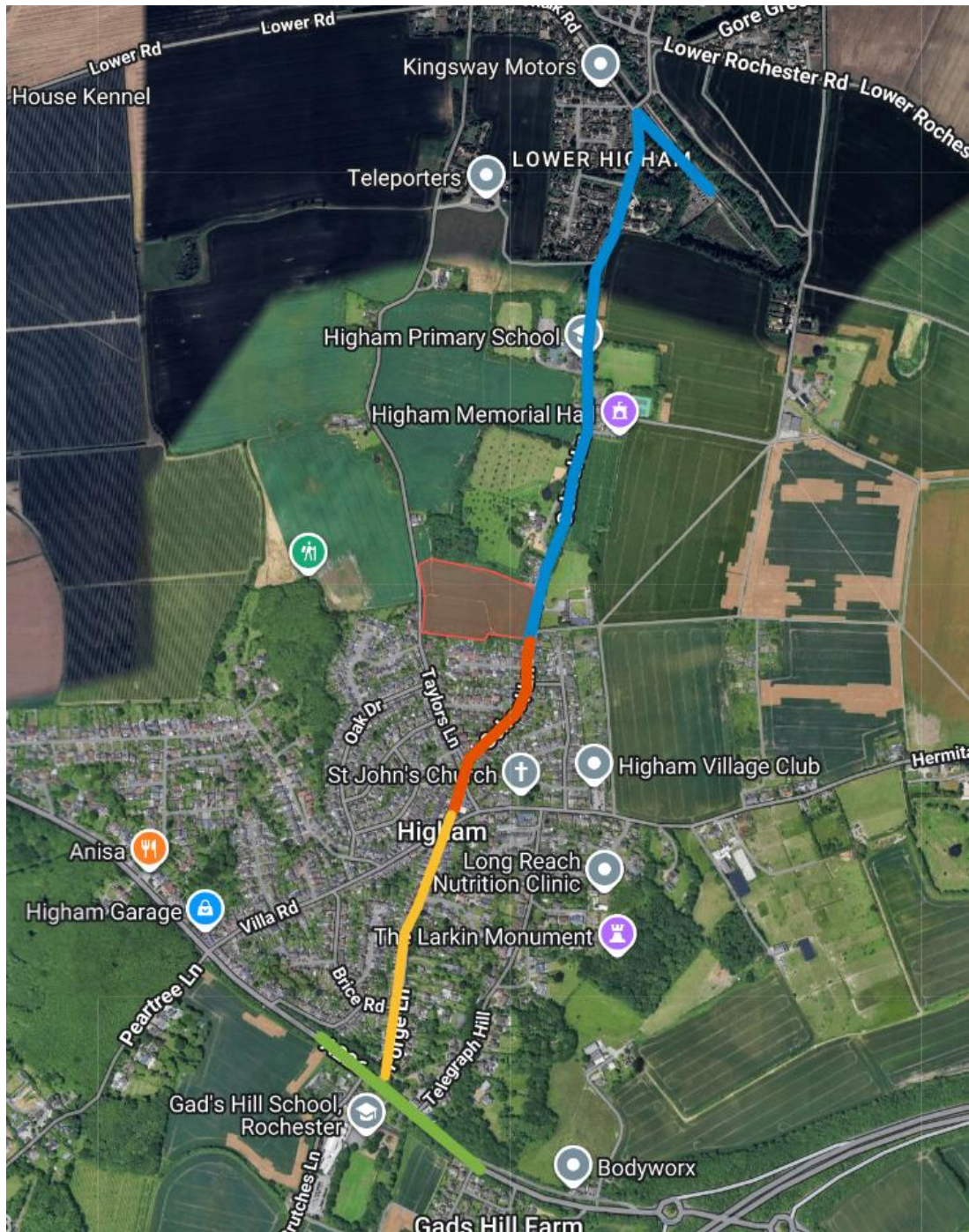


FIGURE 2-12: AUDIT ROUTES (COURTESY OF GOOGLE MAPS)

- 2.6.4 A site visit was undertaken on the 10th December 2025 to carry out the audit with the findings summarised in the following section. The routes have been assessed using the Department for Transport (DfT) Walking Route Audit Tool (WRAT) and

LTN 1/20 guidance which accord with the audit guidelines set out in the latest Kent County Council Transport Assessment and Travel Plan Guidance (2025).

- 2.6.5 As noted by WRAT guidance, a score of 70% should normally be regarded as the minimum level of provision suitable for a walking route. Where less than this is achieved, improvements should be considered.

School Lane North to Higham Station

- 2.6.6 School Lane leading north from the site access is provided with paved footway on the western side of the road as shown previously in Figure 2-11. The existing footways are maintained to a good standard, with minimal cracking and even surfaces. Given the site visit was undertaken in December, there was leaf litter and mud present on some sections of the route, which is unavoidable due to trees on adjacent land – clearing the footways more frequently would improve the quality of the route. A section of footway is also shown in Figure 2-13.



FIGURE 2-13: SCHOOL LANE (BETWEEN SCHOOL AND STATION) (COURTESY OF DHA)

- 2.6.7 Footway widths vary between 1.5-2m along its length. Some footway parking was present associated with the existing houses immediately north of the site. This section of footway measures between 3-5m in width, allowing sufficient space for pedestrians to walk past even when vehicles are present (Figure 2-14).
- 2.6.8 This route has natural surveillance from nearby dwellings and the nearby amenities for the majority of this route. The footway slopes downwards from the site access to Higham station; the slope is shallow and comfortable for pedestrians,

and of a consistent gradient for the entire length of the route. Streetlighting is present at regular intervals.



FIGURE 2-14: SCHOOL LANE FOOTWAY PARKING (COURTESY OF GOOGLE MAPS)

- 2.6.9 Some sections of this route have a grass verge on either side, providing a buffer between the footway and the road. In a few instances, a streetlighting column between the school and the railway station creates narrowed sections of footway that would require 'give and take'.
- 2.6.10 The footway provision follows the desire line as it is adjacent to the carriageway and proceeds directly past the Primary School and railway station. Given the presence of the Primary School, it is likely that traffic levels increase during the brief school peak periods.
- 2.6.11 For commuters travelling towards the station, there is a small set of three steps required to cross Steadman Close which could cause an obstruction for less able-bodied people. A dropped kerb 14m to the west could be used as an alternate option; however, users would have to travel in the road for a short distance.
- 2.6.12 There are two uncontrolled crossing points leading from the existing footway on the western side of School Lane to the station as shown in Figure 2-15. Neither of these crossing points include both a dropped kerb and tactile paving and would benefit from these enhancements.



FIGURE 2-15: EXISTING ACCESS TO HIGHAM STATION (COURTESY OF GOOGLE MAPS AND DHA)

- 2.6.13 There is no formal cycle infrastructure in the vicinity of the site, with users expected to cycle on-carriageway. This is reflective of the residential environment. Students and staff travelling to the Primary School would be able to store their bicycles in on-site facilities.
- 2.6.14 School Lane therefore provides an attractive, direct and safe route for pedestrians, but would benefit from enhanced crossing facilities to improve the safety of accessing services and facilities on the eastern side of the carriageway. The convenient location of the site lends itself to active modes of travel over car use, as residents would otherwise need to find places to stop/park, or pay for parking at the station.
- 2.6.15 The full details of the above assessment in the context of WRAT are included at **Appendix B**. Overall the route scored 67%, with key improvements primarily related to comfort and the provision of formalised tactile paving at crossing points. Given the route sits under the 70% threshold, improvements to the pedestrian infrastructure have been proposed in the Section 3 to help meet this threshold.

School Lane South to Forge Lane

- 2.6.16 School Lane leading south from the site access has footways on both sides of the carriageway measuring 2.0m in width continuing to the junction with St John's Road. The footway continues on the western side of the road, resuming on the eastern side directly south of Higham Congregational Church. Footway provision ceases following the shopping parade on the eastern side of the road and commences again at Forge Lane. School Lane leading southbound from the site is shown in Figure 2-16.



FIGURE 2-16: SCHOOL LANE (SOUTHBOUND) (COURTESY OF DHA)

- 2.6.17 The existing footways are maintained to a good standard, with surfaces generally well-kept and uncracked. The pedestrian routes along School Lane are well overlooked by residential properties and by the shops at the School Lane / School Lane priority junction. The surfacing directly outside the shopfronts is generally smooth and unlikely to cause a tripping hazard at the southern end of School Lane. At the time of the audit, the shops were well used with good natural surveillance from people coming and going and sitting outside of the café. Streetlighting is present at regular intervals.
- 2.6.18 Footways were clear of obstructions and follow the desire line as they are adjacent to the carriageway, with crossing of the road easy, direct and comfortable without delay given the low-speed environment within Higham. There is no formal cycle infrastructure on School Lane or any visible provision at the shops, with users expected to cycle on-carriageway. This is reflective of the low-speed environment.

- 2.6.19 Two dropped kerb crossing points provide access from the western side of the road and to the shopping parade as shown in Figure 2-17.



FIGURE 2-17: CROSSING POINTS FROM SCHOOL LANE TO SHOPPING PARADE (COURTESY OF DHA)

- 2.6.20 A dropped kerb crossing with tactile paving was present at the Taylor Lane / School Lane junction as shown in Figure 2-18.



FIGURE 2-18: TAYLORS LANE / SCHOOL LANE CROSSING (COURTESY OF DHA)

- 2.6.21 A formal crossing point is absent at the High View priority junction with School Lane just south of the proposed site access. This junction will evidently benefit from an uncontrolled crossing point with dropped kerbs and tactile paving to ensure this route is direct and accessible for all users.



FIGURE 2-19: HIGH VIEW / SCHOOL LANE PRIORITY JUNCTION (COURTESY OF DHA)

- 2.6.22 The full details of the above assessment in the context of WRAT are included at **Appendix B**. Overall the route scored 76%, with key improvements relating primarily to the installation of a quality crossing point at the High View junction. Overall, this route was noted to provide a well-overlooked and safe route with good quality footways.

Forge Lane between South Lane and A226 Gravesend Road

- 2.6.23 Access to Forge Lane is available via an uncontrolled pedestrian crossing off Villa Road equipped with dropped kerb and tactile paving leading to the central island via School Lane. This junction is well lit with streetlighting at all points of access and is shown in in Figure 2-20.



FIGURE 2-20: SCHOOL LANE CROSSING TO FORGE LANE (COURTESY OF DHA)

- 2.6.24 A section of Forge Lane immediately adjacent to the Gardeners Arms is approximately 1.0m in width for 14m, which might lead to some 'give and take' between users before the footway widens to and remains at 1.5-2.0m for the remainder of its length.
- 2.6.25 An uncontrolled crossing to the eastern side of Forge Lane is located outside of the library, opposite the Gardeners Arms bus stop, as shown in Figure 2-21. Crossing is easy and comfortable, with minimal delay. This crossing is provided with tactile paving on one side, with dropped kerbs. On-street parking acts as natural traffic calming.



FIGURE 2-21: FORGE LANE UNCONTROLLED CROSSING (COURTESY OF GOOGLE MAPS)

- 2.6.26 The Gardeners Arms bus stop is provided with a flag and pole with timetable information, as shown in Figure 2-7. While improvements to the bus stop such as shelter and seating would be preferable, there is not sufficient space to accommodate this.
- 2.6.27 Forge Lane has footways on both sides of the carriageway measuring between 1.6m-1.8m up to the priority junction with Hayes Close, where the footway on the eastern side of the road ends. Uncontrolled crossing points, equipped with dropped kerbs and tactile paving are located across Forge Lane and at the Forge Lane priority junction with Hayes Close, as shown in Figure 2-22.



FIGURE 2-22: UNCONTROLLED CROSSING OF FORGE LANE (COURTESY OF GOOGLE MAPS)

- 2.6.28 The footways are maintained to a good standard with surfaces generally well-kept and unlikely to pose a tripping hazard. Forge Lane is well overlooked by residential property on both sides of the carriageway and streetlighting is provided at regular intervals.
- 2.6.29 There is no formal cycle infrastructure on Forge Lane which is typical of this low-speed village environment.
- 2.6.30 The footways follow the desire line as they are adjacent to the carriageway, and this provision leads directly onto the A226 Gravesend Road.
- 2.6.31 The full details of the above assessment in the context of WRAT are included at **Appendix B**. Overall the route scored 78%, with Forge Lane noted to be a direct, well-overlooked and safe route with good quality footways.

A226 Gravesend Road between Forge Lane and Bus Stops

- 2.6.32 This route covers the A226 Gravesend Road between Forge Lane and the bus stops on the A226 Gravesend Road. The footways on Gravesend Road are 2m in width, of a good quality, with streetlighting and level gradient. The footways follow the desire line along the carriageway to the bus stops. A staggered uncontrolled pedestrian crossing is provided across Gravesend Road to the Gads Hill School entrance (Figure 2-23). This is equipped with a central island, dropped kerbs and tactile paving. It is anticipated given the status of an A-Road that crossing at peak times could be somewhat delayed.
- 2.6.33 The A226 has a 2m wide on-carriageway segregated cycleway on both sides of the road leading north and south from the junction with Telegraph Hill, 90m south of Forge Lane, to the outskirts of Strood and Gravesend. There is some narrowing in proximity to the northbound bus stop due to vegetation overgrowth to about 1m, which may cause some 'give and take' between users. This route is generally straight, with good surfacing and suitable width for vehicles to provide a safe distance to overtake if necessary.



FIGURE 2-23: A226 STAGGERED UNCONTROLLED PEDESTRIAN CROSSING (COURTESY OF GOOGLE MAPS)

- 2.6.34 The full details of the above assessment in the context of WRAT are included at **Appendix B**. Overall the route scored 87%, with Forge Lane noted to be a direct, well-overlooked and safe route with good quality footways.

Summary

- 2.6.35 Overall, the site location is considered suitably accessible, with a number of everyday amenities and facilities accessible within a short walking / cycling distance. The existing pedestrian infrastructure in Higham is provided to a good standard, with routes generally of a high quality, easy to navigate, well-overlooked, and direct to the destination.
- 2.6.36 Given the nature of Higham Village, on-carriageway cycling is considered appropriate with formal infrastructure located on the A226 Gravesend Road providing direct connections into Gravesend to the north and Strood to the south.
- 2.6.37 Some potential areas for improvement have been identified, including upgrading existing bus stops and providing formal crossing points to enable direct access into the village. It is considered that due to a lack of space, improvements to existing bus stops are not achievable. It is however proposed to install formal uncontrolled crossing points at High View and in proximity to the railway station, with the improvements considered suitable in relation to the scale of development and quality of existing infrastructure.

2.7 HIGHWAY SAFETY

- 2.7.1 The latest five years of Personal Injury Collision (PIC) data has been obtained from KCC for the local highway network in the surrounding area for the period up to 31st March 2025.
- 2.7.2 Six incidents were recorded within the study area, which was agreed with KCC H&T during pre-application correspondence, one of which was classified as 'serious' in severity and the remaining five were classified as 'slight' in severity. Figure 2-24 displays the study area (in red) and the locations of the incidents.

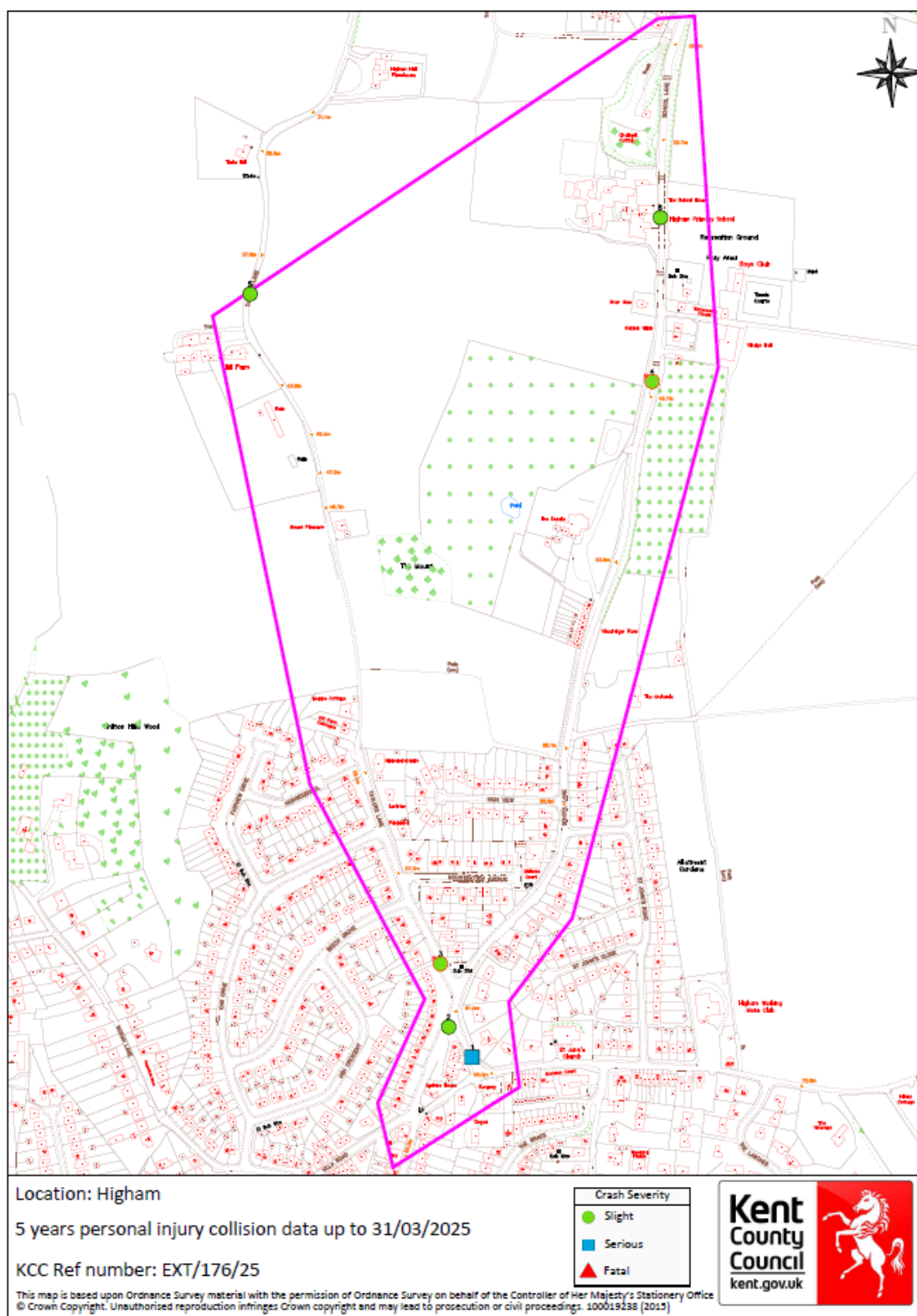


FIGURE 2-24: PIC PLOT (COURTESY OF KCC)

- 2.7.3 Table 2-5 summarises the incidents, against the PIC numbers within the associated report, the full PIC dataset is included at **Appendix C**.

JUNCTION / LOCATION	SEVERITY	WEATHER CONDITIONS	CASUALTIES
(1) School Lane South of the Site	Serious	Dry and fine	2
(2) School Lane South of the Site	Slight	Dry and fine	1
(3) Taylors Lane	Slight	Dry and fine	2
(4) School Lane NE/SW	Slight	Dry and fine	1
(5) Taylors Lane	Slight	Dry and fine	3
(6) School Lane NE/SW	Slight	Wet/damp	1

TABLE 2-5: SUMMARY OF PIC DATA

School Lane South of the Site

- 2.7.4 Two incidents took place on School Lane south of the site. The first was classified as 'serious' in severity, occurring in dark conditions. The incident occurred when a car, travelling south east has moved into the right lane next to another car to overtake it and collided with the vehicle.
- 2.7.5 The second incident was classified as 'slight' in severity occurring in light conditions when a car has pulled out of the shopping parade and into the path of another car.

Taylors Lane junction with Hermitage Lane

- 2.7.6 A 'slight' incident occurred at this junction, when a motorcyclist manoeuvring to turn into Taylors Lane has driven past a coach attempting to u-turn in the middle of the road and collided with a pedestrian.

Taylors Lane

- 2.7.7 One further 'slight' incident occurred on Taylors Lane, in light conditions when a car driving north on Taylors Lane has gone round a blind bend and collided with a goods vehicle.

School Lane North of the Site

- 2.7.8 The final two 'slight' incidents occurred on School Lane north of the site in light conditions. The first incident occurred when a vehicle had stopped to signal a pedestrian to cross the road, with the pedestrian walking out into the road and colliding with a driver's side light.
- 2.7.9 The final incident involved a rear end shunt collision.

Summary

- 2.7.10 It is apparent that all the recorded incidents were the result of road user error, rather than any inherent fault with the layout or condition of the highway. Only six total collisions were recorded and no trends in road or weather conditions were identified, nor any trends related to location, vehicle manoeuvre, or cause of the collision.
- 2.7.11 It is not considered that vehicles will frequently route via Taylors Lane, as it does not form a particular desire line. An uncontrolled crossing point equipped with dropped kerbs and tactile paving is proposed at the station to enable safe crossing of School Lane north of the site.
- 2.7.12 Based on the above information, it is not considered that the proposed development will materially exacerbate the local highway safety record.

3 DEVELOPMENT PROPOSALS

3.1 OVERVIEW

- 3.1.1 An outline planning application is proposed for the construction of up to 50 residential dwellings which will comprise a 50 / 50 split between affordable and private housing given the sites grey belt nature.
- 3.1.2 The indicative site layout plan is included at **Appendix D** and shown in Figure 3-1.



FIGURE 3-1: ILLUSTRATIVE OUTLINE MASTERPLAN

- 3.1.3 A draft Travel Information Pack (TIP) is included at **Appendix E** as requested by KCC H&T within their pre-application advice. It is proposed that a condition is attached to any potential future planning consent, requiring a detailed TIP to be submitted to and approved by the Local Planning Authority prior to first occupation, to then be distributed to first residents.

3.2 ACCESS

- 3.2.1 Primary vehicular access to the site will be achieved via a new priority junction off School Lane, which will have an initial carriageway width of 5.5m.
- 3.2.2 To inform the access design, an Automatic Traffic Count (ATC) survey was undertaken on School Lane in proximity to the site for the seven-day period commencing Sunday 13th July 2025. This survey recorded 85th percentile vehicle speeds of 32.3mph northbound and 32.4mph southbound. The full ATC data is included at **Appendix F**. This occurred before the summer term ended on 22nd July.
- 3.2.3 The recorded 85th percentile speeds have been identified as slightly over the 30mph speed limit for School Lane. The proposed access arrangements will naturally encourage drivers to reduce speeds in the vicinity of the junction as more vehicle interactions occur at this location.
- 3.2.4 The recorded 85th percentile vehicle speeds equate to visibility splay requirements of 2.4 x 48m in each direction from the access, using the Manual for Streets (MfS) calculator. These splays have been demonstrated within the Stage 1 site access design included at **Appendix G**. The associated swept path analysis drawings are also included at **Appendix G**.
- 3.2.5 No emergency access is proposed as the development comprises no more than 50 residential units, which is considered appropriate for the scale of development proposed. The Kent Design Guide Section 2 Step 3 "Designing for Movement" sets out the street hierarchy design standards for residential developments based on the number of residential dwellings served. This guidance states that for a 'Minor Access Road', if there is no-through road a maximum of 50 dwellings should be served, which the development accords with.
- 3.2.6 Primary pedestrian access to the site will be achievable via the vehicular access. 2m wide footways will be installed on both sides of the access, tying into the existing provision on School Lane. An uncontrolled pedestrian crossing with dropped kerbs and tactile paving will be provided at the site access junction to enable pedestrians to cross.
- 3.2.7 NS153 routes through the centre of the site and is shown in Figure 2-4. This will be retained and enhanced as part of the development proposals, with paved and lit footways making this route more accessible to new and existing residents of Higham.
- 3.2.8 Following the audit undertaken in the previous section of this TS, upgrades to the external pedestrian infrastructure in Higham is proposed to enhance the quality and safety of existing routes to local amenities. The existing uncontrolled crossing point at Higham Railway Station to the north of the site will be upgraded and provided with tactile paving to improve accessibility.

- 3.2.9 A new uncontrolled crossing equipped with dropped kerbs and tactile paving will be provided across the High View priority junction with School Lane, to ensure direct connectivity to the village centre is achievable for all users.

3.3 ROAD SAFETY AUDIT

- 3.3.1 An independent Stage 1 Road Safety Audit (RSA) of the proposed site access was completed on the 22nd January 2026. The Stage 1 RSA and Designers Response are included at **Appendix H**, with all matters addressed within the Designers Response. Confirmation from the auditor that all matters have been addressed is included within **Appendix H**. Please note that the RSA was updated on 29th January to reflect the correct number of proposed dwellings (up to 50 rather than up to 49). The matters to address or Designer's Response were not impacted by this change, ensuring the confirmation from the auditor provided on 25th January 2026 remains applicable.

3.4 PARKING

- 3.4.1 The application will be submitted in outline and therefore parking will be subject to a separate future Reserved Matters Application. The adopted parking standards for sites located within Gravesham are the Kent and Medway Structure Plan: Supplementary Planning Guidance 4 (SPG4) (2006). It is noted however that KCC have recently adopted the Kent County Council Parking Standards (2025), which they assess sites against.
- 3.4.2 Vehicle parking will be provided in accordance with both the latest KCC standards and in accordance with SPG4.
- One-bedroom houses will be provided with one allocated space;
 - Two / three-bedroom dwellings will be provided with two allocated spaces;
 - Four / five-bedroom dwellings will be provided with three allocated spaces; and
 - Visitor parking will be provided at a ratio of 0.2 spaces per dwelling.
- 3.4.3 As detailed in Section 4, SPG4 and KCC's latest standards are largely identical, except SPG4 does not have any visitor parking requirements.
- 3.4.4 Resident cycle parking will be provided at a rate of one space per bedroom. Communal cycle parking will also be provided at a proportion of the total dwellings as requested by KCC H&T within their pre-application advice.

- 3.4.5 Each dwelling will be provided with an 'active' Electric Vehicle (EV) charging point in line with Part S of the Building Regulations.
- 3.4.6 The indicative masterplan shows that the appropriate level of parking can be provided in accordance with the above standards. One 'active' Electric Vehicle (EV) charging point will be provided per dwelling to comply with Part S of the Building Regulations in relation to Electric Vehicle charging infrastructure.

3.5 CONSTRUCTION TRAFFIC MANAGEMENT

- 3.5.1 Site offices and welfare facilities will be located on the construction site. Wheel washing equipment will be provided as necessary for construction phases. Access to the construction site will be secured and operated in accordance with current health and safety legislation. Delivery and construction HGV traffic will be accommodated on the construction site, with no requirement for waiting on the public highway. Daily movements of goods vehicles will be timed to avoid peak traffic times.
- 3.5.2 Third-party suppliers and contractors visiting the site will be made aware of the construction access and routing arrangements at the start of the project. Site management will ensure compliance with the construction access arrangements.

4 TRANSPORT PLANNING POLICY

4.1 NATIONAL PLANNING POLICY FRAMEWORK (NPPF, 2024)

- 4.1.1 The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other developments can be produced. The NPPF is a material consideration in planning decisions.
- 4.1.2 At the heart of the NPPF is a presumption in favour of sustainable development. This is reflected in Section 9 of the document where it is noted that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.
- 4.1.3 The NPPF states at Paragraph 110 that: *"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."*
- 4.1.4 The Framework further advises at Paragraph 115 that in assessing sites, it should be ensured that: -
- "Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- Safe and suitable access to the site can be achieved for all users;*
- The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."*
- 4.1.5 Paragraph 116 states that: *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."*
- 4.1.6 Paragraph 117 then goes on to note that applications for development should: -

- (a) "Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- (b) Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- (c) Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- (d) Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- (e) Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

4.1.7 Paragraph 118 states that: *"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."*

4.1.8 Paragraph 148 states that *"Where it is necessary to release Green Belt land for development, plans should give priority to previously developed land, then consider grey belt which is not previously developed, and then other Green Belt locations. However, when drawing up or reviewing Green Belt boundaries, the need to promote sustainable patterns of development should determine whether a site's location is appropriate with particular reference to paragraphs 110 and 115 of this Framework. Strategic policy-making authorities should consider the consequences for sustainable development of channelling development towards urban areas inside the Green Belt boundary, towards towns and villages inset within the Green Belt or towards locations beyond the outer Green Belt boundary."*

4.1.9 Paragraph 155 states that *"The development of homes, commercial and other development in the Green Belt should also not be regarded as inappropriate where all the following apply:*

- a) The development would utilise grey belt land and would not fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the plan;*
- b) There is a demonstrable unmet need for the type of development proposed;*

- c) *The development would be in a sustainable location, with particular reference to paragraphs 110 and 115 of this Framework; and*
- d) *Where applicable the development proposed meets the 'Golden Rules' requirements set out in paragraphs 156-157 below."*

4.2 PLANNING PRACTICE GUIDANCE (PPG, 2014)

- 4.2.1 The PPG was established in March 2014 as a supporting resource in conjunction with the NPPF, which is also a material consideration in determining planning applications. With respect to transport, the PPG includes a section titled '*Travel Plans, Transport Assessments and Statements*'. This provides general guidance on the process of producing these documents, advising that: -

"The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or "severe" impacts. Travel Plans can play an effective role in taking forward those mitigation measures which relate to on-going occupation and operation of the development."

4.3 DEPARTMENT FOR TRANSPORT (DFT) CIRCULAR 01/2022 - THE STRATEGIC NETWORK AND THE DELIVERY OF SUSTAINABLE DEVELOPMENT (2022)

- 4.3.1 DfT Circular 01/2022 states at Paragraph 11 that National Highways will: -

"...act in a manner which conforms to the principles of sustainable development. In this context the company's licence agreement defines sustainable development as encouraging economic growth while protecting the environment and improving safety and quality of life for current and future generations. Alongside this, the company has an important role to play in the drive towards zero emission transport through its commitment to net zero maintenance and construction emissions by 2040 and net zero road user emissions by 2050, and its role as a statutory consultee in the planning system."

- 4.3.2 The Circular further advises at Paragraph 12 that: -

"New development should be facilitating a reduction in the need to travel by private car and focused on locations that are or can be made sustainable", and that "Developments in the right places and served by the right sustainable infrastructure delivered alongside or ahead of occupancy must be a key consideration when planning for growth in all local authority areas."

- 4.3.3 In relation to Transport Assessments, the Circular states at Paragraph 48 that: -

"Where a Transport Assessment is required, this should start with a vision of what the development is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision. Where such development has not been identified in an up-to-date development plan (or an emerging plan that is at an advanced stage), developers should demonstrate that the development would be located in an area of high accessibility by sustainable transport modes and would not create a significant constraint to the delivery of any planned improvements to the transport network or allocated sites."

4.4 KCC LOCAL TRANSPORT PLAN 5 (LTP5): STRIKING THE BALANCE (2024-2037)

4.4.1 The Local Transport Plan 5 (LTP5) was adopted by KCC in December 2024 and runs from 2024 to 2037. The Plan sets the overall strategy and direction for transport in Kent over the medium-term.

4.4.2 The Plan includes details on how the County Council will meet its transport ambition for Kent, which is: -

"...to improve the health, wellbeing, and economic prosperity of lives in Kent by delivering a safe, reliable, efficient and affordable transport network across the county and as an international gateway. We will plan for growth in Kent in a way that enables us to combat climate change and preserve Kent's environment."

We will do this by delivering emission-free travel by getting effective dedicated infrastructure to electrify vehicles, increase public transport use and make walking and cycling attractive. This will be enabled by maintaining our highway network and delivering our Vision Zero road safety strategy. These priorities will ensure our networks are future-proof, resilient and meet user needs."

4.4.3 This ambition will be realised through a number of targeted, overarching policies which will aim to deliver specific outcomes for the county. Those applicable to the development proposals are: -

"Outcome 2: *Deliver our Vision Zero road safety strategy through all the work we do.*

Policy A): Achieve a fall over time in the volume of people killed or very seriously injured on KCC's managed road network, working towards the trajectory set by Vision Zero for 2050.

Outcome 5: *Deliver a transport network that is quick to recover from disruptions and future-proofed for growth and innovation, aiming for an*

infrastructure-first approach to reduce the risk of highways and public transport congestion due to development.

Policy B): Reduce the amount of forecast future congestion and crowding on highways and public transport that is associated with demand from development by securing funding and delivery of our Local Transport Plan.

Outcome 7: *Road-side air quality improves as decarbonisation of travel accelerates, contributing towards the pursuit of carbon budget targets and net zero in 2050.*

Policy A): Reduce the volume of carbon dioxide equivalent emissions entering the atmosphere associated with surface transport activity on the KCC managed highway network by an amount greater than our forecast "business as usual" scenario. This means achieving a greater fall than those currently forecast of 9% by 2027, 19% by 2032 and 29% by 2037.

Policy B): No area in Kent is left behind by the revolution in electric motoring, with charging infrastructure deployed close to residential areas, to reduce barriers to adoption.

Outcome 8: *Better health and wellbeing*

Policy A): We will aim to obtain further funding to deliver the outcomes of our Bus Service Improvement Plan (or its successor) beyond its current horizon of 2024/25. We will ensure that our Local Transport Plan proposals are clearly evidenced in terms of their contribution towards achieving our Bus Service Improvement Plan.

Policy B): We will identify and support industry delivery of priority railway stations for accessibility improvements and route improvements to reduce journey times and improve reliability.

Outcome 9: *Health, air quality, public transport use, congestion and the prosperity of Kent's high streets and communities will be improved by supporting increasing numbers of people to use a growing network of dedicated walking and cycling routes.*

Policy A): We will aim to deliver walking and cycling improvements at prioritised locations in Kent to increase activity levels and support Kent's diverse economy, presented in a Kent Cycling and Walking Infrastructure Plan."

- 4.4.4 Within a section dedicated to 'Development Management Principles, LTP5 sets out a number of further county-wide strategic aims: -

"To ensure Local Planning Authorities and developers work effectively with KCC to effectively design development and local transport so as to reduce

its pressure on the existing road network and embed sustainable travel from the start.

To implement an infrastructure-first approach to secure initial improvements to the whole transport system to reduce pressure on the road network.

To recognise the uncertainty in how occupants of new developments will travel by assessing a range of outcomes and ensuring the right mitigations are implemented in response to observed impacts."

- 4.4.5 To achieve the above aims, KCC have stated that they will work with Local Planning Authorities to deliver a 'decide and provide' approach. In line with the aim to strike the balance between modes, and with the recognition that car use remains by far the most popular mode of transport in the county, KCC hope that this approach will help support a greater choice of transport modes, to help reduce pressure on the existing network, whilst also addressing impacts that do require mitigation.

4.5 GRAVESHAM LOCAL PLAN CORE STRATEGY (2014)

- 4.5.1 The Core Strategy was adopted by Gravesham Borough Council (GBC) in September 2014 and is the Council's principal document within its Local Plan, setting out the main planning policy objectives for the Borough up to 2028.

- 4.5.2 Regarding transport, Strategic Objective 7 is to: -

"Enhance the Borough's public transport network to serve existing and new neighbourhoods and communities in Gravesend, Northfleet and Ebbsfleet."

- 4.5.3 Paragraph 2.6.4 states the following in relation to the location of new development: -

"In view of these challenges and opportunities, there will be a need to ensure that:

- new development is mixed use, is located in areas with best access to services and facilities which minimise the need to travel, particularly by car and minimises impacts on the road network;*
- support is given to alternatives to car based transport such as improved bus, train, cycling, walking and river transport provision and improved transport hubs in Gravesend town centre and at Ebbsfleet."*

- 4.5.4 Paragraph 4.2.8 states the following: -

"The Core Strategy acknowledges that as development opportunities within the existing urban area and settlements inset from the Green Belt become

more limited, some development may be required on land in the rural area before the end of the plan period to meet the Borough's housing needs and sustain rural communities. The Green Belt has therefore been identified as a broad location for future growth and its boundaries will be subject to a review."

4.5.5 Paragraph 5.3.35 states the following in relation to car parking: -

"The Council will require applicable new developments to prepare and adopt Transport Assessments and Travel Plans using Kent County Council's guidance "Transport Assessments and Travel Plans, October 2008." It will also require developments to take into account current car parking standards. These will be refined taking into account the availability of alternative means of transport and accessibility to services and facilities."

4.5.6 Policy CS11 states the following: -

"New developments should mitigate their impact on the highway and public transport networks as required. As appropriate, transport assessments and travel plans should be provided and implemented to ensure the delivery of travel choice and sustainable opportunities for travel..."

Sufficient parking in new development will be provided in accordance with adopted standards which will reflect the availability of alternative means of transport and accessibility to services and facilities..."

The Council will seek improvements to walking and cycling facilities and networks in the Borough including provision in new development as appropriate..."

4.6 GRAVESHAM LOCAL PLAN FIRST REVIEW (SAVED POLICIES) (1994)

4.6.1 Although the adopted Core Strategy replaces a number of the policies contained within the Local Plan (First Review), those which were 'saved' by the Secretary of State will remain applicable in the determination of planning applications.

4.6.2 Policies T1 to T3 are in accordance with general policy outlined by the Local Highway Authority with respect to the use of the highway network. These are set out as follows: -

"Policy T1: The Local Planning and Highway Authorities will consider the impact on the transport system and on the environment of traffic generated by new development and will wish to ensure that all proposed developments are adequately served by the highway network identified on the Proposals Map."

Policy T2: *The Local Planning and Highway Authorities will seek to channel all traffic travelling through Gravesham on to the primary road network and to channel traffic between and within residential, industrial and principal business districts of the Borough onto the district distributors.*

Policy T3: *The Local Planning and Highway Authorities will not normally permit any proposed development that generates significant volumes of commercial vehicle traffic, if it is not well related to the primary and district distributor network."*

- 4.6.3 In addition, **Policy T5** relates to the formation or intensified use of an access to the main highway network as identified on the Proposals Map, stating that this would not usually be permitted unless it can be demonstrated that there would be no safety implications and that the access is designed to a suitable standard which is acceptable to the Local Planning and Highway Authorities.
- 4.6.4 **Policy T9** requires new residential development to comply with the Kent Design Guide and the vehicle parking standards, and in appropriate circumstances the Borough Council will encourage the use of traffic calming measures. Furthermore, **Policy P3** requires provision for vehicle parking to be made within the development site.

4.7 GRAVESHAM DRAFT LOCAL PLAN (2026)

- 4.7.1 The new Gravesham Local Plan covers the period up to 2042 and sets a borough-wide spatial strategy and planning policies to guide development as well as preserve sites that contribute to the identities and wellbeing of the Borough.
- 4.7.2 The Local Plan has recently been released in February 2026 for Regulation 19 Consultation where stakeholders have been given 6 weeks to comment on the Plan. Following this consultation formal representations will be collated by the Local Planning Authority and sent directly to the Secretary of State, who will examine the draft Local Plan later this year.
- 4.7.3 The Local Plan details site allocations which identify the key and strategic sites within the most suitable and sustainable locations to deliver development and infrastructure.
- 4.7.4 The proposal site has a draft allocation within the Plan under Policy reference LP7.1f for residential development of approximately 60 homes. The highway related considerations to ensure development is considered acceptable are summarised below:-

"A primary vehicular and pedestrian access shall be provided onto School Lane. A secondary /emergency access shall be provided in a location be agreed.

Walking and cycling route through the site that facilitates active travel routes to Higham Railway station, Higham Primary School and Higham Local centre.

A layout that safeguards the alignment and character of the PRow that crosses the site (NS153 (Restricted Byway))."

4.8 PARKING POLICY

Kent and Medway Structure Plan: Supplementary Planning Guidance 4 (SPG4)

- 4.8.1 GBC's adopted parking policy is taken from the Kent and Medway Structure Plan: Supplementary Planning Guidance 4 (SPG4). This outlines the maximum parking standards required for new residential developments based on dwelling size, which are as follows: -
- 1-bedroom units – **1 space per dwelling;**
 - 2- and 3-bedroom units – **2 spaces per dwelling; and**
 - 4+ bedroom units – **3 spaces per dwelling.**
- 4.8.2 The standards note that for *"1-bedroom dwellings the parking will usually be provided as communal spaces. For other dwelling sizes part or all of the parking can be provided on a communal basis."*
- 4.8.3 SPG4 also sets out cycle parking standards, which are one space per bedroom for houses.

Kent County Council parking standards (2025)

- 4.8.1 The applicable vehicle parking standards for residential development are set out within the more recently published KCC Parking Standards (2025). Table 4-1 below summarises the applicable minimum standards for developments in rural locations.

DWELLING SIZE	PARKING SPACE ALLOWANCE	FORM OF SPACE
1 & 2 bed flats	1 space per unit	Not allocated
1 & 2 bed houses	2 spaces per unit	Allocation of 1 space per unit possible
3 bed houses	2 spaces per unit	Allocation of one or both spaces possible
4+ bed houses	3 spaces per unit	Allocation of both spaces possible
Visitor parking	0.2 spaces per unit	On-street areas

TABLE 4-1: KENT COUNTY COUNCIL'S CAR PARKING STANDARDS FOR RESIDENTIAL DEVELOPMENT

- 4.8.2 The standards note that garages are considered additional to the number of spaces provided above; however, car barns and open car ports are acceptable in all locations, subject to good design.
- 4.8.3 The cycle parking standards for residential development are also set out within the KCC Parking Standards. Table 4-2 presents the applicable minimum standards.

BUILDING TYPE	CYCLE PARKING ALLOWANCE
Flats and maisonettes	1 space per bedroom
Houses	1 space per bedroom

TABLE 4-2: KCC CYCLE PARKING STANDARDS FOR RESIDENTIAL DEVELOPMENT

- 4.8.4 The following notes accompany these standards: -
- (1) *"Cycle parking provision should normally be provided within the curtilage of the residential dwelling. Where a garage is provided it should be of a suitable size to accommodate the required cycle parking provision in addition to that of a car."*
 - (2) *"Parking provision should be provided as a secure communal facility where a suitable alternative is not available."*

4.9 BUILDING REGULATIONS 2010: APPROVED DOCUMENT S (2021)

- 4.9.1 Approved Document S of The Building Regulations outlines the infrastructure required for the charging of Electric Vehicles (EVs). Requirement S1 outlines the guidance for the erection of new residential buildings: -

"(1) A new residential building with associated parking must have access to electric vehicle charge points as provided for in paragraph (2).

(2) The number of associated parking spaces which have access to electric vehicle charge points must be—

(a) the total number of associated parking spaces, where there are fewer associated parking spaces than there are dwellings contained in the residential building; or

(b) the number of associated parking spaces that is equal to the total number of dwellings contained in the residential building, where there are the same number of associated parking spaces as, or more associated parking spaces than, there are dwellings."

4.10 PLANNING POLICY COMPLIANCE SUMMARY

- 4.10.1 The proposed development is seen to comply with all relevant national and local transport planning policies. The site enjoys good access to the primary and strategic highway network and is located within a reasonable walking distance of a range of services, facilities and public transport nodes, providing residents and visitors with realistic opportunities for non-car travel, in accordance with Paragraphs 110, 115, 148 and 155 of the NPPF. Sustainable travel will be further encouraged by the proposed enhancements to surrounding pedestrian and public transport infrastructure.
- 4.10.2 The Gravesham Core Strategy recognises that development within the Green Belt may be required in rural areas to help meet housing needs. In accordance with Paragraph 2.6.4 of the Core Strategy, residents of the development will be provided with the opportunity to utilise alternatives to car-based travel such as walking, cycling, rail and bus. The sites draft allocation within Gravesham's recently released draft Local Plan (2026) also further evidences it is a suitable and sustainable location.
- 4.10.3 The application is to be submitted in outline and therefore parking will be subject to a separate future Reserved Matters Application. Parking will comply with the adopted parking standards.
- 4.10.4 The development's compliance with the key applicable NPPF policies is further outlined in Table 4-3.

NATIONAL PLANNING POLICY FRAMEWORK: KEY POLICY COMPLIANCE	
Paragraph	Compliance
110	
<i>"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes..."</i>	The site has been demonstrated to be sustainably located within a reasonable walking distance of a range of services, facilities and public transport nodes, offering future residents and visitors a genuine choice of sustainable transport modes. This will be further encouraged through the implementation of a Travel Information Pack and the proposed improvements to surrounding pedestrian infrastructure. The applicant is also proposing to improve existing crossing points including upgraded dropped kerbs and the installation of tactile paving.
115	
<i>"Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location."</i>	In accordance with the vision for the site, the proposals will deliver a sustainable extension to Higham. The site will connect with the good level of pedestrian infrastructure within the site vicinity. The location of the site ensures everyday services, facilities and public transport nodes are within walking distance. The development proposals will also provide enhancements to pedestrian infrastructure.
<i>"Safe and suitable access to the site can be achieved for all users."</i>	The proposed vehicular access has been demonstrated to be safe and suitable for future users. It has been designed in accordance with the applicable Manual for Streets guidance with all points raised within the independent Stage 1 Road Safety Audit addressed. No emergency access is proposed as the development comprises no more than 50 residential units, which is considered appropriate for the scale of development proposed and the applicable Kent Design Guidance.
<i>"The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code."</i>	Design matters relating to street hierarchy and parking will be the subject of a future Reserved Matters application. A policy-compliant level of parking will be provided, and it is confirmed that the site will be designed in accordance with the applicable local and national design guidance.
<i>"Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach"</i>	It is demonstrated within the following section that the development will have a negligible impact on the operation of the transport network. Analysis of the most recent five-years' worth of PIC data within the site vicinity further demonstrates that the site would not materially exacerbate the local highway safety record.

	The vision-led approach taken to the design of this development will further reduce its impact on the transport network through the proactive encouragement of sustainable transport modes.
148	
<i>"Where it is necessary to release Green Belt land for development, plans should give priority to previously developed land, then consider grey belt which is not previously developed, and then other Green Belt locations. However, when drawing up or reviewing Green Belt boundaries, the need to promote sustainable patterns of development should determine whether a site's location is appropriate with particular reference to paragraphs 110 and 115 of this Framework. Strategic policy-making authorities should."</i>	The site has been demonstrated to be appropriate for development given its compliance with Paragraphs 110 and 115.
155	
<i>"The development would be in a sustainable location, with particular reference to paragraphs 110 and 115 of this Framework"</i>	As above, the site has been demonstrated to be sustainably located in accordance with Paragraphs 110 and 115 and therefore in compliance with applicable transport policy within Paragraph 155.

TABLE 4-3: NPPF KEY POLICY COMPLIANCE

5 TRIP GENERATION

5.1 OVERVIEW

- 5.1.1 This section outlines the methodology employed to calculate the likely vehicle trip generation of the proposed development. Given that the site currently comprises of open fields, there is assumed to be no material existing trip generation.
- 5.1.2 Please note that any inaccuracies in the following tables are the result of rounding in MS Excel.

5.2 PROPOSED DEVELOPMENT TRIP GENERATION

- 5.2.1 The national Trip Rate Information Computer System (TRICS version 8) database has been interrogated to provide average weekday peak hour trip rates for each of the different land use types. Surveys in 'Edge of Town', 'Neighbourhood Centre' and 'Suburban' locations have been selected. Any surveys undertaken during COVID-19 travel restrictions have been excluded and the local population criteria refined with selections up to 10,000 within a 1-mile radius and 75,000 within a 5-mile radius applied. Sites in Ireland have been discounted as requested by KCC H&T within their pre-application advice given they are subject to different transport planning policy.
- 5.2.2 The TRICS database has been interrogated within the following categories:-
- 03 – RESIDENTIAL, A – HOUSES PRIVATELY OWNED
- 5.2.3 Of the proposed dwellings, 50 per cent of the dwellings will be delivered as affordable housing, with the remaining 50 per cent privately owned. For robustness, all trips have been assessed as privately owned. This approach reflects that many of the surveyed sites used will already include a proportion of affordable homes and therefore have already been accounted for.
- 5.2.4 A summary of the average weekday peak hour trip rates arising from this exercise is provided in Table 5-1 and the full TRICS reports are included at **Appendix I**.

PERIOD	ARRIVALS	DEPARTURES	TOTAL
AM Peak (0800-0900)	0.128	0.336	0.464
PM Peak (1700-1800)	0.319	0.164	0.483
Daily (0700-1900)	2.050	2.069	4.119

TABLE 5-1: AVERAGE TRIP RATES

- 5.2.5 The trip rates have been factored by the indicative accommodation schedule to provide the trip generation forecasts in Table 5-2.

PERIOD	ARRIVALS	DEPARTURES	TOTAL
<i>Houses Privately Owned (50 dwellings)</i>			
AM Peak (0800-0900)	6	17	23
PM Peak (1700-1800)	16	8	24
Daily (0700-1900)	103	103	206

TABLE 5-2: PROPOSED DEVELOPMENT TRIP GENERATION FORECAST (50 DWELLINGS)

- 5.2.6 It is noted that the proposed development has the potential to generate approximately 23 two-way vehicle movements in the weekday AM peak hour and 24 two-way movements in the PM peak hour. Across the 12-hour daytime period (07:00-19:00), the proposals will generate approximately 206 two-way vehicle movements, equating to an additional 17 vehicle trips per hour – or one every three minutes – on average.
- 5.2.7 In line with the vision of the development set out above, a five per cent reduction to the baseline development vehicular trip generation forecast has been applied. The results of this reduction are shown in Table 5-3.

PERIOD	ARRIVALS	DEPARTURES	TOTAL
AM Peak (0800-0900)	6	16	22
PM Peak (1700-1800)	15	8	23
Daily (0700-1900)	97	98	196

TABLE 5-3: PROPOSED DEVELOPMENT TRIP GENERATION FORECAST (FIVE PER CENT MODE SHIFT REDUCTION)

- 5.2.8 Based on this forecast, it is not anticipated that the proposed development will have a material adverse impact on the operation of the local highway network.
- 5.2.9 KCC H&T, within their pre-application advice, requested that a capacity assessment of the proposed site access be undertaken. However, given the results of the above assessment that demonstrates the development proposals will have a negligible impact on the local highway network, it is not deemed necessary to undertake a capacity assessment.

5.3 TRIP DISTRIBUTION AND ASSIGNMENT

- 5.3.1 Given the geographical positioning of the site between the urban centres of Medway and Gravesend, it is considered that most trips will distribute south to the

A226. Demand to travel north from the site will be limited as the primary school and train station are within a 10- to 15-minute walking distance, and the wider rural network leads primarily to small residential villages on the Hoo Peninsula.

6 SUMMARY AND CONCLUSION

- 6.1.1 This Transport Statement has been produced on behalf of M Scott Properties Ltd in support of the outline planning application for the development of up to 50 dwellings at Land west of School Lane, Higham, Gravesham, Kent.
- 6.1.2 The proposed development complies with all relevant national and local transport planning policies. The site enjoys good access to the local highway network and is sustainably located for a rural location, with good connections to existing pedestrian infrastructure and public transport nodes, as well as to everyday facilities and services within Higham, in accordance with Paragraphs 110, 115, 148 and 155 of the National Planning Policy Framework (NPPF).
- 6.1.3 The development will be supported by a Travel Information Pack, which will promote sustainable travel behaviour amongst future residents. The scheme also will make improvements to external local pedestrian infrastructure.
- 6.1.4 Vehicle and cycle parking will be provided in accordance with SPG4 and KCC's latest 2025 Parking Standards.
- 6.1.5 A review of the latest five-year Personal Injury Collision data for the local highway network confirms that the proposed development should not have any material adverse impacts in this regard.
- 6.1.6 The proposed site access design has been prepared with reference to the applicable highway standards and has been subject to an independent Stage 1 Road Safety Audit, in which all outstanding issues have been addressed.
- 6.1.7 The proposed development with the vision-based mode shift reduction, is projected to generate a maximum of 196 vehicle movements over the 12-hour weekday period (07:00-19:00), including 22 in the AM peak hour and 23 in the PM peak hour. Overall, this would equate to an additional 16 vehicle trips per hour – or one every three to four minutes – on average, which would not have a significant or 'severe' residual impact on the operation of the local highway network with reference to Paragraph 116 of the NPPF.
- 6.1.8 Given the above, it is concluded that the proposal should not have any material adverse impacts in terms of transport and therefore there should be no sound transport-based objections to the planning application.

APPENDIX A





Non LPA

Tom.Valek@dhatransport.co.uk

Highways and Transportation

Kroner House
Eurogate Business Park
Ashford
TN24 8XU

Tel: 03000 418181

Date: 27 November 2025

Our Ref: EG

Application -	PAP/2025/87
Location -	Land West of School Lane, Higham, Gravesham
Proposal -	Outline planning application in relation to the residential development of 50 dwellings, with access set to be achieved via a new access off School Lane

Dear Tom,

Thank you for applying for pre application advice in respect of the proposed residential development of up to 50 dwellings on Land west of School Lane, Higham, Gravesend, Kent.

I have reviewed your request dated 3rd September 2025 and have the following comments.

I confirm that a Transport Statement (TS) is acceptable to support any forthcoming planning application, due to the size of the proposed development. The Scoping Note states that the application will be submitted in outline and therefore the site layout is assumed to be indicative and subject to a future Reserved Matters Application.

Vision

The vision as set out in paragraphs 1.2 and 1.3 is supported, although the TS should seek to demonstrate that the vision is credible in respect of public transport connectivity and non-car accessibility, given that the site is located within rural Gravesham.

In relation to the justification of mode split, it should be noted that there is no step-free access between platforms at Higham Station. There is step-free access to Platform 1 for services towards London from the main entrance, but there is no step-free access to Platform 2.

Policy

The site is not allocated in the Gravesham Borough Council (GBC) Core Strategy which is the current adopted policy. Please note that whilst Kent County Council (KCC) recently updated the parking standards, it is not yet clear whether these will be adopted by GBC. GBC currently use SPG4 standards. Parking for the new residents will be based on the relevant adopted standards at the time of submission. Design guidance such as LTN 1/20 should also be considered.

Crash Data Assessment

The Scoping Note states that personal injury collision data will be obtained for the most recent 5 years period, which is welcomed. This can be obtained for a fee by contacting crashdata@kent.gov.uk. The scope of the study area is acceptable. The analysis should be mindful of the impacts of the pandemic within this period.

Walking and Cycling

The proposal for a walking, cycling and public transport audit within the TS is welcomed. This should include photographic evidence of routes to / from key destinations such as bus stops, train stations, convenience shops, supermarkets, schools and GP surgeries. The Audit should include, but not be limited to:

- the distance to key attractors;
- whether routes are direct, easy to navigate and have appropriate crossings;
- whether footways and cycle routes are wide enough to accommodate the expected flows and are in accordance with the Kent Design Guide and LTN 1/20;
- whether there are accessible features such as dropped kerbs and tactile paving in all appropriate locations;
- whether people were observed crossing in inappropriate or dangerous locations, indicating a desire line is not being provided for;
- whether the surfacing is cracked, damaged or prone to flooding / ponding;
- whether vegetation is encroaching onto the route, reducing its width;
- whether there is footway parking reducing the width of the footway and creating potential safety issues;
- whether the routes are well lit;
- whether the routes feel safe and are safe;
- what type of cycle infrastructure is available (e.g. on carriageway, shared, segregated);
- whether high quality cycle parking is available at key destinations such as outside shops, schools and the train station;
- whether seating and shade is available on the route to allow people (particularly older or less able-bodied people) to rest; and
- any other issues relevant to the site.

Any improvements to existing routes / facilities should be shown on a scaled plan so that this can be conditioned to any planning permission granted. The highway boundary should be incorporated to demonstrate that the schemes are deliverable.

It is recommended that the KCC Public Rights of Way (PRoW) team are consulted on this proposal due to the presence of the west-east PRoW route through the site (Bridleway NS153).

Public Transport

Whilst the site is within walking distance of existing bus stops, the range of bus services operating from these stops is limited and infrequent. Therefore, discussions should be undertaken with local bus operators to determine what improvements could be made to improve the bus provision for the site.

The site is stated to be 1.0 kilometres from Higham railway station, although the distances to areas further within the site will be longer than this. Some residents would consider that this is too great a distance to travel on foot.

An audit of public transport facilities should be undertaken to include (but not limited to) the following information:

- the walking and cycling distance to the nearest stops and stations;
- a description of the quality of and facilities available at the stops and stations;
- frequency of buses and trains;
- key destinations and routes served by the stops and stations.

Access

A new vehicle access is proposed from School Lane, and this is illustrated on Drawing DHA/15745/03 which is enclosed at Appendix A of the Scoping Note. This shows the proposed access located approximately 80 metres north of the existing junctions of School Lane with High View. The new vehicular access is shown as having an initial carriageway width of 5.5 metres, with 2 metre footways along both sides.

Visibility splay requirements at the vehicle access point should be calculated in accordance with Manual for Streets for the splays and DMRB for measuring speed in accordance with CD185.

The speed survey, evidence of gradients and wet/dry weather conditions at the time of the survey should be provided in the TS to support the calculations. It is noted that an Automatic Traffic Counter was undertaken commencing 13th July 2025 and it should be confirmed that this did not conflict with local school holidays. The fact that 85th percentile speeds have been identified as over the 30mph speed limit suggests that speeding is an issue which should be addressed in the TS.

Tracking diagrams for the vehicle access point are provided in Appendix C for an 11.4 metre refuse vehicle and 8.0 metre box van. The tracking diagrams are considered acceptable.

An emergency access should be provided and as access is not a reserved matter, must be shown on the access plans. The emergency access should be a minimum of 3m in width (subject to agreement with Kent Fire & Rescue) and should also serve as an additional pedestrian and cycle access. It is noted that a pedestrian route appears to be shown from the site to Taylors Lane along the existing PRoW. The applicant should consider whether this route could be upgraded to provide an emergency access and discuss this with the KCC PROW team to obtain their agreement.

A Stage 1 Road Safety Audit and Designers Response for the vehicle access point and for any other off-site highway works is welcomed.

A capacity assessment using appropriate modelling software should be undertaken at the proposed access point for a future year scenario. Please confirm committed development with the Gravesham Borough Council planning team. TEMPRO is acceptable for traffic growth. However, the level of traffic generation and distribution associated with the development is unlikely to have a significant impact on the capacity of the wider highway network and this should be confirmed within the Transport Statement.

Parking

Cycle parking should be provided in accordance with the adopted parking standard requirement of 1 space per bedroom. Design guidance for the cycle store is provided at paragraph 88 of KCC's adopted Parking Standards. A provision for visitor cycle parking in communal areas should be considered.

The provision of EV charging in accordance with Part S of the Building Regulations is welcomed.

Trip Generation

The proposed trip generation for the site is set out in Table 3 of the Scoping Note. This has been derived using the TRICS database, using 50% privately owned houses and 50% affordable houses, and 'suburban area' and 'edge of town' sites, due to the greenbelt location of the site. KCC requests that the applicant reconsiders their TRICS parameters. It is not considered appropriate to include surveys of sites in Ireland due to the different policies in

relation to transport there. The TRICS database contains a wealth of surveys, and it is considered that more comparable sites would be available. The applicant should also aim to include a minimum of 5 or 6 sites, as per the TRICS Good Practice Guide to present outputs from being too site specific. The TRICS trip generation should then be cross referenced with Census data to provide justification for mode split.

Travel Plan

A Travel Plan would not be required to be submitted with the Application, however, it is requested that a Travel Information Pack (TIP) is distributed to residents at first occupation, to encourage sustainable travel, and that a draft of the TIP is appended to the Transport Statement.

Summary

The site is located in a rural location and KCC have serious concerns about the site's sustainability and therefore whether it would be contrary to policy. Overcoming this issue should form a key part of the Transport Statement.

Important Notes

Any advice given by Council officers for pre-application enquiries does not indicate a formal decision by the Council as the Highway Authority. Any views or opinions are given in good faith, and to the best of ability, without prejudice to the formal consideration of any planning application.

The final decision on any application that you may then make can only be taken after the Planning Authority has consulted local people, statutory consultees and any other interested parties. The final decision on an application will then be made by senior officers or by the respective Local Planning Authority and will be based on all of the information available at that time.

You should therefore be aware that officers cannot guarantee the final formal decision that will be made on your application(s).

Any pre-application advice that has been provided will be carefully considered in reaching a decision or recommendation on an application; subject to the proviso that circumstances and information may change or come to light that could alter that position.

KCC has now introduced a formal technical approval process for new or altered highway assets, with the aim of improving future maintainability. 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. To assist developers and designers, KCC offer a free outline technical review of proposals affecting highway assets. This is separate from the planning process but will help to ensure that your proposals will be acceptable to the highway authority at the implementation stage. To find out more and request an application form, email: assetmanagement@kent.gov.uk.

It should be noted that the weight given to pre-application advice will decline over time.

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.

From:
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To:
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Subject:

Follow Up Flag:
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Dear [REDACTED],

Thank you for your email of 3 September 2025 requesting pre-application advice for the above-named site. We have reviewed your scoping note and our comments are below. In summary, despite the assessment deficiencies we are of the view that the impact on the SRN will be immaterial, therefore, there are no actions for follow-up

Review of Transport Scoping Note

Overview

With reference to DfT Circular 01/2022, the TSN outlines a vision for the development which will be reflected by a proposed 5% mode shift reduction to be applied to the baseline vehicular trip generation forecast. It is noted that the vision is proposed to be achieved via the following measures:

- The internal site layout, which will be designed to accord with relevant Manual for Streets and Kent Design Guide principles to encourage low vehicle speeds, direct, overlooked and pleasant pedestrian and cycle routes
- The incorporation of secure and sheltered cycle parking facilities for every dwelling

Transport Planning Policy

It is noted that NPPF (2024) and DfT Circular 01/2022 will be reviewed in relation to the proposed development and compliance assessed.

Trip Rates and Trip Generation

The TSN states that TRICS 8 Database has been utilised to obtain proposed residential trip rates for the following categories:

- 03 - RESIDENTIAL, A – HOUSES PRIVATELY OWNED
- 03 – RESIDENTIAL, B – AFFORDABLE / LOCAL AUTHORITY HOUSES.

It is understood that 50% of the proposed dwellings will be affordable, with the remaining 50% privately owned.

We have reviewed the proposed vehicle trip rates for both TRICS categories, as presented in Table 3 of the TSN and can confirm that they are acceptable.

It is noted that the proposed development would generate a total of 25 and 30 two-way vehicle trips in the morning and evening peak hours respectively.

With the application of the 5% model shift reduction in vehicle trips to reflect the transport vision for the site, this would then equate to 24 and 28 two-way vehicle trips in the morning and evening peak hours respectively.

Trip Distribution and Assignment

With regard to proposed development trip distribution and assignment, paragraph 7.1.10 of the TSN states: 'Given the geographical positioning of the site between the urban centres of Medway and Gravesend, it is considered that the majority of trips will distribute south to the A226. Demand to travel north from the site will be limited as the primary school and train station are within a 10-15 minute walking distance, and the wider rural network leads primarily to small residential villages on the Hoo Peninsula.'

We consider that the proposed trip distribution/assignment approach is oversimplistic and does not consider all potential destinations/routes. The potential for trips to route via the SRN has not been considered.

Notwithstanding the above, given the relatively low vehicle trip generation and the distance from the SRN, the method utilised would not make a material difference to our overall conclusions.

SRN Capacity Assessment

Given the relatively low trip generation during the morning and evening peak hours, and the distance from the SRN, an assessment of the SRN would not be required.

In our view, in traffic terms it is unlikely that this development proposal would give rise to a severe impact or unacceptable safety impact on the SRN.

Travel Plan

Ideally a DfT Circular 01/2022 compliant Travel Plan should accompany the planning application. However, given the scale of the development and the distance from the SRN, the provision of a Travel Plan is primarily for the consideration of the LPA.

I hope that this response is helpful. Please continue to consult us via our inbox at planningse@nationalhighways.co.uk

Kind regards,

[Redacted signature block]

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National Highways Limited | General enquiries: 0300 123 5000 | National Traffic Operations Centre, 3 Ridgeway, Quinton Business Park, Birmingham B32 1AF |
<https://nationalhighways.co.uk> | info@nationalhighways.co.uk

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APPENDIX B



Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool
Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.			
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).			
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise			
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards					
ATTRACTIVENESS				0		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.			
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.			
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.			
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.			
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).			
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access, and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces					
COMFORT				0		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.			
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.			
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).			
14.DIRECTNESS - Impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.			
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.			
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.					
DIRECTNESS				0		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.			
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.			
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.			
SAFETY				0		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.			
COHERENCE				0		
Total Score				0		

ROUTE SUMMARY

Route Name	
Length	
Name of Assessor(s)	
Date of Assessment	

Criterion	Performance Scores
Attractiveness	0
Comfort	0
Directness	0
Safety	0
Coherence	0
Total	0

Comments	
Actions	

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool
Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	2	Overall the route is maintained but as it's December, there were sections where leaf litter & mud was encroaching across the path and making it slippery	Ensure leaf litter is cleared and paths are maintained
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	1	Surveillance limited for middle portion of the route between High View and the residential plots towards the station to the north. Good natural surveillance for remainder of the route, streetlighting throughout.	
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	2	Traffic levels were low on site and road quiet	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			2	Lighting at regular intervals and no unnecessary bollards etc.	
ATTRACTIVENESS				7		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsidised or fretted pavement, or significant uneven patching or trenching.	1	The section of footway leading north to the steps is cracked in sections but usable	
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1	Sometimes need to walk on the grass verge but not on roads and footway otherwise suitable width to accommodate 2 people. Suitable for pedestrians but not for cyclists who would need to use the road	
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1	One staggered crossing where the steps are which is wide enough for people to pass but not suitable for a wheelchair due to steps.	
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	1	Some instances of footway parking at the northern boundary of the site associated with houses	
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	1	Slope present but not steep	
10. COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			1	Some sections of route has slippery surfaces Seating was not observed to enable less able bodied people to rest Public cycle parking not observed at the primary school	Ensuring mud and leaf litter is cleared
COMFORT				6		
11. DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	2	Footways direct and adjacent to carriageway	
12. DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	1	Formal crossing point missing Higham Station	Installation of a crossing point across School lane to amenities, particularly Higham Station
13. DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossings)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	1	Crossing of the road is direct without delay due to low traffic environment.	Installation of a crossing point across School lane to amenities, particularly Higham Station
14. DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	N/A		
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	N/A		
16. DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			1	One small set of steps - would create severance for some users as there isn't another crossing that is flat.	
DIRECTNESS				5		
17. SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	2	Traffic volumes are low based on ATC and observations on site. Likely to be brief increase in peak hours	
18. SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	2	Traffic calming measures present adjacent to station access.	
19. SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	2	Visibility high due to straight alignment	
SAFETY				6		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	0	There should be an accessible crossing at the steps and tactile paving is missing from the crossings to the station	Installing formal crossing points
COHERENCE				0		
Total Score				24		

ROUTE SUMMARY

Route Name	School Lane North
Length	1.2km
Name of Assessor(s)	OM
Date of Assessment	10 December 2025

Criterion	Performance Scores
Attractiveness	7
Comfort	6
Directness	5
Safety	6
Coherence	0
Total	24
Percentage of Total	67%

Comments	36
Actions	

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool
Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	2	No significant issues noted - footways in good condition + no tripping hazards	
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	2	Well looked after village and no evidence of vandalism	
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	2	Low traffic volumes and traffic noise	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			2	No further barriers noted	
ATTRACTIVENESS				8		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	2	Some minimal defects including patched tarmac, puddles, uneven surfaces due to utilities works	
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1	Suitable for pedestrians but not for cyclists who would need to use the road	
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	N/A		
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	2	No evidence of footway parking observed	
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	2	No apparent slope - gradient was level	
10. COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access, and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			1	There is no formal cycle parking at the destination Seating was not observed to enable older or less able bodied people to rest	
COMFORT				8		
11. DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	2	Footways adjacent to carriageway so follow desire line	
12. DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	1	Dropped kerbs present following desire line on School Lane to shops. Lack of formal crossing at High View	Install formal crossing
13. DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	1	Due to junction arrangement with Forge Lane meaning traffic coming from (potentially) multiple directions so double checking needed. Also wheelchairs/prams/wheels would need to cross twice due to lack of crossing at High View.	
14. DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	N/A		
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	N/A		
16. DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			1	No crossing point across High View restricting access for some users	
DIRECTNESS				5		
17. SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	1	Traffic volumes higher in School peaks.	
18. SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	2	Parked cars on carriageway act as traffic calming as well as residential nature of village	
19. SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	2	Visibility high due to straight alignment	
SAFETY				5		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	0	Tactile paving absent adjacent to shops	Formal crossing point installed
COHERENCE				0		
Total Score				26		

ROUTE SUMMARY

Route Name	School Lane South
Length	400m
Name of Assessor(s)	OM
Date of Assessment	10 December 2025
Criterion	Performance Scores
Attractiveness	8
Comfort	8
Directness	5
Safety	5
Coherence	0
Total	26
Percentage of Total	76%
	34
Comments	
Actions	

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool
Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	2	No significant issues noted - no littering or degradation noted	
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	2	Well looked after village and no evidence of vandalism	
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	2	Low traffic volumes and traffic noise	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			1	Some bollards along northern section of Forge Lane towards bus stops	
ATTRACTIVENESS				7		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	1	Some minor defects and uneven surfaces on Forge Lane	Potential resurfacing
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1	Section of Forge Lane to bus stops narrow requiring give & take in places. Footways suitable for pedestrians for the most part but not for cyclists who would	No space to widen further.
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1	N/A	
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	1	No footway parking observed but some instances of narrow footway along Forge Lane next to Gardeners Arms	
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	2	Gradient is level	
10. COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access, and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			2	There is no formal cycle parking at the destination Seating was not observed to enable older or less able bodied people to rest	
COMFORT				8		
11. DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	2	Footways follow carriageway and therefore follow desire line	
12. DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	2	Crossings follow desire lines from on Forge Lane	
13. DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	2	Crossing direct and easy with convenient crossing points.	
14. DIRECTNESS - Impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	N/A		
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	N/A		
16. DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			2	Direct route to southbound bus stop & no obstruction points	
DIRECTNESS				8		
17. SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	2	Traffic volumes are low based on ATC and observations on site	
18. SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	2	Parked cars act as traffic calming	
19. SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	1	Straight alignment but parked cars reduce visibility slightly for crossing	
SAFETY				5		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	0	Tactile paving absent from Forge Lane on one side of road	
COHERENCE				0		
Total Score				28		

ROUTE SUMMARY

Route Name	Forge Lane
Length	500m
Name of Assessor(s)	OM
Date of Assessment	10 December 2025

Criterion	Performance Scores
Attractiveness	7
Comfort	8
Directness	8
Safety	5
Coherence	0
Total	28
Percentage of Total	78%
	36

Comments	
Actions	

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool
Walking Route Audit Tool

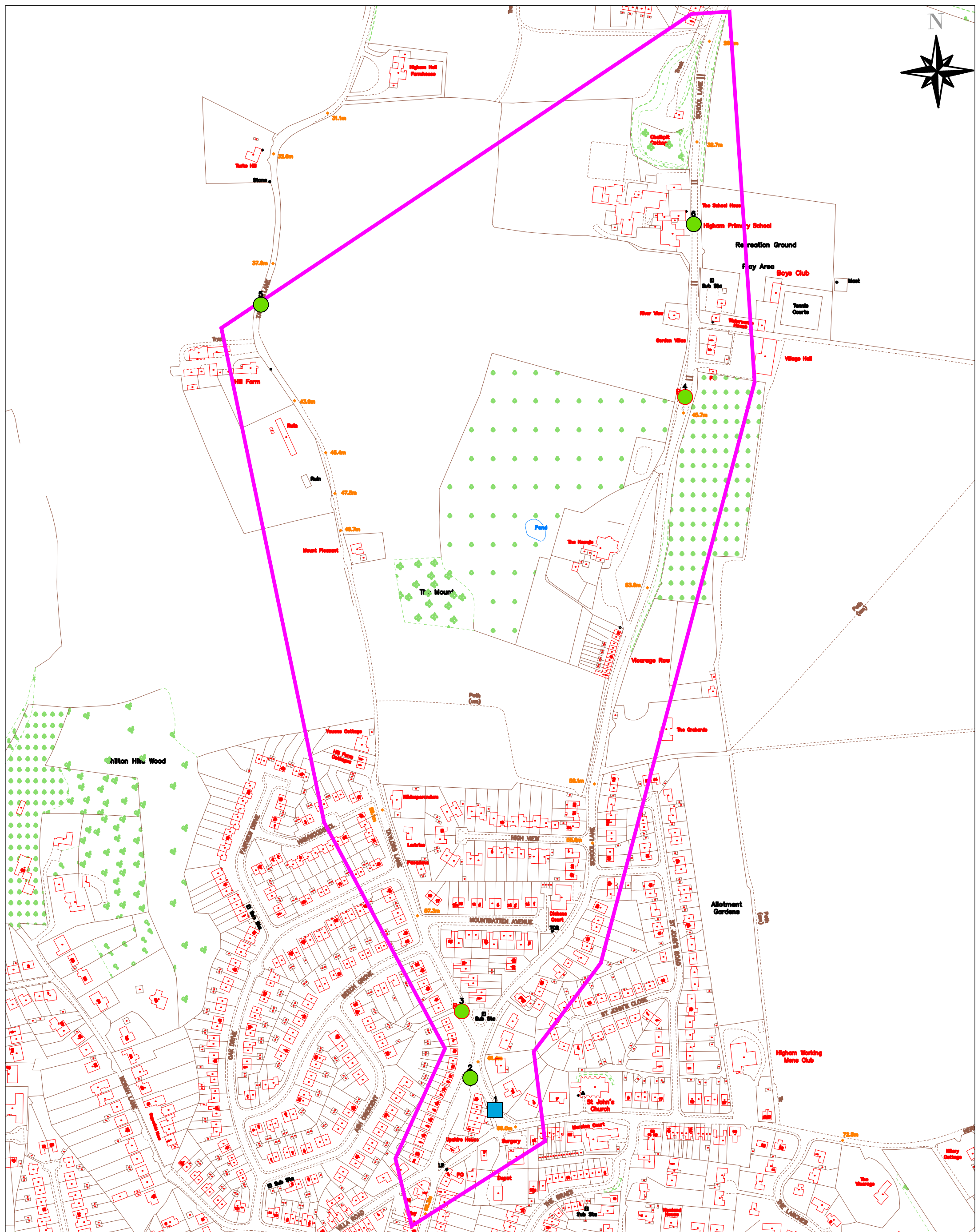
Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	2	No significant issues noted - no littering or degradation noted	
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	2	Well looked after village and no evidence of vandalism	
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	1	Level of traffic higher as it is an A Road	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			2		
ATTRACTIVENESS				7		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsidised or fretted pavement, or significant uneven patching or trenching.	2	Footways in a good condition	
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1	Footway width good but narrow in proximity to northbound bus stop	
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1	Staggered crossing to Gads Hill of suitable width likely to be somewhat delayed in the peak periods	
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	2	No footway parking observed	
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	2	Gradient is level	
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			2	There is no formal cycle along the route Seating was not observed to enable older or less able bodied people to rest	
COMFORT				10		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	2	Footways follow carriageway and therefore follow desire line	
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	2	Crossings follow desire lines on A226	
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	2	Crossing easy and direct	
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	N/A		
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	N/A		
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users. - Confusing layout for pedestrians creating severance issues for users.			2	Direct route to bus stops on A226	
DIRECTNESS				8		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	2	Traffic levels moderate but pedestrians can keep their distance (based on DfT traffic	
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	2	Pedestrians can keep their distance	
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	2	Visibility high due to straight alignment	
SAFETY				6		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	2	Dropped kerbs and tactile paving present at crossing on A226	
COHERENCE				2		
Total Score				33		

ROUTE SUMMARY

Route Name	A226
Length	150m
Name of Assessor(s)	OM
Date of Assessment	10 December 2025
Criterion	Performance Scores
Attractiveness	7
Comfort	10
Directness	8
Safety	6
Coherence	2
Total	33
Percentage of Total	87%
	38
Comments	
Actions	

APPENDIX C





Location: Higham

5 years personal injury collision data up to 31/03/2025

KCC Ref number: EXT/176/25

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Crash Severity	
	Slight
	Serious
	Fatal



Date: 16-October-2025

Time: 10:20:53

Title: **Higham**

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

Date: 16-October-2025

Accident Date BETWEEN '01-Apr-2020' AND '31-Mar-2025'

There were 6 reported crashes resulting in injury

D-PRINT CRASH REPORT

16-Oct-2025

10:20:53

Higham

Accident Date BETWEEN '01-Apr-2020' AND '31-Mar-2025'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
1	Road No C16 Section 128 Grid 571187E Ref 171441N	SERIOUS	29/11/2024	6	19:55	DRK STL	Dry	Fine			
	C16, SCHOOL LANE J/W C7 HERMITAGE RD, HIGHAM									Gravesham	
	OLR: V1 suddenly moved to the right lane next to V2, D2 then heard a loud clash from their side. D1 drove from the right lane they had entered and ran into V2 whilst continuing in its own lane. D1 tried to flee the scene but V2 followed, no details taken.						Veh1, car, NW -> SE Veh2, car, NW -> SE			Casualties 2 Vehicles 2	
2	Road No C16 Section 128 Grid 571164E Ref 171471N	SLIGHT	02/05/2023	3	16:45	L	Dry	Fine			
	C16, SCHOOL LANE J/W C16 SCHOOL LANE, HIGHAM.									Gravesham	
	OLR: V2 was driving home coming from the shops and V1 pulled out and smashed into the side of V2 near the hairdressers.						Veh1, car, SE -> NW Veh2, car, SW -> NE			Casualties 1 Vehicles 2	
3	Road No U Section Grid 571156E Ref 171533N	SLIGHT	04/07/2022	2	19:15	L	Dry	Fine	U	S.VEH	M/C
	TAYLORS LANE, J/W PRIVATE DRIVE, HIGHAM									Gravesham	PED
	R1 was turning into Taylors Lane as a coach was manoeuvring in order to turn around in the middle of the road. R1 drove past the coach but at the same time C1 crossed the road behind the coach and as a result C1 ran in front of R1 and got knocked over, throwing C1 into the air and then onto the road. R1 also came off the bike.						Veh1, m/cycle 50 - 125cc, W -> N			Casualties 2 Vehicles 1	

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 Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

16-Oct-2025

10:20:53

Higham

Accident Date BETWEEN '01-Apr-2020' AND '31-Mar-2025'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
4	Road No C16 Section 128 Grid 571364E Ref 172105N	SLIGHT	22/09/2021	4	15:20	L	Dry	Fine	W	S.VEH	
	C16 SCHOOL LANE, HIGHAM, (MAPPED TO COORDS).								Gravesham		PED
	OLR: D1 was slowing down as the car in front had stopped, C1 ran/walked out hit V1 driver's side light, rolled over got up and walked over to relative. Veh had stopped on the opposite side of the road had signaled C1 to cross the road. NO DOB OR P/CODE FOR C1.						Veh1, car, N -> S			Casualties 1 Vehicles 1	
5	Road No U Section 128 Grid 570969E Ref 172191N	SLIGHT	29/07/2024	2	15:11	L	Dry	Fine			GV
	TAYLORS LANE, HIGHAM, (MAPPED TO GRID REFS)								Gravesham		
	V1 has been driving down Taylors Lane from School Lane end and V2 has driven down Taylors Lane from Chalk Lane. It's a single lane road, V1 went around a blind bend and has crashed into V2.						Veh1, car, S -> N Veh2, goods < 3.5t, N -> S			Casualties 3 Vehicles 2	
6	Road No C16 Section Grid 571372E Ref 172266N	SLIGHT	04/03/2022	6	08:38	L	Wet/Damp	Fine			
	C16 SCHOOL LANE, HIGHAM (MAPPED TO COORDS)								Gravesham		
	V2 was travelling north on School Lane when they braked and were struck from behind by V1.						Veh1, car, S -> N Veh2, car, 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 Obscured
RD WRKS Road Works
Surface Road Surface Defective

APPENDIX D



Land at School Lane, Higham - Illustrative Outline Masterplan



APPENDIX E



PROVIDED BY



ON BEHALF OF



In Your Area 2026

Your Guide to Local Amenities and Walking, Cycling and Public Transport in your Area



Land West of School Lane, Higham

Draft

Live, relax, step outside

What is In Your Area?

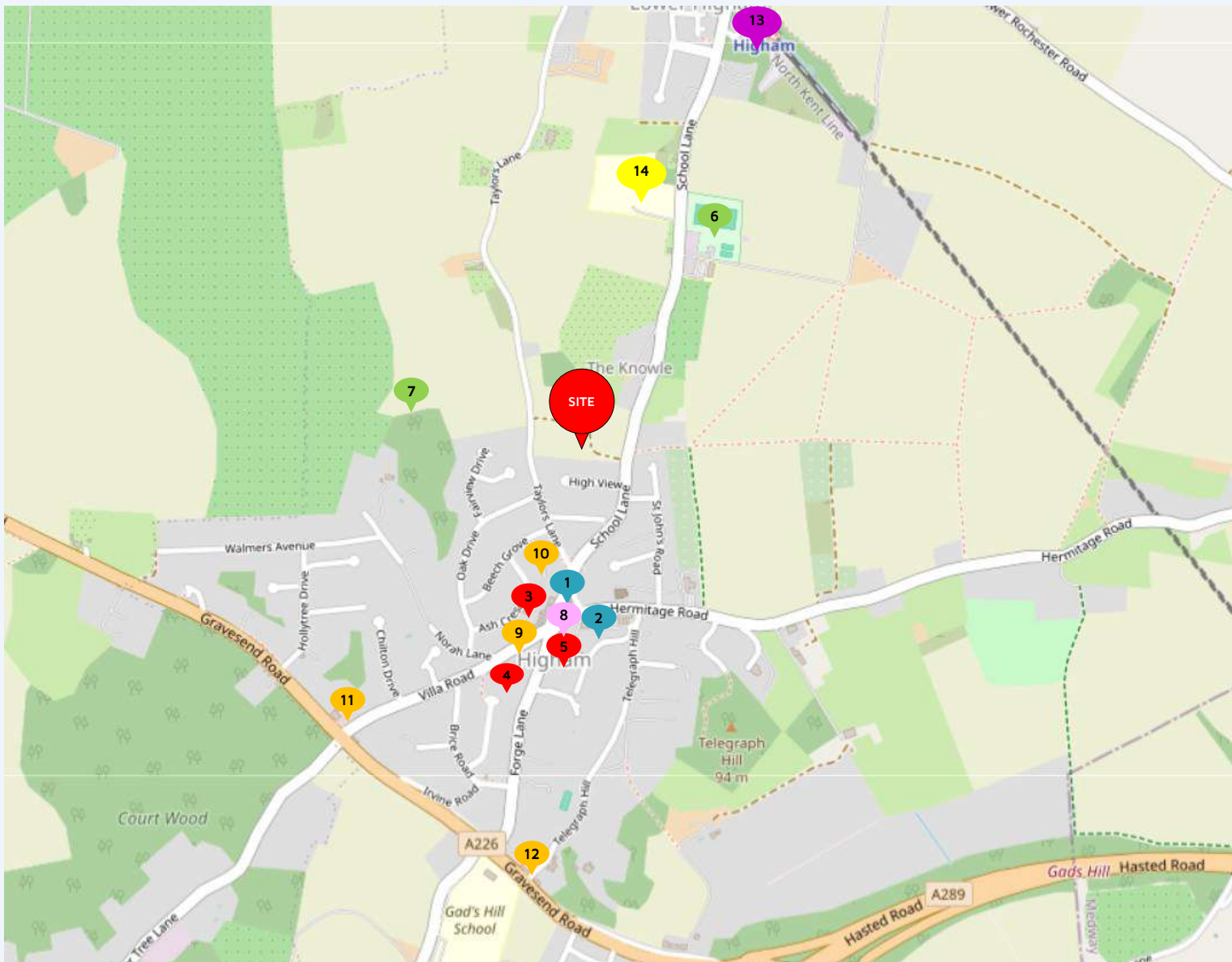
This 'In Your Area' guide contains information about your nearby amenities and helps you to make local journeys on foot and by bike, together with information about bus and rail travel, car sharing, tips on greener car use and information about travel to your local schools and places of work.

The aim is to reduce the number of trips made by car through a number of green initiatives, and to encourage residents to walk and cycle more and to use public transport.



Local Amenities & Attractions

Below is a list of local services and amenities with a map displaying their locations.



- | | | | |
|---|--|----|---|
| 1 | Higham Pharmacy
4 School Lane, Higham, Rochester, ME3 7AT | 8 | Mid Higham Post Office
2 Hermitage Road, Higham, Rochester, ME3 7DA |
| 2 | Highparks Medical Practice
Hermitage Road, Higham, Rochester, ME3 7DB | 9 | Gardeners Arms
2 Forge Lane, Higham, Rochester, ME3 7AS |
| 3 | The Village Greengrocer
2 School Lane, Higham, Rochester, ME3 7AT | 10 | Joes Heart of Higham
8 School Lane, Higham, Rochester, ME3 7AT |
| 4 | Meadows Minimart Premier Convenience Store
18 Forge Lane, Higham, Rochester, ME3 7AS | 11 | Anisa
Lancaster House, Gravesend Road, Higham, Rochester , ME3 7DZ |
| 5 | Higham Supermarket Convenience Store
2A Hermitage Road, Higham, Rochester, ME3 7DA | 12 | Sir John Falstaff
Gravesend Road, Higham, Rochester, ME3 7DZ |
| 6 | Higham Recreational Grounds
School Lane, Higham, Rochester, ME3 7JL | 13 | Higham Railway Station
School Lane, Higham, Rochester, ME3 7JQ |
| 7 | Hiking Area (Higham Village Farms)
45 Fairview Drive, Higham, Rochester, ME3 7BG | 14 | Higham Primary School
School Lane, Higham, Rochester, ME3 7JL |

Walking: What are the Health Benefits of Walking?

Walking is not only sustainable and eco-friendly, it is suitable for almost everyone and doesn't need any special equipment or clothing. It is also a great way to meet your neighbours or catch up with friends.

Government guidelines advise that:

Children (5-18)

Children should do at least 60 minutes (1 hour) of physical activity every day, which should range between moderate-intensity activity, such as **cycling**, **walking** and **playground activities** and vigorous-intensity activity, such as fast running and tennis. On three days a week, these activities should involve muscle-strengthening activities, such as gymnastics or swimming, and bone-strengthening activities, such as running.

Adults (19-64)

To stay fit and healthy, adults are advised to do at least 150 minutes (2 hours and 30 minutes) of moderate-intensity aerobic activity such as **cycling** or **fast walking** every week, and muscle-strengthening activities on two or more days a week that work major muscle groups (legs, hips, back, abdomen, chest, shoulders, and arms).

More info is available at: www.nhs.uk/livewell/fitness

These recommendations can be hard to meet in a busy lifestyle, but one way you can stay fit and incorporate exercise into your daily routine is by walking or cycling instead of travelling by car.

Walking at a moderate rate (5km/h) burns around 99 calories over 30 minutes, based on a 60kg person.



Local Walks

Not only is walking a useful way to get around and great for your health, it can also be a fun day out and a way to enjoy your time with friends or family.

For information on local walks, go to the Explore Kent website (www.explorekent.org) or visit Medway website (www.visitmedway.org) to find things to do around your area (Higham).

Higham Farms Hiking Area - a picturesque hiking trail around Higham, travelling through fields and orchards.

Higham Recreational Grounds - a vast area of open parkland which has views of the countryside and also consists of amenities such as a play area.

The Larkin Monument - a historical landmark that you can visit and walk around.

Shorne Woods Country Park - a country park with various routes to follow, consisting of 288 acres of woodlands, lakes, wetlands, and meadows. The area also offers a wide range of amenities to enjoy such as a play area, a sensory garden, and a café.

The Bark Park of Higham - Higham's dog park providing safe, quiet and controlled outdoor space where dogs can exercise off the lead.

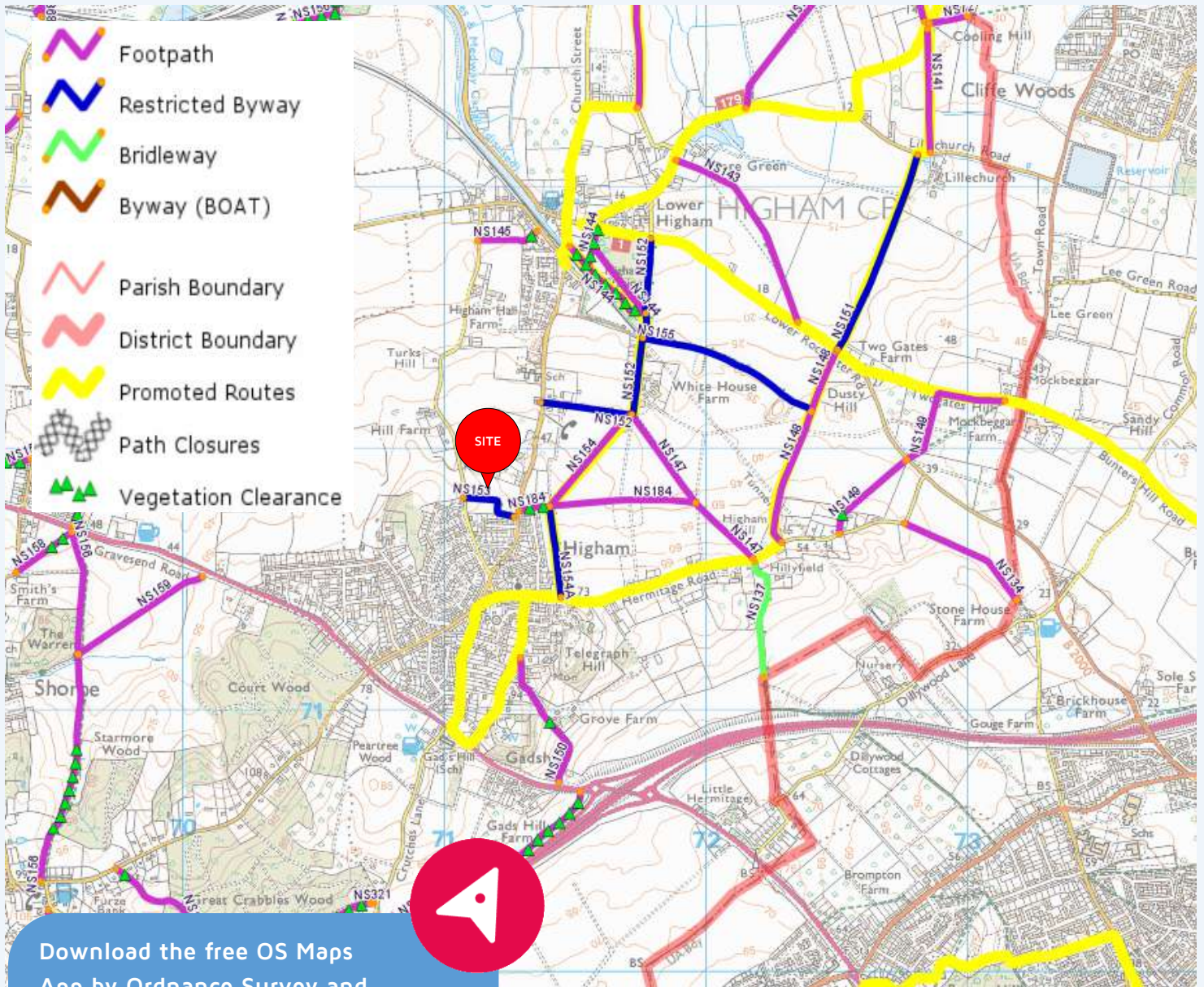
Crabbies Bottom Walkway - a walking route through Crabbies Bottom, an area of meadows, orchard remnants and woodland on the edge of Higham, Kent, close to the border with Shorne.

Eternal Lake Nature Reserve - a great place for a stroll and a coffee, it offers a picturesque view of the lake as well as the 'Eternal Stone Circle'.



Where Can I Walk?

Walking is a great way to get around and is an enjoyable leisure activity too. Make sure you are only walking on footpaths designated as a 'Public Right of Way', rather than crossing someone's private land. Anywhere you see a signpost that says 'Public Footpath' you know you are fine. Below is a map from kent.gov.uk, showing the public rights of way in your area (correct as of January 2026).



Download the free OS Maps App by Ordnance Survey and discover hundreds of thousands of ready-made routes at your fingertips. Simply open the OS Maps app and instantly start finding local routes nearby.

Local Walking Groups

One way to find great walks and meet people who love walking is to join a local walking group. There are a number of these organisations around your area, with members who walk to improve health and fitness, while others simply love exploring the local countryside. The groups organise different walks for varying levels of ability, so there is something for everyone.

The Maidstone Ramblers

The Maidstone Ramblers are one of the groups that makes up the Kent Ramblers Organisation. They were established in 1989, and promote walking 'for pleasure, health, leisure for everyone, of all ages, backgrounds and abilities...contributing to their health and well being and supporting a more sustainable way of life.'



The Ramblers have a four month programme of walks throughout the year. They walk on Sundays, Wednesdays and Thursdays, distances varying from 5 to 15 miles, mostly with a pub stop for lunch on the longer walks. There is often a choice of shorter and longer walks on Sundays. There is a small fee for membership, but they offer up to three weeks free to see if you like it! Membership gives access to an online database of all the ramblers walks.

Find out more at www.maidstoneramblers.org.uk.

u3a Medway Walking Groups

The u3a Medway group provides two walking groups, one on every second Tuesday and one on every second Thursday, both of which begin at 10:30am. These walks are usually 4-5 miles in length and cover Medway, Swale and Maidstone, often ending in a pub for refreshments. Members will be able to join one of the two Groups.

Find out more at www.u3asites.org.uk.



Explore Kent

Explore Kent is a Kent County Council led partnership initiative with public, private and voluntary sector partners that promote and actively encourage Kent's residents to access, enjoy and benefit from the great natural resources that Kent has to offer.

Find out more by visiting

<https://explorekent.org/about-explore-kent/> or downloading the app at <https://kentconnected.org/our-app/>.

Cycling: What are the Health Benefits of Cycling?

As well as being a great form of sustainable transport, cycling is another way of meeting the Government Guidelines on Exercise (see page 4 of this booklet).

NHS Choices suggests that:

Someone who weighs 80kg (12st 9lb) will burn more than 650 calories with an hour's riding, and tone their legs and bottom. If you ride up hills or off-road, you'll also work your upper body.

More information on the benefits of cycling can be found at : www.nhs.uk/livewell/fitness/pages/cycling.aspx

The British Cycling Federation explains some of the other health benefits:

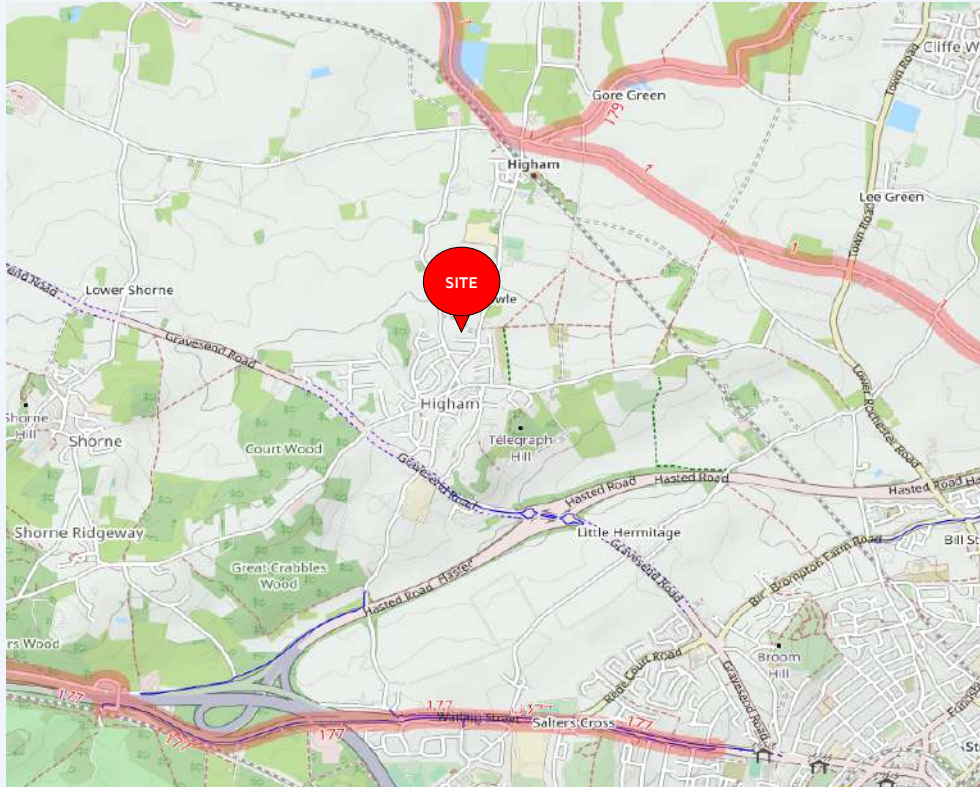
- **Ten Years Younger** - studies have shown that regular cyclists enjoy the general health of someone approximately ten years younger.
- **Low Impact** - cycling is a low impact exercise—kinder to your joints than running and other high impact aerobic activities.
- **No Stress** - many cyclists report that cycling regularly reduces their perceived levels of stress and promotes relaxation.
- **Tune In** - while cycling, levels of exertion can be much more finely tuned than any other form of exercise. Using speed, wind resistance, gearing, gradient or 'hyper gravity training' (i.e. carrying extra weight), you can tailor the level of exertion to suit your current fitness level or goals.
- **All Body Exercise** - mountain biking or 'out of the saddle' riding (e.g. climbing) is an excellent full-body exercise. When mountain biking, you're constantly shifting your weight, sometimes carrying your bike, working your arms, chest, abs and improving core stability.
- **Balance** - regular cycling improves balance and co-ordination.

More information can be found at: www.britishcycling.org.uk



Cycling in Your Area

Below is the local cycle route map for the area, with local cycling routes highlighted in **blue** and national cycle routes highlighted in **red**.



Local Cycle Routes

National Cycle Route 1 is available via Chequers Street which is an 8-minute walk or a 2-minute cycle north from your home. It is a coastal cycle route providing local connections between Dover, Canterbury, Faversham, Sittingbourne, The Medway Towns, Gravesend and Dartford.

National Cycle Route 177 can be accessed from the south via the A226 which is a 13-minute walk or a 4-minute cycle from your home. It provides a local route to Strood.

Travelling by Bike:

From your home, you can reach the following locations by bike:

Higham Village Centre - 450m (approx. 2 minutes)

Higham Recreational Grounds — 500m (approx. 1 minute)

The Larkin Monument - 900m (approx. 5 minutes)

Higham Railway Station - 1.1km (approx. 3 minutes)

Medway Maritime Hospital - 9.7km (approx. 34 minutes)

Where Can I Cycle?

Just like walking, there are specific places you can and can't cycle. Cycling is very safe when you follow the rules of the road, and cycle only where you are allowed. For safety tips, information, and to find out more about cycling etiquette, see:

www.nhs.uk/livewell/roadsafety/pages/cyclists.aspx.

It's against the law for cyclists to:

- Cycle through red lights, including lights at pedestrian crossings.
- Cycle on pavements, unless there is a sign showing that the pavement has been converted to a cycle path.
- Cycle the wrong way up a one-way street, unless there's a sign showing that cyclists can do so.
- Ride across pedestrian crossings, unless it's a toucan crossing with a sign saying that cyclists can do so.

CYCLE TO WORK SCHEME

The Cycle to Work scheme was introduced by the Government to encourage people to cycle to work through saving them money on a brand-new bike and accessories

For more information, speak to your employer or visit:-

Local Cycling Clubs:

British Cycling

The national governing body for the sport of cycling in Britain. Their purpose is to "bring the joy of cycling to everyone", fulfilling this by building on the success of elite riders and enabling more people to discover cycling. More information found at: www.britishcycling.org.uk.



MCC Offroad

Offers friendly mountain bike rides in Maidstone and Medway areas of the North Downs, but also all over Kent. Also included are guided routes, mainly on bridleways and single-track routes, throughout Kent. The club meets most Sundays, with rides usually covering 25-30 miles. More information found at: www.mccoffroad.co.uk.

San Fairy Ann

Formed in 1922, the club is based in central Kent and is one of the longest-serving clubs catering to cyclists of all ages and levels. More information found at: www.sanfairynncc.co.uk.



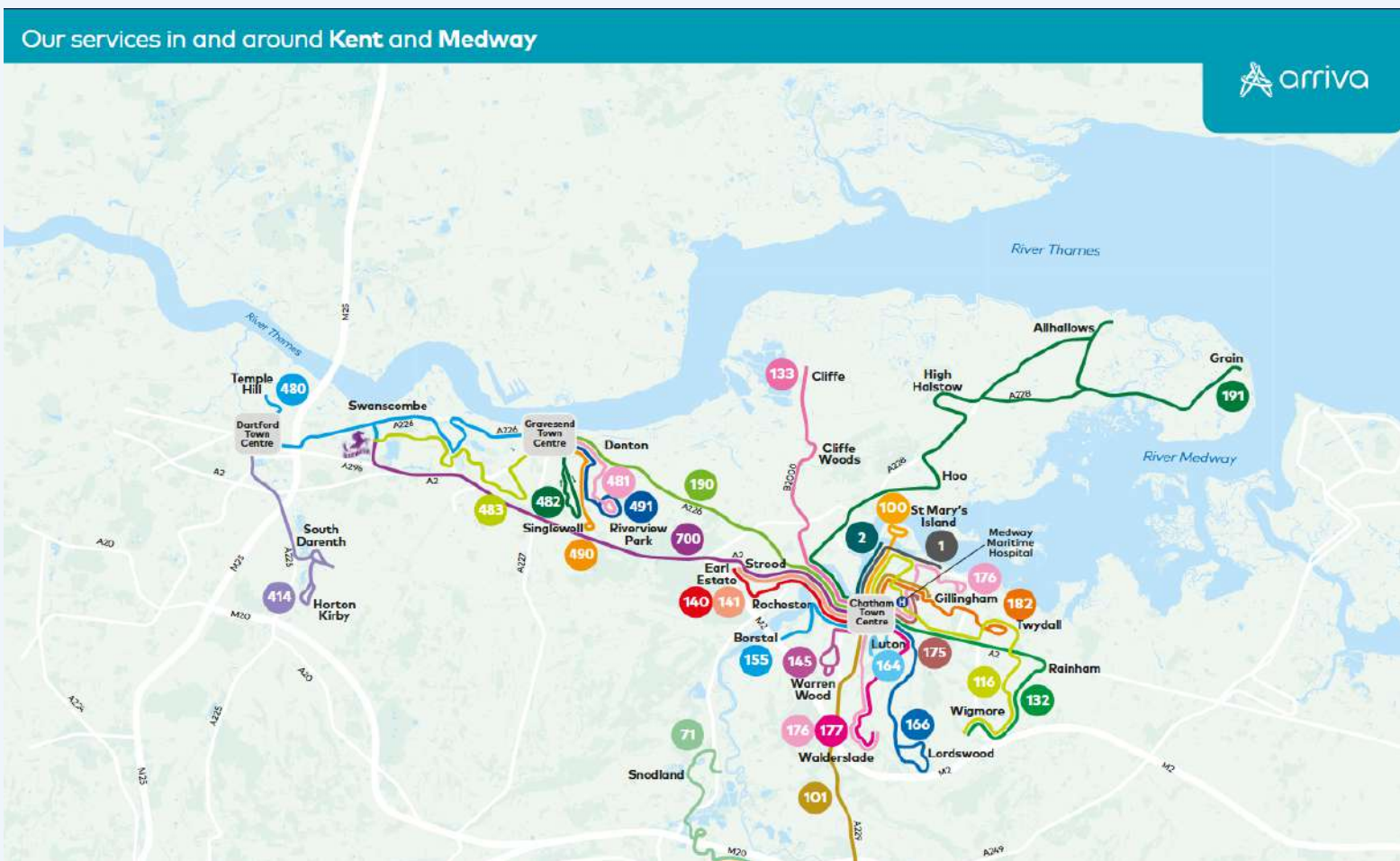
Public Transport - By Bus

Where to get on the bus:

The nearest bus stop to your home is located on School Lane, which is served by the 111, 311, and 417 school bus services which call once per day.

More stops are available on A226 Gravesend Road, servicing the half-hourly 190 Route between Medway and Gravesend.

Below is a map depicting bus services in and around Kent and Medway. There is a £3 cap remaining until March 2027 on single journeys.



Make use of the Arriva Bus App to purchase daily, weekly, monthly and seasonal tickets, track live bus times and timetables. Arriva offer group fares at a discounted rate.

Alternatively, you can use Arriva's website, or give them a call:

Tel: 0344 800 44 11

Website: www.arrivabus.co.uk

Public Transport - By Train

Your nearest railway station is **Higham Railway Station (1.1km)** and can be reached on foot in approximately 15 minutes, by bicycle in approximately 4 minutes and by car in approximately 2 minutes. This station provides 90 car parking spaces (£7.30 daily charge) and 14 cycle parking spaces.



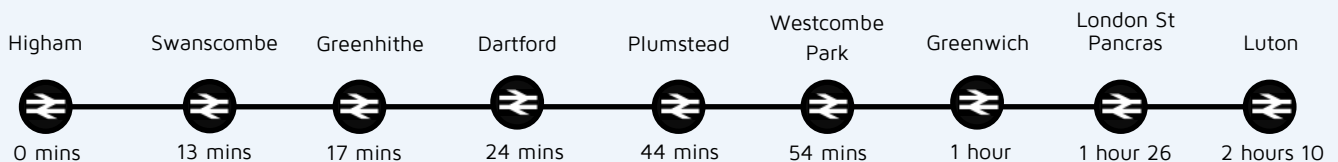
Where can you go by train?

National Rail has a great journey planner found at: www.nationalrail.co.uk with live updates on delays or changes to services. Southeastern has introduced many new initiatives to make using the train more convenient for passengers:

- *Digital train tickets* - avoid queues and save time by buying your digital ticket on the Southeastern app at any time. You can then have the e-ticket emailed to your inbox or loaded onto your Southeastern contactless smartcard The Key.
- *Flexi Season Ticket* - gives you 8 days of travel in 28 days - any time between two stations.

Higham to Luton

**note not all stops are included*



Higham to Rainham



The Key

The Key smartcard is the alternative to paper tickets for Southeastern services, providing customers with quicker and easier travel. Tickets can be loaded onto The Key using the Southeastern app.

The Key can be used to buy single, return and season tickets, and is used simply by tapping it on the card reader at the station gates.

Car Sharing

Another great way of cutting down on the journeys by car from your new home is to get involved in car sharing. There are a number of secure and easy to use websites that can help to promote car sharing in Kent.

Finding a Car Share

Kent County Council promotes **kentjourneyshare**, a scheme which is part of the national **liftshare** independent organisation (www.liftshare.com/uk). They have a great website, and you can sign up for free! It includes some useful tools, such as a calculator to see how much you could be saving on your commute if you shared the journey.

Website: www.liftshare.com/uk/community/kent Email: kentjourneyshare@kent.gov.uk

National Car Share is the UK's longest established free national car sharing service and is a great way of finding people if you are looking to make a longer trip.

Website: www.nationalcarshare.co.uk Email: contact@nationalcarshare.co.uk

BlablaCar is a Europe wide car sharing service. They have 2 million uses every month, and operate across web and mobile devices, with features like a 'Ladies Only' setting.

Website: www.blablacar.co.uk

Sharing Safely—Advice from Kent County Council

- Avoid exchanging home addresses with your travelling companion before you meet them;
- Arrange to meet in a public space;
- Make sure a friend or family member knows with whom you will be travelling, when and to where;
- Make sure you show each other your identification so you know you're travelling with the right person;
- You are under no obligation to go ahead with any journey share; If you have any doubts about your travelling companion, for any reason, you should avoid travelling with them.

Local Taxi Firms

Strood Cabs 01634 710001 www.stroodcabs.co.uk

Vokes Taxis 01634 222222

Medway Cabs 01634 777666

United Cars (Maidstone) 01622 321321 www.united-cars.co.uk

Apollo Taxis - Maidstone 01322 882020 www.apollo-taxi.co.uk

Express Cabs & Couriers Ltd 01622 222222 www.expresscabs.co.uk

Useful Websites

For Travel Information:

Traveline South East: www.travelinesoutheast.org.uk

For Information on Cycling:

British Cycling: www.britishcycling.org.uk

Bike Hub: www.bikehub.co.uk

Taking Bikes on Trains: www.nationalrail.co.uk/stations_destinations/cyclists.aspx

For Information on Buses:

Timetables and information: www.stagecoachbus.com/localdefault.aspx

2 for 1 with Bus Tickets: www.stagecoachbus.com/BigBusGuide.aspx

Route Maps: www.stagecoachbus.com/routemaps-east-kent.aspx

For Journey Planning by Car:

AA Driving Journey Planner: www.theaa.com/route-planner

RAC Driving Journey Planner: www.rac.co.uk/route-planner

For Information on Trains:

National Rail: www.nationalrail.co.uk

Transport for London: www.tfl.gov.uk

South Eastern Rail: www.southeasternrailway.co.uk

For Information on Healthy and Active Living:

NHS Choices: www.nhs.uk/livewell/Pages/Livewellhub.aspx

Live it Well (KCC): www.liveitwell.org.uk

For Information on Medway:

Medway Council Website: www.medway.gov.uk

Higham Parish Council Website: www.higham-kent-pc.gov.uk

Visit Kent (Tourist Info): www.visitkent.co.uk

APPENDIX F



Class		Axes	Groups	Description	Parameters	Dominant Vehicle	Aggregate
1	SV	2	1 OR 2	Short - Car, light Van	$d(1) \geq 1.7m, d(1) \leq 3.2m \text{ \& } axles=2$		Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	$groups=3, d(1) \geq 2.1m, d(1) \leq 3.2m, d(2) \geq 2.1m \text{ \& } axles=3,4,5$		
3	TB2	2	2	Two axle truck or Bus	$d(1) > 3.2m \text{ \& } axles=2$		Medium
4	TB3	3	2	Three axle truck or Bus	$axles=3 \text{ \& } groups=2$		
5	T4	>3	2	Four axle truck	$axles>3 \text{ \& } groups=2$		
6	ART3	3	3	Three axle articulated vehicle or Rigid vehicle and trailer	$d(1) > 3.2m, axles=3 \text{ \& } groups=3$		Heavy
7	ART4	4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	$d(2) < 2.1m \text{ or } d(1) < 2.1m \text{ or } d(1) > 3.2m \text{ \& } axles = 4 \text{ \& } groups>2$		
8	ART5	5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	$d(2) < 2.1m \text{ or } d(1) < 2.1m \text{ or } d(1) > 3.2m \text{ \& } axles = 5 \text{ \& } groups>2$		
9	ART6	>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	$axles=6 \text{ \& } groups>2 \text{ or } axles>6 \text{ \& } groups=3$		
10	BD	>6	4	B-Double or Heavy truck and trailer	$groups=4 \text{ \& } axles>6$		
11	DRT	>6	5	Double road train or Heavy truck and two trailers	$groups=5,6 \text{ \& } axles>6$		
12	TRT	>6	>6	Triple road train or Heavy truck and three (or more) trailers	$groups>6 \text{ \& } axles>6$		
14	M/C	2	1 OR 2	Motorcycle	$d(1) \geq 1.18m, d(1) \leq 1.7m \text{ \& } axles=2$		Light
15	CYCLE	2	1 OR 2	Cycle	$d(1) < 1.18 \text{ \& } axles=2$		

K&MTRAFFIC SURVEYS

SITE: SCHOOL LANE, HIGHAM

LOCATION: Attached to signpost

GRID REFERENCE: 51.419027, 0.461992

DIRECTION: NORTHBOUND SPEED LIMIT: 30

13 July 2025

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	16	14	0	1	0	0	1	0	0	0	0	0	0	0	0	25.1	30.1
0100	6	5	0	0	1	0	0	0	0	0	0	0	0	0	0	28.5	-
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	27.6	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.3	-
0500	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	26.4	-
0600	7	2	0	2	0	0	0	0	0	0	0	0	0	0	1	27.3	-
0700	17	13	0	1	0	0	0	0	0	0	0	0	0	0	0	25.6	31.5
0800	14	11	0	1	0	1	0	0	0	0	0	0	0	0	0	28.8	33.6
0900	47	39	0	6	0	0	0	0	0	0	0	0	0	0	0	26.6	32.1
1000	56	51	0	2	0	0	0	0	0	0	0	0	0	0	0	27.7	32.2
1100	74	66	0	3	0	1	0	0	0	0	0	0	0	0	2	27.7	32.2
1200	104	97	1	1	0	0	0	0	0	0	0	0	0	0	1	26.4	30.9
1300	88	80	0	6	0	0	0	0	0	0	0	0	0	0	1	28.1	32.5
1400	69	55	0	12	0	0	0	0	0	0	0	0	0	0	1	28.1	33.4
1500	67	62	0	3	0	0	0	0	0	0	0	0	0	0	1	28.4	32.2
1600	58	51	0	4	0	1	0	0	0	0	0	0	0	0	2	28.1	32.7
1700	56	54	0	2	0	0	0	0	0	0	0	0	0	0	0	29.7	34.3
1800	51	46	0	3	0	1	0	0	0	0	0	0	0	0	0	26.8	31.1
1900	40	36	0	3	0	0	0	0	0	0	0	0	0	0	1	29.3	33.6
2000	34	31	0	2	0	0	0	0	0	0	0	0	0	0	1	29.5	36.8
2100	22	22	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	41.2
2200	18	14	0	3	1	0	0	0	0	0	0	0	0	0	0	27.8	31.3
2300	7	5	1	1	0	0	0	0	0	0	0	0	0	0	0	28.1	-
07-19	701	625	1	44	0	4	0	0	0	0	0	0	0	8	19	27.7	32.2
06-22	804	716	1	51	0	4	0	0	0	0	0	0	0	11	21	27.9	32.5
06-00	829	735	2	55	1	4	0	0	0	0	0	0	0	11	21	27.9	32.4
00-00	862	765	2	56	2	4	1	0	0	0	0	0	0	11	21	27.9	32.4

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Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	29.1	-
0100	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	25.5	-
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	31	-
0300	2	0	0	1	0	0	0	0	0	0	0	0	0	1	0	21.3	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31	-
0500	11	8	0	1	1	0	0	0	0	0	0	0	0	1	0	31.1	37
0600	43	34	0	7	0	0	0	0	0	0	0	0	0	0	2	29.1	33.8
0700	83	68	0	11	1	1	0	0	0	1	0	0	0	1	0	28.6	32.1
0800	185	172	0	12	0	1	0	0	0	0	0	0	0	0	0	27.6	30.9
0900	93	79	0	13	0	0	0	0	0	0	0	0	0	0	1	29.4	33.6
1000	94	77	0	15	1	1	0	0	0	0	0	0	0	0	0	28.9	33.2
1100	94	71	1	20	0	0	0	1	0	0	0	0	0	1	0	30.2	34.5
1200	110	87	0	17	1	1	0	0	0	0	0	0	0	4	0	28.7	32.8
1300	123	102	2	14	0	1	1	0	0	0	0	0	0	2	1	29.2	33.8
1400	109	90	1	15	0	0	0	0	0	0	0	0	0	1	2	27.6	32.5
1500	172	152	1	17	0	0	0	0	0	0	0	0	0	1	1	26.6	31.5
1600	142	125	1	14	0	0	0	0	0	0	0	0	0	1	1	28.7	32.1
1700	161	142	0	16	0	0	0	0	0	0	0	0	0	3	0	27.8	30.9
1800	87	77	0	7	0	0	0	0	0	0	0	0	0	3	0	28.7	32.2
1900	75	70	0	3	0	0	0	0	0	0	0	0	0	0	2	28	32.9
2000	48	43	0	4	0	0	0	0	0	0	0	0	0	1	0	29.3	33.9
2100	28	24	0	2	0	0	0	0	0	0	0	0	0	2	0	28.8	32.6
2200	20	19	0	1	0	0	0	0	0	0	0	0	0	0	0	27.1	33
2300	11	10	0	0	1	0	0	0	0	0	0	0	0	0	0	27.3	32
07-19	1453	1242	6	171	3	5	1	1	0	1	0	0	0	17	6	28.3	32.2
06-22	1647	1413	6	187	3	5	1	1	0	1	0	0	0	20	10	28.4	32.3
06-00	1678	1442	6	188	4	5	1	1	0	1	0	0	0	20	10	28.3	32.3
00-00	1698	1455	6	192	5	5	1	1	0	1	0	0	0	22	10	28.3	32.3

15 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	32	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	34	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.8	-
0500	13	11	0	0	0	0	0	0	0	0	0	0	0	0	2	31.1	44
0600	43	32	0	9	0	1	0	0	0	0	0	0	0	0	1	29.6	34.7
0700	101	89	1	9	1	1	0	0	0	0	0	0	0	0	0	28.3	31.9
0800	171	155	0	13	0	2	0	0	0	1	0	0	0	0	0	26.9	30.3
0900	86	72	0	11	0	0	0	1	0	0	0	0	0	0	2	28.4	33
1000	71	62	0	8	0	1	0	0	0	0	0	0	0	0	0	27.7	33.4
1100	114	99	0	11	0	2	0	0	0	0	0	0	0	1	1	28	32.1
1200	117	100	0	13	0	2	0	0	0	0	0	0	0	1	1	27.6	31.5
1300	73	59	0	10	1	2	0	1	0	0	0	0	0	0	0	28.6	32.6
1400	112	89	0	21	1	1	0	0	0	0	0	0	0	0	0	28	31.5
1500	149	136	0	12	0	0	0	0	0	0	0	0	0	0	1	27.3	31.1
1600	109	104	0	4	0	0	1	0	0	0	0	0	0	0	0	28.7	32.8
1700	137	126	0	9	0	0	0	0	0	0	0	0	0	2	0	29.1	33.2
1800	104	94	0	9	0	0	0	0	0	0	0	0	0	0	1	27.5	32
1900	77	70	0	6	0	1	0	0	0	0	0	0	0	0	0	27.6	32.2
2000	48	44	0	3	0	1	0	0	0	0	0	0	0	0	0	29.3	33.4
2100	32	27	0	1	0	0	0	0	0	0	0	0	0	3	1	29.1	39
2200	16	15	0	1	0	0	0	0	0	0	0	0	0	0	0	28.7	35.8
2300	8	7	0	0	0	0	0	0	0	0	0	0	0	1	0	30.5	-
07-19	1344	1185	1	130	3	11	1	2	0	1	0	0	0	4	6	28	32
06-22	1544	1358	1	149	3	14	1	2	0	1	0	0	0	7	8	28	32.1
06-00	1568	1380	1	150	3	14	1	2	0	1	0	0	0	8	8	28.1	32.3
00-00	1588	1396	1	152	3	14	1	2	0	1	0	0	0	8	10	28.1	32.3

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Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	29.5	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25	-
0200	4	2	0	2	0	0	0	0	0	0	0	0	0	0	0	27.1	-
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	-
0400	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	30.8	-
0500	9	4	0	4	0	0	0	0	0	0	0	0	0	0	0	32.7	-
0600	55	44	1	9	0	1	0	0	0	0	0	0	0	0	0	30.1	34.5
0700	93	70	0	16	1	0	0	0	0	0	0	1	0	4	1	29.2	34.1
0800	192	166	0	21	0	3	1	0	1	0	0	0	0	0	0	26.8	30.7
0900	101	77	0	16	1	2	0	0	0	0	0	0	0	3	2	28.9	32.9
1000	102	84	0	13	1	2	0	0	0	0	0	0	0	1	1	28.3	33.1
1100	70	54	0	15	1	0	0	0	0	0	0	0	0	0	0	28.3	32.3
1200	90	76	1	11	0	2	0	0	0	0	0	0	0	0	0	25.4	29.7
1300	104	77	0	21	0	3	0	0	0	0	0	0	0	0	3	27.2	31.8
1400	106	95	0	6	0	2	0	0	0	0	0	0	0	1	2	28.3	32.6
1500	160	143	0	16	0	0	0	0	0	0	0	0	0	1	0	27.4	31.8
1600	108	94	0	12	0	1	0	0	0	0	0	0	0	0	1	27.9	32.7
1700	123	104	0	11	0	0	0	1	0	0	0	0	0	4	3	28.5	32.3
1800	102	89	0	12	0	0	0	0	0	0	0	0	0	0	1	28.7	33.8
1900	83	78	0	2	0	0	0	0	0	0	0	0	0	2	1	28.7	32.6
2000	71	60	0	2	0	0	0	0	0	0	1	0	0	5	3	29	34.2
2100	48	43	0	3	0	0	0	0	0	0	0	0	0	1	1	27.8	31.2
2200	18	15	0	2	0	0	0	0	0	0	0	0	0	1	0	27.1	31
2300	9	6	0	0	0	0	0	0	0	0	0	0	0	3	0	26.1	-
07-19	1351	1129	1	170	4	15	1	1	1	0	0	1	0	14	14	27.8	32.2
06-22	1608	1354	2	186	4	16	1	1	1	0	1	1	0	22	19	28	32.4
06-00	1635	1375	2	188	4	16	1	1	1	0	1	1	0	26	19	28	32.4
00-00	1660	1393	2	194	4	16	1	1	1	0	1	1	0	26	20	28	32.4

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Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	8	7	0	0	0	0	0	1	0	0	0	0	0	0	0	28.2	-
0100	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	28.8	-
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	27.6	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37.7	-
0400	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	29	-
0500	13	11	0	2	0	0	0	0	0	0	0	0	0	0	0	34.2	41
0600	37	27	0	10	0	0	0	0	0	0	0	0	0	0	0	29.5	34.2
0700	91	82	1	7	0	0	0	0	0	1	0	0	0	0	0	28.1	31.9
0800	163	151	1	10	1	0	0	0	0	0	0	0	0	0	0	27	31
0900	89	75	0	11	0	0	0	0	0	0	0	0	0	0	3	27.5	31.7
1000	62	56	0	6	0	0	0	0	0	0	0	0	0	0	0	27.9	31.8
1100	110	93	1	15	0	0	0	0	0	0	0	0	0	1	0	27.6	31.2
1200	81	69	1	10	0	0	0	0	0	0	0	0	0	1	0	27.9	32.6
1300	79	61	0	17	0	0	0	0	0	0	0	0	0	1	0	27.5	31.8
1400	95	82	0	12	0	0	0	0	1	0	0	0	0	0	0	28.7	32.2
1500	145	130	0	14	0	0	0	0	0	0	0	0	0	0	1	28.2	32.1
1600	136	120	0	14	0	0	0	1	0	0	0	0	0	1	0	29.3	32.7
1700	112	97	0	10	1	1	0	0	0	0	0	0	0	3	0	29.3	34.9
1800	101	90	1	7	0	0	0	0	0	0	0	0	0	3	0	28.7	31.3
1900	67	61	0	3	0	1	0	0	0	0	0	0	0	2	0	29.8	34.7
2000	47	42	0	4	0	0	0	0	0	0	0	0	0	0	1	28	31.2
2100	35	34	0	1	0	0	0	0	0	0	0	0	0	0	0	27.4	31.7
2200	17	15	0	2	0	0	0	0	0	0	0	0	0	0	0	31.6	35.9
2300	17	15	0	2	0	0	0	0	0	0	0	0	0	0	0	27.7	33.5
07-19	1264	1106	5	133	2	1	0	1	1	1	0	0	0	10	4	28.1	32
06-22	1450	1270	5	151	2	2	0	1	1	1	0	0	0	12	5	28.2	32.1
06-00	1484	1300	5	155	2	2	0	1	1	1	0	0	0	12	5	28.3	32.1
00-00	1512	1323	5	158	3	2	0	2	1	1	0	0	0	12	5	28.3	32.1

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Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	29.6	-
0100	5	4	0	0	0	0	0	0	0	0	0	0	0	1	0	30.4	-
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	32	-
0300	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	31.4	-
0400	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	29.2	-
0500	9	7	0	1	0	0	0	0	0	0	0	0	0	0	1	30.9	-
0600	41	28	1	12	0	0	0	0	0	0	0	0	0	0	0	29.9	35.9
0700	63	48	0	14	1	0	0	0	0	0	0	0	0	0	0	29.5	33.4
0800	175	158	0	16	0	1	0	0	0	0	0	0	0	0	0	27.3	30.6
0900	76	61	1	10	0	1	0	1	0	0	0	0	0	0	2	27.8	32.3
1000	83	68	1	9	0	2	0	1	0	0	0	0	0	1	1	29	34.1
1100	90	76	1	9	1	0	0	0	0	0	0	0	0	2	1	28.4	32
1200	89	70	1	17	0	0	0	0	0	0	0	0	0	0	1	29.1	33.1
1300	118	97	0	18	1	0	0	0	0	0	0	0	0	2	0	27	31.5
1400	119	98	1	17	1	0	0	0	0	0	0	0	0	1	1	27.9	32.1
1500	129	116	0	8	0	1	0	1	0	0	0	0	0	1	2	27.6	31.4
1600	95	85	1	7	0	0	0	1	0	0	0	0	0	0	1	29	33.2
1700	110	90	0	15	0	0	0	0	0	0	0	0	0	2	3	28.6	33.5
1800	90	80	0	8	0	0	0	0	1	0	0	0	0	0	1	28.7	32.4
1900	58	55	0	2	0	0	0	0	0	0	0	0	0	1	0	28	32
2000	55	49	0	4	0	0	0	0	0	0	0	0	0	2	0	28.6	31.9
2100	38	35	0	2	0	0	0	0	0	0	0	0	0	1	0	29	33.7
2200	33	33	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	35
2300	16	14	0	1	0	0	0	0	0	0	0	0	0	1	0	26.2	31.9
07-19	1237	1047	6	148	4	5	0	4	1	0	0	0	0	9	13	28.2	32.4
06-22	1429	1214	7	168	4	5	0	4	1	0	0	0	0	13	13	28.3	32.4
06-00	1478	1261	7	169	4	5	0	4	1	0	0	0	0	14	13	28.2	32.4
00-00	1506	1283	7	173	4	5	0	4	1	0	0	0	0	15	14	28.3	32.4

19 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	27.3	-
0100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	-
0200	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	-
0500	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	-
0600	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	31.7	-
0700	28	23	0	4	0	0	0	0	0	0	0	0	0	0	0	27	32.6
0800	52	41	1	9	0	0	0	0	0	0	0	0	0	0	0	28.2	31.7
0900	67	63	0	4	0	0	0	0	0	0	0	0	0	0	0	28	31.8
1000	81	70	0	10	0	0	0	0	0	0	0	0	0	1	0	27.8	32
1100	82	72	0	7	0	0	0	0	0	0	0	0	0	1	2	27.7	32.2
1200	119	111	0	8	0	0	0	0	0	0	0	0	0	0	0	27.3	31.4
1300	84	77	0	7	0	0	0	0	0	0	0	0	0	0	0	28.2	31.8
1400	55	50	2	3	0	0	0	0	0	0	0	0	0	0	0	27.6	32.9
1500	64	62	0	1	1	0	0	0	0	0	0	0	0	0	0	28	32
1600	74	68	0	5	0	0	0	0	0	0	0	0	0	0	1	28.1	32.3
1700	68	63	0	4	0	0	0	0	0	0	0	0	0	0	1	29.4	34.4
1800	74	69	0	3	0	0	0	0	0	0	0	0	0	1	1	27.5	31.8
1900	90	82	0	7	0	0	0	0	0	0	0	0	0	0	1	27.9	31.1
2000	48	48	0	0	0	0	0	0	0	0	0	0	0	0	0	29.9	33.7
2100	42	41	0	0	0	1	0	0	0	0	0	0	0	0	0	26.8	30
2200	31	31	0	0	0	0	0	0	0	0	0	0	0	0	0	26.7	30.9
2300	33	30	0	3	0	0	0	0	0	0	0	0	0	0	0	26.9	31.9
07-19	848	769	3	65	1	0	0	0	0	0	0	0	0	3	7	27.9	32
06-22	1035	945	3	74	1	1	0	0	0	0	0	0	0	3	8	28	32.1
06-00	1099	1006	3	77	1	1	0	0	0	0	0	0	0	3	8	27.9	32
00-00	1117	1024	3	77	1	1	0	0	0	0	0	0	0	3	8	27.9	32

K&M TRAFFIC SURVEYS

SITE: SCHOOL LANE, HIGHAM

LOCATION: Attached to signpost

GRID REFERENCE: 51.419027, 0.461992

DIRECTION: NORTHBOUND SPEED LIMIT: 30

13 July 2025

[illegible]

14 July 2025

[illegible]

15 July 2025

[illegible]

16 July 2025

[illegible]

17 July 2025

[illegible]

18 July 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	7	0	0	1	2	4	0	0	0	0	0	0	0	0	0	0	29.6	-
0100	5	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	30.4	-
0200	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	32	-
0300	3	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	31.4	-
0400	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	29.2	-
0500	9	0	1	0	4	2	2	0	0	0	0	0	0	0	0	0	30.9	-
0600	41	0	0	3	26	9	3	0	0	0	0	0	0	0	0	0	29.9	35.9
0700	63	0	2	5	36	16	4	0	0	0	0	0	0	0	0	0	29.5	33.4
0800	175	0	1	34	121	17	2	0	0	0	0	0	0	0	0	0	27.3	30.6
0900	76	2	2	10	46	16	0	0	0	0	0	0	0	0	0	0	27.8	32.3
1000	83	0	3	9	42	25	4	0	0	0	0	0	0	0	0	0	29	34.1
1100	90	0	1	18	52	17	1	1	0	0	0	0	0	0	0	0	28.4	32
1200	89	1	1	10	53	22	2	0	0	0	0	0	0	0	0	0	29.1	33.1
1300	118	0	3	36	60	15	3	0	1	0	0	0	0	0	0	0	27	31.5
1400	119	1	2	19	71	25	1	0	0	0	0	0	0	0	0	0	27.9	32.1
1500	129	0	4	24	78	21	2	0	0	0	0	0	0	0	0	0	27.6	31.4
1600	95	0	2	10	58	20	5	0	0	0	0	0	0	0	0	0	29	33.2
1700	110	2	2	22	49	31	2	1	0	0	0	1	0	0	0	0	28.6	33.5
1800	90	1	0	11	53	22	3	0	0	0	0	0	0	0	0	0	28.7	32.4
1900	58	0	3	7	38	9	1	0	0	0	0	0	0	0	0	0	28	32
2000	55	0	0	10	31	9	4	1	0	0	0	0	0	0	0	0	28.6	31.9
2100	38	0	0	6	23	6	1	2	0	0	0	0	0	0	0	0	29	33.7
2200	33	0	0	8	17	4	3	0	1	0	0	0	0	0	0	0	28.9	35
2300	16	0	1	6	6	3	0	0	0	0	0	0	0	0	0	0	26.2	31.9
07-19	1237	7	23	208	719	247	29	2	1	0	0	1	0	0	0	0	28.2	32.4
06-22	1429	7	26	234	837	280	38	5	1	0	0	1	0	0	0	0	28.3	32.4
06-00	1478	7	27	248	860	287	41	5	2	0	0	1	0	0	0	0	28.2	32.4
00-00	1506	7	28	251	871	297	44	5	2	0	0	1	0	0	0	0	28.3	32.4

19 July 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	4	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	27.3	-
0100	3	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	31.8	-
0200	5	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	31.4	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	24.3	-
0500	5	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	28.7	-
0600	7	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	31.7	-
0700	28	0	3	6	12	5	2	0	0	0	0	0	0	0	0	0	27	32.6
0800	52	0	2	9	26	14	1	0	0	0	0	0	0	0	0	0	28.2	31.7
0900	67	0	1	15	36	13	2	0	0	0	0	0	0	0	0	0	28	31.8
1000	81	0	1	19	45	16	0	0	0	0	0	0	0	0	0	0	27.8	32
1100	82	1	3	15	44	15	4	0	0	0	0	0	0	0	0	0	27.7	32.2
1200	119	0	1	29	70	18	1	0	0	0	0	0	0	0	0	0	27.3	31.4
1300	84	0	0	16	52	12	3	1	0	0	0	0	0	0	0	0	28.2	31.8
1400	55	0	0	15	28	11	1	0	0	0	0	0	0	0	0	0	27.6	32.9
1500	64	0	0	12	42	8	1	1	0	0	0	0	0	0	0	0	28	32
1600	74	1	0	14	38	21	0	0	0	0	0	0	0	0	0	0	28.1	32.3
1700	68	0	1	7	39	16	4	1	0	0	0	0	0	0	0	0	29.4	34.4
1800	74	1	2	16	42	12	1	0	0	0	0	0	0	0	0	0	27.5	31.8
1900	90	0	0	23	54	10	1	1	1	0	0	0	0	0	0	0	27.9	31.1
2000	48	0	0	8	22	16	1	0	0	1	0	0	0	0	0	0	29.9	33.7
2100	42	1	0	11	26	4	0	0	0	0	0	0	0	0	0	0	26.8	30
2200	31	0	0	11	16	3	1	0	0	0	0	0	0	0	0	0	26.7	30.9
2300	33	0	1	5	22	5	0	0	0	0	0	0	0	0	0	0	26.9	31.9
07-19	848	3	14	173	474	161	20	3	0	0	0	0	0	0	0	0	27.9	32
06-22	1035	4	14	215	577	197	22	4	1	1	0	0	0	0	0	0	28	32.1
06-00	1099	4	15	231	615	205	23	4	1	1	0	0	0	0	0	0	27.9	32
00-00	1117	4	15	233	627	207	25	4	1	1	0	0	0	0	0	0	27.9	32

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	9943	41	170	1761	5761	1932	227	43	6	1	0	1	0	0	0	0	28.2	32.3

K&M TRAFFIC SURVEYS

SITE: SCHOOL LANE, HIGHAM

LOCATION: Attached to signpost

GRID REFERENCE: 51.419027, 0.461992

DIRECTION: NORTHBOUND

SPEED LIMIT: 30

	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Averages	
	13-Jul	14-Jul	15-Jul	16-Jul	17-Jul	18-Jul	19-Jul	1-5.	1-7.
Hour									
0000-0100	16	3	3	6	8	7	4	5.4	6.7
0100-0200	6	2	1	1	2	5	3	2.2	2.9
0200-0300	2	1	0	4	2	2	5	1.8	2.3
0300-0400	1	2	2	2	1	3	0	2	1.6
0400-0500	1	1	1	3	2	2	1	1.8	1.6
0500-0600	7	11	13	9	13	9	5	11	9.6
0600-0700	7	43	43	55	37	41	7	43.8	33.3
0700-0800	17	83	101	93	91	63	28	86.2	68
0800-0900	14	185	171	192	163	175	52	177.2	136
0900-1000	47	93	86	101	89	76	67	89	79.9
1000-1100	56	94	71	102	62	83	81	82.4	78.4
1100-1200	74	94	114	70	110	90	82	95.6	90.6
1200-1300	104	110	117	90	81	89	119	97.4	101.4
1300-1400	88	123	73	104	79	118	84	99.4	95.6
1400-1500	69	109	112	106	95	119	55	108.2	95
1500-1600	67	172	149	160	145	129	64	151	126.6
1600-1700	58	142	109	108	136	95	74	118	103.1
1700-1800	56	161	137	123	112	110	68	128.6	109.6
1800-1900	51	87	104	102	101	90	74	96.8	87
1900-2000	40	75	77	83	67	58	90	72	70
2000-2100	34	48	48	71	47	55	48	53.8	50.1
2100-2200	22	28	32	48	35	38	42	36.2	35
2200-2300	18	20	16	18	17	33	31	20.8	21.9
2300-2400	7	11	8	9	17	16	33	12.2	14.4
Totals									
0700-1900	701	1453	1344	1351	1264	1237	848	1329.8	1171.1
0600-2200	804	1647	1544	1608	1450	1429	1035	1535.6	1359.6
0600-0000	829	1678	1568	1635	1484	1478	1099	1568.6	1395.9
0000-0000	862	1698	1588	1660	1512	1506	1117	1592.8	1420.4
AM Peak	1100	800	800	800	800	800	1100		
	74	185	171	192	163	175	82		
PM Peak	1200	1500	1500	1500	1500	1500	1200		
	104	172	149	160	145	129	119		

K&MTRAFFIC SURVEYS

SITE: SCHOOL LANE, HIGHAM

LOCATION: Attached to signpost

GRID REFERENCE: 51.419027, 0.461992

DIRECTION: SOUTHBOUND

SPEED LIMIT: 30

13 July 2025

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	24.9	31.3
0100	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	25.8	-
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28.3	-
0300	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	29.5	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	-
0600	15	13	0	1	0	0	0	0	0	0	0	0	0	0	1	29.3	34.5
0700	24	18	0	4	0	0	0	0	0	0	0	0	0	0	2	27.9	34.5
0800	33	26	0	4	0	0	0	0	0	0	0	0	0	3	0	28.9	34.3
0900	63	57	0	4	0	0	0	0	0	0	0	0	0	1	1	28.3	33
1000	69	58	0	3	0	1	0	0	0	0	0	0	0	3	4	27.1	34
1100	55	48	0	5	0	0	0	0	0	0	0	0	0	0	2	26.1	31.4
1200	66	61	0	4	0	0	0	0	0	0	0	0	0	0	1	27.8	32.7
1300	78	72	0	3	0	0	0	0	0	0	0	0	0	1	2	27.5	32.3
1400	66	57	1	4	0	0	0	0	0	0	0	0	0	4	0	29	32.5
1500	54	49	0	4	0	0	0	0	0	0	0	0	0	0	1	28.3	32.8
1600	35	30	0	2	0	0	0	0	0	0	0	0	0	1	2	27.4	32.7
1700	72	68	0	2	0	0	0	0	0	0	0	0	0	2	0	29.1	34.2
1800	55	51	0	4	0	0	0	0	0	0	0	0	0	0	0	28.5	32.5
1900	40	37	0	3	0	0	0	0	0	0	0	0	0	0	0	28.7	34.2
2000	29	27	0	0	1	0	0	0	0	0	0	0	0	1	0	29.5	37.3
2100	16	14	0	2	0	0	0	0	0	0	0	0	0	0	0	30.1	34.4
2200	12	10	0	2	0	0	0	0	0	0	0	0	0	0	0	28.7	37
2300	8	6	0	1	1	0	0	0	0	0	0	0	0	0	0	31.4	-
07-19	670	595	1	43	0	1	0	0	0	0	0	0	0	15	15	28	33
06-22	770	686	1	49	1	1	0	0	0	0	0	0	0	16	16	28.2	33.1
06-00	790	702	1	52	2	1	0	0	0	0	0	0	0	16	16	28.2	33.1
00-00	829	741	1	52	2	1	0	0	0	0	0	0	0	16	16	28.1	33.1

14 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	25.9	-
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	41.5	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	8	5	0	3	0	0	0	0	0	0	0	0	0	0	0	30.5	-
0500	17	11	0	6	0	0	0	0	0	0	0	0	0	0	0	31.4	37.1
0600	49	38	1	10	0	0	0	0	0	0	0	0	0	0	0	30.7	33.6
0700	79	63	0	14	1	0	0	0	0	0	0	0	0	0	1	29.5	33
0800	148	135	1	10	0	1	1	0	0	0	0	0	0	0	0	27.2	30.3
0900	114	101	0	11	1	1	0	0	0	0	0	0	0	0	0	27.6	31.1
1000	88	72	0	13	0	0	0	0	0	0	0	0	0	2	1	28.2	32.6
1100	127	99	1	23	0	1	0	1	1	0	0	0	0	0	1	28.6	32.4
1200	124	94	1	25	0	1	0	0	0	0	0	0	0	3	0	28.8	33.4
1300	100	78	2	15	1	0	0	0	0	0	0	0	0	3	1	28	31.3
1400	114	92	0	18	0	0	1	0	0	0	0	0	0	3	0	29	32.5
1500	173	158	0	15	0	0	0	0	0	0	0	0	0	0	0	26.3	30.7
1600	121	106	0	14	0	0	0	0	0	0	0	0	0	1	0	28.8	32.9
1700	114	104	0	8	0	0	0	0	0	0	0	0	0	1	1	27.8	31.9
1800	88	84	0	3	0	0	0	0	0	0	0	0	0	1	0	28.6	32.4
1900	80	70	0	8	1	0	0	0	0	0	0	0	0	1	0	28.7	32.1
2000	43	39	1	3	0	0	0	0	0	0	0	0	0	0	0	27.6	32.7
2100	54	52	0	1	0	0	0	0	0	0	0	0	0	1	0	26.8	31.8
2200	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	26.3	32.9
2300	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	33.7	-
07-19	1390	1186	5	169	3	4	2	1	1	0	0	0	0	14	5	28.1	31.9
06-22	1616	1385	7	191	4	4	2	1	1	0	0	0	0	16	5	28.1	32
06-00	1635	1402	7	193	4	4	2	1	1	0	0	0	0	16	5	28.1	32
00-00	1665	1423	7	202	4	4	2	1	1	0	0	0	0	16	5	28.2	32

15 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35.6	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	46.4	-
0400	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	32.4	-
0500	20	14	0	5	1	0	0	0	0	0	0	0	0	0	0	32.5	37.5
0600	52	39	0	11	0	0	0	0	0	0	0	0	0	0	2	30.5	33.5
0700	86	76	0	8	0	1	1	0	0	0	0	0	0	0	0	28.5	32.6
0800	138	120	0	14	0	3	0	1	0	0	0	0	0	0	0	27.5	30.1
0900	120	108	0	8	1	1	0	1	0	0	0	0	0	1	0	28.3	32.4
1000	82	66	1	10	1	2	0	0	0	1	0	0	0	0	1	26.9	30.8
1100	83	66	0	14	0	1	0	0	0	0	0	0	0	1	1	27	31
1200	134	112	0	16	0	1	0	0	0	0	0	0	0	2	3	27	31
1300	92	77	0	10	0	2	0	1	0	1	0	0	0	0	1	27.1	32.1
1400	80	67	0	10	0	1	0	0	0	0	0	0	0	2	0	28.4	32
1500	167	153	0	13	1	0	0	0	0	0	0	0	0	0	0	27.7	31.3
1600	124	105	0	15	0	0	0	0	0	0	0	0	0	4	0	28.6	32.2
1700	128	119	0	8	0	0	1	0	0	0	0	0	0	0	0	28.3	32.4
1800	93	84	0	6	0	0	0	0	0	0	0	0	0	2	1	28.4	33.3
1900	67	64	0	3	0	0	0	0	0	0	0	0	0	0	0	28.4	32.8
2000	63	55	0	5	0	0	0	0	0	0	0	0	0	0	3	27.1	31.6
2100	33	32	0	0	0	0	0	0	0	0	0	0	0	1	0	29.3	33.6
2200	13	11	0	1	0	0	0	0	0	0	0	0	0	1	0	25	32.8
2300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4	-
07-19	1327	1153	1	132	3	12	2	3	0	2	0	0	0	12	7	27.8	31.7
06-22	1542	1343	1	151	3	12	2	3	0	2	0	0	0	13	12	27.9	31.9
06-00	1558	1357	1	152	3	12	2	3	0	2	0	0	0	14	12	27.9	31.9
00-00	1589	1381	1	158	4	12	2	3	0	2	0	0	0	14	12	28	32

16 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.3	-
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	25.6	-
0200	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	30.9	-
0300	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	28.7	-
0400	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	33	-
0500	16	14	0	2	0	0	0	0	0	0	0	0	0	0	0	30.5	37
0600	47	40	0	7	0	0	0	0	0	0	0	0	0	0	0	32	35.5
0700	82	65	0	14	0	0	1	0	0	1	0	0	0	1	0	29.5	33
0800	134	122	1	8	0	2	0	0	0	0	0	0	0	0	1	27.8	31
0900	126	100	0	20	0	2	0	0	0	0	0	0	0	3	1	28.2	32.5
1000	82	61	0	16	0	1	0	0	0	2	0	0	0	2	0	28.6	34.2
1100	102	89	0	10	0	1	0	0	0	0	0	0	0	0	2	27.4	31.8
1200	97	72	1	17	0	3	0	0	0	1	0	0	0	1	2	27.5	32.2
1300	118	96	0	18	0	2	0	0	0	0	0	0	0	1	1	28	32.5
1400	89	74	0	12	0	0	1	0	0	1	0	0	0	1	0	29	33.2
1500	124	110	0	10	0	2	0	0	0	0	0	0	0	2	0	28	31.5
1600	138	123	2	11	1	0	0	0	0	0	0	0	0	1	0	27.8	32
1700	111	105	0	5	0	0	0	0	0	0	0	0	0	0	1	28.5	33
1800	93	83	0	7	0	0	0	0	0	0	0	0	0	2	1	28.6	33.2
1900	77	71	0	4	0	1	0	0	0	0	0	0	0	1	0	29.4	33.7
2000	53	41	0	7	1	0	0	0	0	0	0	0	0	3	1	29.8	33.4
2100	55	54	0	1	0	0	0	0	0	0	0	0	0	0	0	27.9	31.7
2200	15	13	0	2	0	0	0	0	0	0	0	0	0	0	0	26.6	32.8
2300	5	4	0	0	0	0	0	0	0	0	0	0	0	1	0	31.2	-
07-19	1296	1100	4	148	1	13	2	0	0	5	0	0	0	14	9	28.2	32.3
06-22	1528	1306	4	167	2	14	2	0	0	5	0	0	0	18	10	28.4	32.5
06-00	1548	1323	4	169	2	14	2	0	0	5	0	0	0	19	10	28.4	32.5
00-00	1583	1352	4	175	2	14	2	0	0	5	0	0	0	19	10	28.4	32.5

17 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	6	4	0	1	0	0	0	0	0	0	0	0	0	1	0	28.6	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.1	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.3	-
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35.7	-
0400	6	4	0	2	0	0	0	0	0	0	0	0	0	0	0	29.4	-
0500	17	12	0	5	0	0	0	0	0	0	0	0	0	0	0	31.4	37.9
0600	43	32	0	9	1	0	0	1	0	0	0	0	0	0	0	31	36.4
0700	79	67	0	12	0	0	0	0	0	0	0	0	0	0	0	29.2	33
0800	153	138	1	12	1	0	0	0	0	0	0	0	0	0	1	27.9	31.1
0900	98	85	1	10	0	0	0	0	0	0	0	0	0	2	0	30.2	33.6
1000	83	68	0	11	0	0	0	0	0	0	0	0	0	1	3	27.3	31.7
1100	96	76	1	16	0	0	0	0	0	0	0	0	0	1	2	26.8	31.7
1200	100	87	0	11	0	0	0	0	0	0	0	0	0	1	1	28.3	32.6
1300	78	67	0	9	0	0	0	0	0	0	0	0	0	2	0	28.1	33.4
1400	74	66	0	6	0	0	0	0	1	1	0	0	0	0	0	29.2	32.5
1500	153	136	1	16	0	0	0	0	0	0	0	0	0	0	0	28	31.1
1600	123	111	0	10	0	0	0	0	0	0	0	0	0	2	0	28.8	32.6
1700	122	113	0	8	0	0	0	0	0	0	0	0	0	0	1	29.1	32.6
1800	75	68	0	5	0	0	0	0	0	0	0	0	0	0	2	28	31.7
1900	78	67	0	8	0	0	0	0	0	0	0	0	0	3	0	29.7	36.4
2000	53	43	0	3	1	0	0	0	0	0	0	0	0	6	0	29.5	35.1
2100	44	37	0	3	0	0	0	0	0	0	0	0	0	3	1	28.5	33.1
2200	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	29	-
2300	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	32.2	-
07-19	1234	1082	4	126	1	0	0	0	1	1	0	0	0	9	10	28.4	32.2
06-22	1452	1261	4	149	3	0	0	1	1	1	0	0	0	21	11	28.6	32.4
06-00	1466	1274	4	150	3	0	0	1	1	1	0	0	0	21	11	28.6	32.5
00-00	1499	1298	4	158	3	0	0	1	1	1	0	0	0	22	11	28.6	32.5

18 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	3	2	0	0	0	0	0	0	0	0	0	0	0	1	0	27.2	-
0100	3	2	0	0	0	0	0	0	0	0	0	0	0	1	0	22.8	-
0200	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	29.2	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	9	7	0	2	0	0	0	0	0	0	0	0	0	0	0	29.8	-
0500	21	16	0	5	0	0	0	0	0	0	0	0	0	0	0	31	35.4
0600	42	33	0	9	0	0	0	0	0	0	0	0	0	0	0	29.4	32.2
0700	75	59	1	14	0	0	0	0	0	1	0	0	0	0	0	28.6	34.2
0800	141	124	1	16	0	0	0	0	0	0	0	0	0	0	0	28.3	31.7
0900	108	94	0	11	0	0	0	1	0	0	0	0	0	1	1	28.1	32.5
1000	75	60	1	12	0	1	0	0	0	1	0	0	0	0	0	28.2	32.3
1100	75	58	0	12	0	0	0	1	0	0	0	0	0	1	3	28	32.7
1200	87	71	0	13	0	0	0	0	0	0	0	0	0	2	1	29.1	34.2
1300	114	88	1	19	1	1	0	0	1	1	0	0	0	2	0	27	32
1400	79	60	0	16	1	0	0	1	0	0	0	0	0	1	0	28.3	32.7
1500	130	115	0	15	0	0	0	0	0	0	0	0	0	0	0	27.8	31.2
1600	142	124	1	15	0	0	0	0	0	0	0	0	0	2	0	28.1	32
1700	103	91	0	10	0	0	0	1	0	0	0	0	0	1	0	28.2	31.9
1800	75	71	0	4	0	0	0	0	0	0	0	0	0	0	0	27.6	32
1900	59	57	0	2	0	0	0	0	0	0	0	0	0	0	0	29.6	33.6
2000	48	44	0	3	0	0	0	0	0	0	0	0	0	0	1	29.4	34.7
2100	34	32	0	2	0	0	0	0	0	0	0	0	0	0	0	29.2	34.8
2200	21	19	0	1	0	0	0	0	0	0	0	0	0	1	0	30.6	36.9
2300	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	28.1	32.2
07-19	1204	1015	5	157	2	2	0	4	1	3	0	0	0	10	5	28.1	32.2
06-22	1387	1181	5	173	2	2	0	4	1	3	0	0	0	10	6	28.3	32.4
06-00	1422	1214	5	174	2	2	0	4	1	3	0	0	0	11	6	28.3	32.5
00-00	1462	1244	5	182	2	2	0	4	1	3	0	0	0	13	6	28.3	32.7

19 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	12	8	0	4	0	0	0	0	0	0	0	0	0	0	0	27.1	29.8
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	28	-
0500	4	2	0	2	0	0	0	0	0	0	0	0	0	0	0	26.2	-
0600	11	8	0	3	0	0	0	0	0	0	0	0	0	0	0	29.9	37.6
0700	33	31	0	2	0	0	0	0	0	0	0	0	0	0	0	30.9	38.2
0800	69	61	1	6	0	0	0	0	0	0	0	0	0	0	1	28.8	32.8
0900	80	74	0	5	0	0	0	0	0	0	0	0	0	0	1	28.1	31.3
1000	89	82	0	6	0	0	0	0	0	0	0	0	0	1	0	27.7	32.1
1100	95	90	1	4	0	0	0	0	0	0	0	0	0	0	0	27.5	31.7
1200	76	73	0	3	0	0	0	0	0	0	0	0	0	0	0	26.8	30.7
1300	69	58	0	11	0	0	0	0	0	0	0	0	0	0	0	28	31.5
1400	58	53	1	3	1	0	0	0	0	0	0	0	0	0	0	28.5	33.2
1500	60	55	0	4	0	0	0	0	0	0	0	0	0	1	0	28.7	32.1
1600	57	50	0	6	0	0	0	0	0	0	0	0	0	0	1	27.1	32.9
1700	67	60	0	7	0	0	0	0	0	0	0	0	0	0	0	28.5	32.5
1800	69	67	0	0	0	0	0	0	0	0	0	0	0	1	1	28.3	33.8
1900	55	51	0	3	0	0	0	0	0	0	0	0	0	0	1	27.6	32.7
2000	47	43	0	3	0	0	0	0	0	0	0	0	0	0	1	29.2	33.5
2100	35	33	0	2	0	0	0	0	0	0	0	0	0	0	0	26	29.9
2200	41	41	0	0	0	0	0	0	0	0	0	0	0	0	0	25.9	29.6
2300	41	39	0	2	0	0	0	0	0	0	0	0	0	0	0	26.6	29.6
07-19	822	754	3	57	1	0	0	0	0	0	0	0	0	3	4	28.1	32.3
06-22	970	889	3	68	1	0	0	0	0	0	0	0	0	3	6	28.1	32.4
06-00	1052	969	3	70	1	0	0	0	0	0	0	0	0	3	6	27.9	32.1
00-00	1073	984	3	76	1	0	0	0	0	0	0	0	0	3	6	27.9	32.1

K&MTRAFFIC SURVEYS

SITE: SCHOOL LANE, HIGHAM

LOCATION: Attached to signpost

GRID REFERENCE: 51.419027, 0.461992

DIRECTION: SOUTHBOUND

SPEED LIMIT: 30

13 July 2025

[illegible]

14 July 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	25.9	-
0100	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	28	-
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	41.5	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	8	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	30.5	-
0500	17	0	0	1	9	5	2	0	0	0	0	0	0	0	0	0	31.4	37.1
0600	49	0	0	0	26	21	2	0	0	0	0	0	0	0	0	0	30.7	33.6
0700	79	1	0	7	48	19	3	1	0	0	0	0	0	0	0	0	29.5	33
0800	148	0	0	34	101	10	3	0	0	0	0	0	0	0	0	0	27.2	30.3
0900	114	0	1	21	74	17	1	0	0	0	0	0	0	0	0	0	27.6	31.1
1000	88	1	1	11	56	18	1	0	0	0	0	0	0	0	0	0	28.2	32.6
1100	127	1	0	21	74	27	3	1	0	0	0	0	0	0	0	0	28.6	32.4
1200	124	0	2	27	59	31	4	0	1	0	0	0	0	0	0	0	28.8	33.4
1300	100	0	1	18	63	15	3	0	0	0	0	0	0	0	0	0	28	31.3
1400	114	0	0	11	74	27	2	0	0	0	0	0	0	0	0	0	29	32.5
1500	173	1	14	40	98	19	1	0	0	0	0	0	0	0	0	0	26.3	30.7
1600	121	0	0	14	72	34	1	0	0	0	0	0	0	0	0	0	28.8	32.9
1700	114	1	1	23	64	24	1	0	0	0	0	0	0	0	0	0	27.8	31.9
1800	88	0	0	14	54	20	0	0	0	0	0	0	0	0	0	0	28.6	32.4
1900	80	0	0	14	44	21	1	0	0	0	0	0	0	0	0	0	28.7	32.1
2000	43	0	0	10	25	8	0	0	0	0	0	0	0	0	0	0	27.6	32.7
2100	54	0	1	19	24	9	1	0	0	0	0	0	0	0	0	0	26.8	31.8
2200	12	0	0	6	4	1	1	0	0	0	0	0	0	0	0	0	26.3	32.9
2300	7	0	0	0	4	2	0	0	0	1	0	0	0	0	0	0	33.7	-
07-19	1390	5	20	241	837	261	23	2	1	0	0	0	0	0	0	0	28.1	31.9
06-22	1616	5	21	284	956	320	27	2	1	0	0	0	0	0	0	0	28.1	32
06-00	1635	5	21	290	964	323	28	2	1	1	0	0	0	0	0	0	28.1	32
00-00	1665	5	21	293	979	332	31	2	1	1	0	0	0	0	0	0	28.2	32

15 July 2025

[illegible]

16 July 2025

[illegible]

17 July 2025

[illegible]

18 July 2025

[illegible]

K&M TRAFFIC SURVEYS

SITE: SCHOOL LANE, HIGHAM

LOCATION: Attached to signpost

GRID REFERENCE: 51.419027, 0.461992

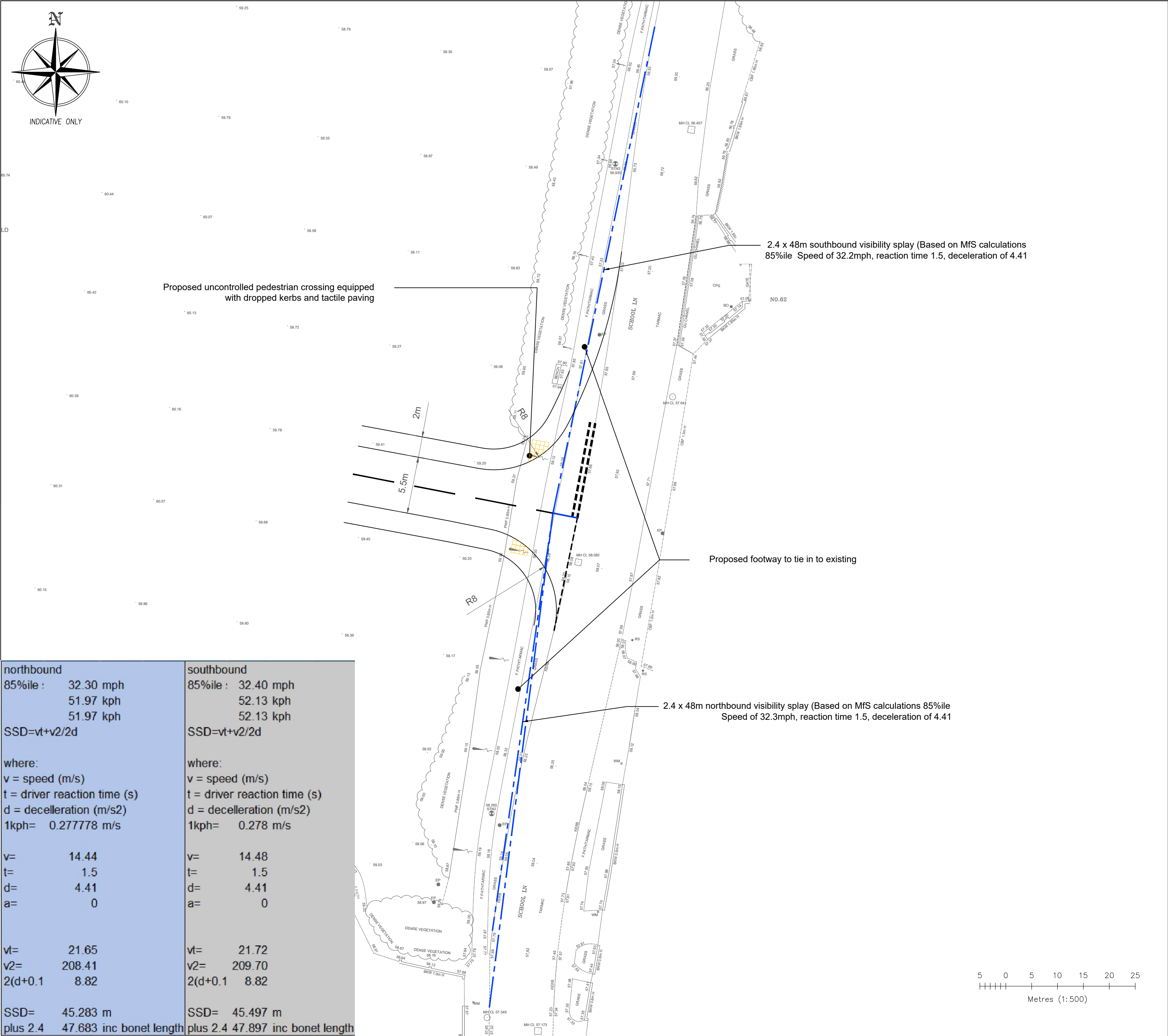
DIRECTION: SOUTHBOUND

SPEED LIMIT: 30

	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Averages	
	13-Jul	14-Jul	15-Jul	16-Jul	17-Jul	18-Jul	19-Jul	1-5.	1-7.
Hour									
0000-0100	24	2	1	1	6	3	12	2.6	7
0100-0200	6	2	1	2	1	3	2	1.8	2.4
0200-0300	2	1	1	6	1	4	0	2.6	2.1
0300-0400	5	0	1	5	2	0	0	1.6	1.9
0400-0500	0	8	7	5	6	9	3	7	5.4
0500-0600	2	17	20	16	17	21	4	18.2	13.9
0600-0700	15	49	52	47	43	42	11	46.6	37
0700-0800	24	79	86	82	79	75	33	80.2	65.4
0800-0900	33	148	138	134	153	141	69	142.8	116.6
0900-1000	63	114	120	126	98	108	80	113.2	101.3
1000-1100	69	88	82	82	83	75	89	82	81.1
1100-1200	55	127	83	102	96	75	95	96.6	90.4
1200-1300	66	124	134	97	100	87	76	108.4	97.7
1300-1400	78	100	92	118	78	114	69	100.4	92.7
1400-1500	66	114	80	89	74	79	58	87.2	80
1500-1600	54	173	167	124	153	130	60	149.4	123
1600-1700	35	121	124	138	123	142	57	129.6	105.7
1700-1800	72	114	128	111	122	103	67	115.6	102.4
1800-1900	55	88	93	93	75	75	69	84.8	78.3
1900-2000	40	80	67	77	78	59	55	72.2	65.1
2000-2100	29	43	63	53	53	48	47	52	48
2100-2200	16	54	33	55	44	34	35	44	38.7
2200-2300	12	12	13	15	7	21	41	13.6	17.3
2300-2400	8	7	3	5	7	14	41	7.2	12.1
Totals									
0700-1900	670	1390	1327	1296	1234	1204	822	1290.2	1134.7
0600-2200	770	1616	1542	1528	1452	1387	970	1505	1323.6
0600-0000	790	1635	1558	1548	1466	1422	1052	1525.8	1353
0000-0000	829	1665	1589	1583	1499	1462	1073	1559.6	1385.7
AM Peak	1000	800	800	800	800	800	1100		
	69	148	138	134	153	141	95		
PM Peak	1300	1500	1500	1600	1500	1600	1200		
	78	173	167	138	153	142	76		

APPENDIX G





ONLY SCALE FOR PLANNING PURPOSES

- Notes:
- This drawing has been prepared in accordance with the scope of DHA's appointment with its client and is subject to the terms and conditions of that appointment. DHA accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided.
 - If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.
 - Where applicable Ordnance Survey (c) Crown Copyright 2022 All rights reserved. Licence Number 100031961.
 - A week-long ATC traffic survey was completed at School Lane by K&M Traffic Surveys LTD on July 19th 2025, monitoring and recording 85th percentile speeds in both directions. The recorded average speed data of 32.3mph northbound and 32.4mph southbound will be used to inform the required visibility splays for the proposed access using standardised calculations from Manual for Streets 2.

P1	First issue	26.08.25	CS
REV	AMENDMENTS	DATE	CHK

Client
M SCOTT PROPERTIES LTD
Project
LAND WEST OF SCHOOL LANE, HIGHAM
Title
PROPOSED ACCESS ARRANGEMENT

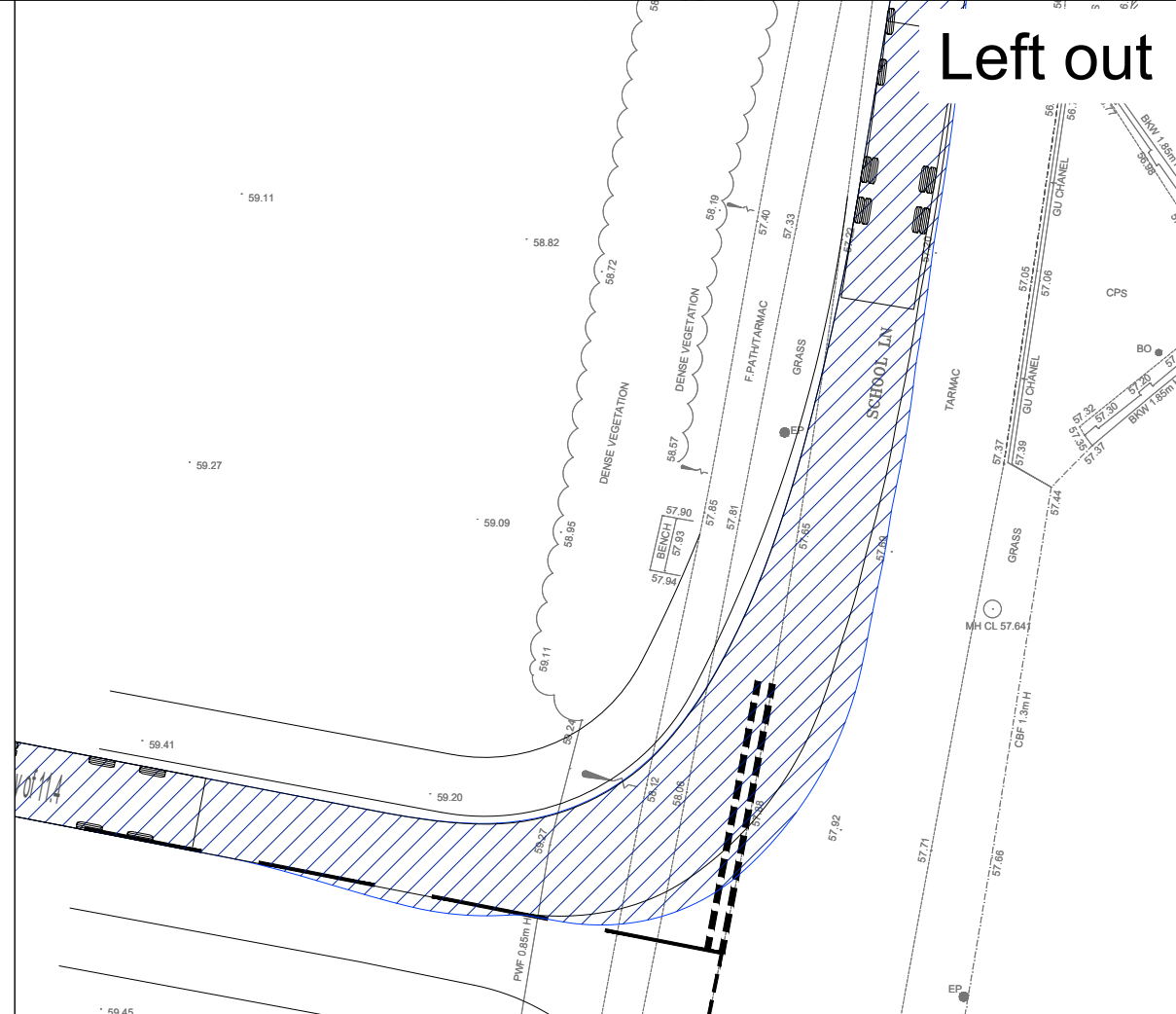
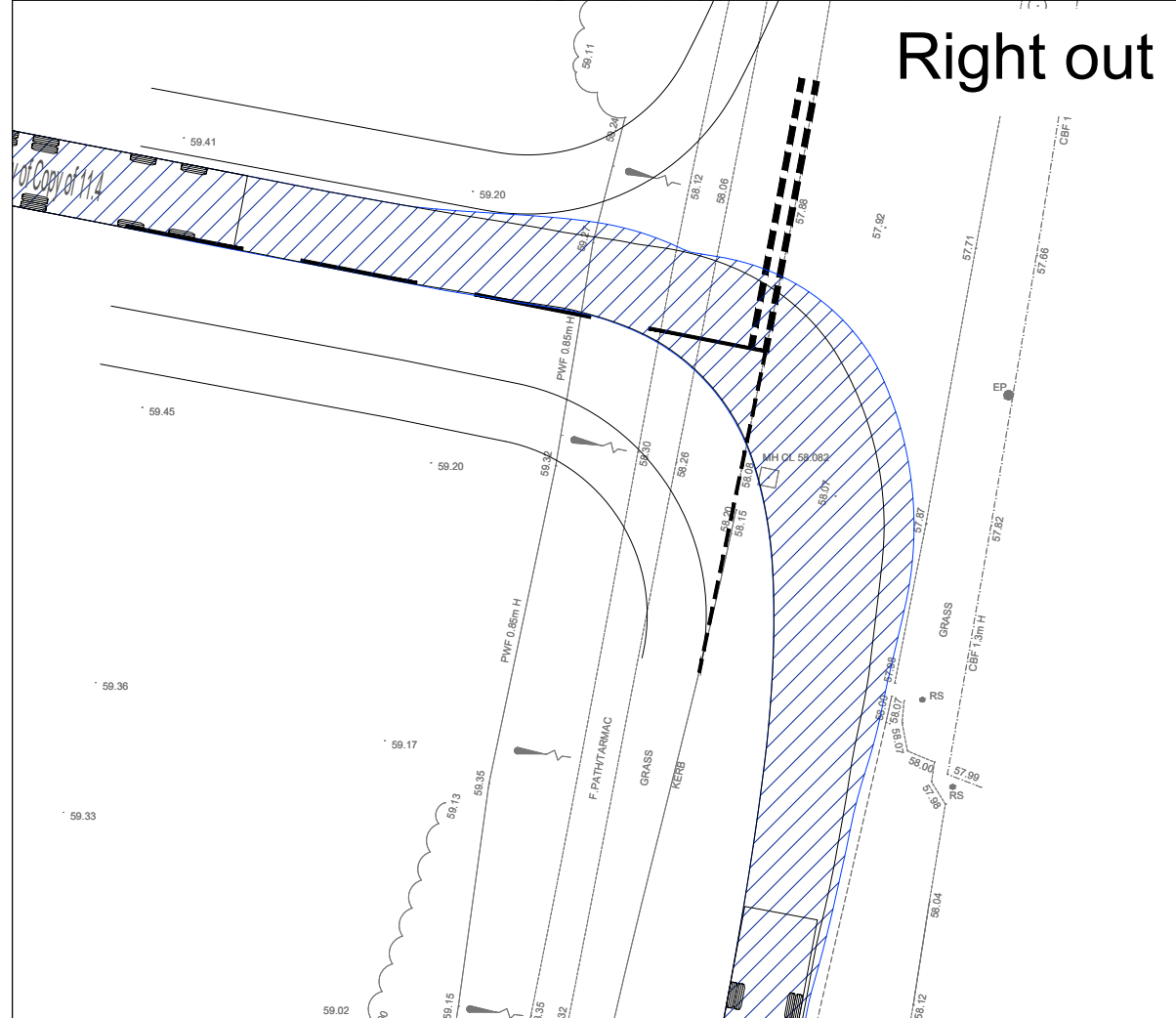
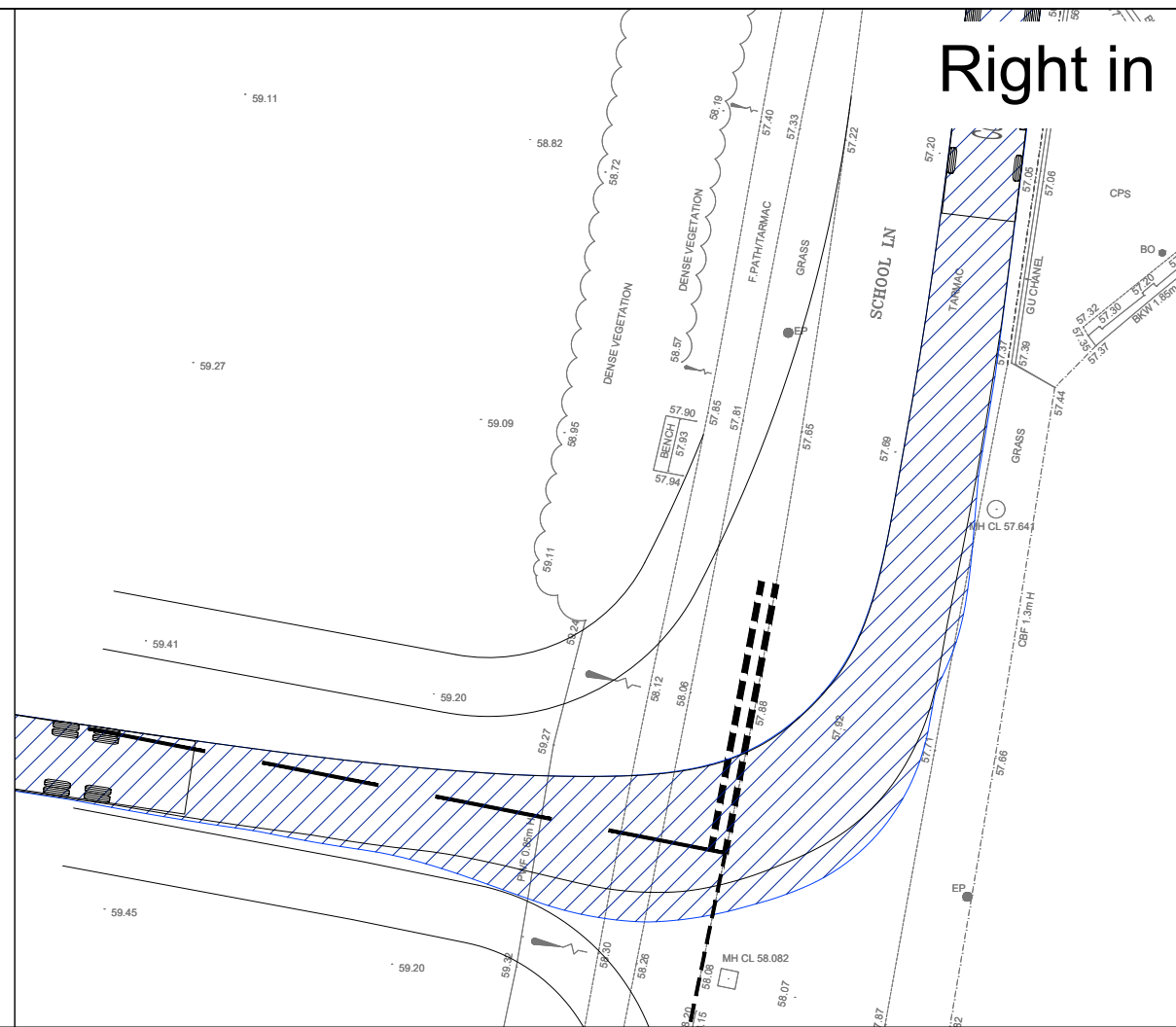
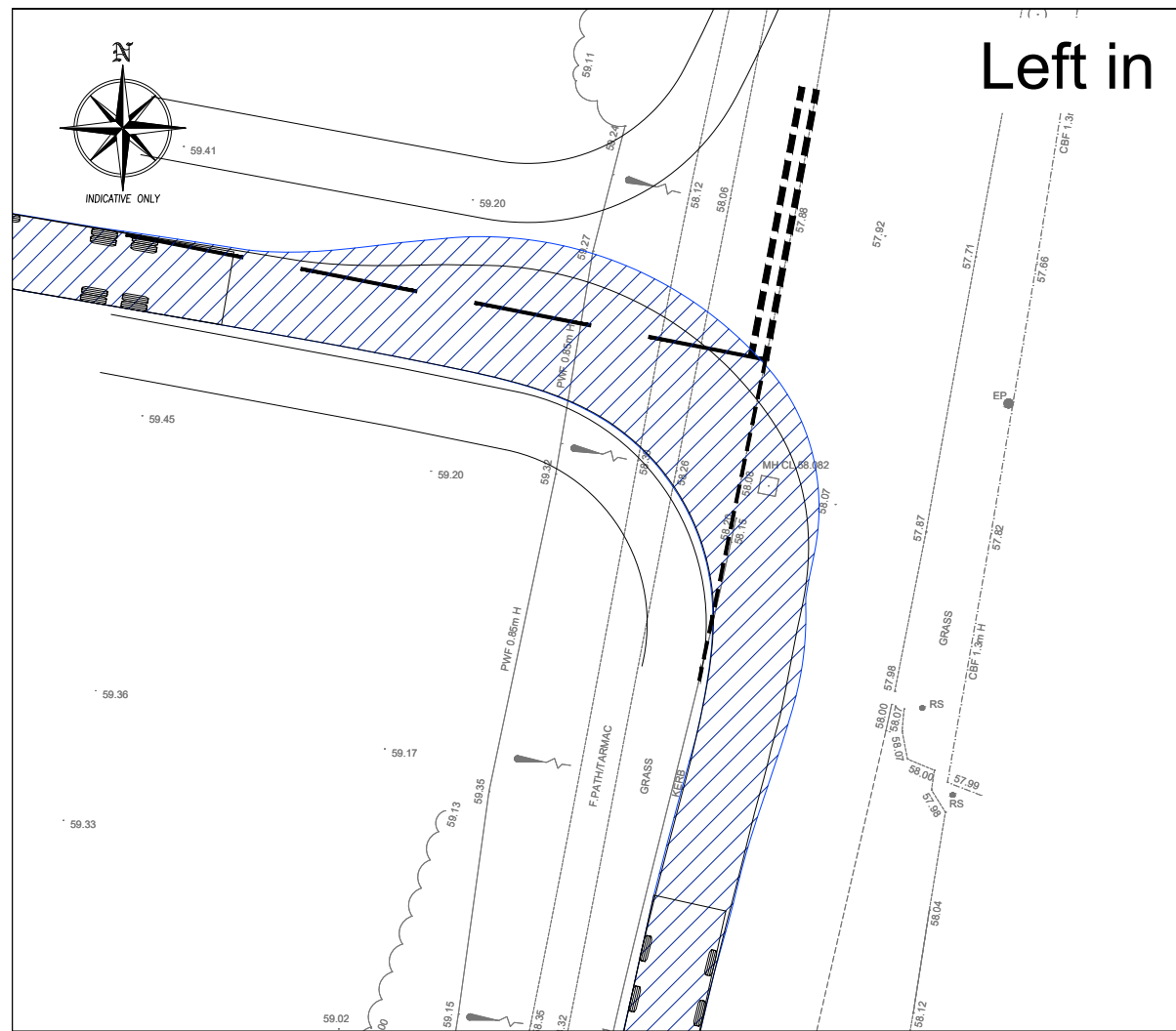
Drwg	Rev	Scale	Date
35728 - T-01	P1	1:250	26.08.2025



Eclipse House, Eclipse Park. Sittingbourne Road
Maidstone, Kent. ME14 3EN
t: 01622 776226
e: info@dhaplanning.co.uk

f: 01622 776227
w: www.dhaplanning.co.uk

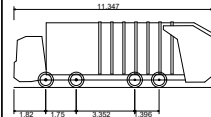
CAD Reference:	A2
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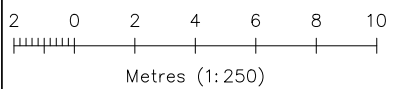
ONLY SCALE FOR PLANNING
PURPOSES

Notes:

- This drawing has been prepared in accordance with the scope of DHA's appointment with its client and is subject to the terms and conditions of that appointment. DHA accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided.
- If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.
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11.4m Refuse Vehicle	
Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.330m



P1	26.08.25	HL	First Issue	JM	JM
REV	DATE	BY	DESCRIPTION	CHK	APD

client

M SCOTT PROPERTIES LTD

project

LAND WEST OF SCHOOL LANE, HIGHAM

title

VEHICLE SWEPT PATH ANALYSIS
11.4M REFUSE VEHICLE

project 35728	drwg T-01	rev P1
------------------	--------------	-----------

Drawn	Checked	Approved	scale @ A3	date
HL	JM	JM	1:250	26.08.2025

status	FOR INFORMATION	P
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CAD Reference: **A3**

APPENDIX H



Road Safety Audit Stage 1

Access to Land West of School Lane, Higham



Client: DHA Transport

Road Safety Answers reference no: RSA1130

Control Sheet

	Name	Date	Signature
Author	Paul Martin	22/01/2026	
Checker	Paul Nevard	22/01/2026	
Authoriser	Paul Martin	29/01/2026	

Report Version

RSA Report Ref.	Version	Date of Issue
RSA1130	Final	29/01/2026

1. Introduction

1.1 This report describes a Stage 1 Road Safety Audit carried out on the preliminary design for access onto School Lane, Higham, for DHA Transport, at the request of the Overseeing Organisation, Kent County Council. The audit was carried out in the office of Road Safety Answers Ltd during January 2026.

1.2 The audit team members were as follows:

Team Leader

Paul Martin - BSc (Hons), CEng, FCIHT, FSoRSA, IEng, MICE
HE Approved RSA Certificate of Competency (2013)
Director, Road Safety Answers Ltd

Team Member

Paul Nevard – MSc, BA (Hons) CMILT, MCIHT, MSoRSA
HE Approved RSA Certificate of Competency
Independent Road Safety Consultant

1.3 The audit comprised an examination of the documents listed in **Appendix A**, and included the drawings supplied by Tom Valek of DHA. The site was visited by the Audit Team, together, on 22nd January, 2026, between 09.00 and 09.25 hours. The weather was cloudy but fine and the road surface was damp in places. Traffic, pedestrian and cycle flows were light on School Lane.

1.4 The terms of reference of the audit are as described in the UK's national standard for road safety audit, GG 119 (revision 2). The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design to any other criteria.

1.5 All the problems described in this report are considered by the audit team to require action to improve the safety of the scheme and minimise accident occurrence. A plan showing the scheme and the locations of any problems found during the audit is shown in **Appendix B**.

1.6 The purpose of the scheme is to access School Lane from a residential development of 50 units.

1.7 The scheme consists of the following elements:

- A simple priority junction on the west side of School Lane, approximately 100m north of High View;
- The priority junction to have 8m shoulder radii, serving an access road with a carriageway width of 5.5m, and with visibility splays onto School Lane of 2.4m x 48m in each direction, the 'y' distances in accordance with the calculation of the Stopping Sight Distance (SSD) equation in Manual for Streets¹ for the measured 85th percentile speeds;
- A 2m wide footway on each side of the development access road, both sides tying into the footway along the west side of School Lane;
- An uncontrolled pedestrian crossing of the access road, near School Lane, with dropped kerbs and tactile paving.

1.8 No details of street lighting, surface water drainage or advanced signing have been provided. These issues are not, therefore, considered further in this report unless the existing facilities, or a lack of them, is likely to result in a safety problem within the proposed scheme.

¹ $SSD = vt + \frac{v^2}{2a}$, where v is the speed (m/s), t is the driver perception-reaction time (seconds), d is the deceleration (m/s²) and a is the longitudinal gradient (%)(+ for upgrades and - for downgrades)

2. Items resulting from this Stage 1 Audit

2.1 PROBLEM

Location: A – The access road approaching School Lane (Dwg. 35728-T-01 Rev. P1).

Summary: Risk of vehicles overshooting the give way onto School Lane and colliding with northbound traffic.

The existing ground level on the development side is some 1.8m above the level of the carriageway of School Lane. If the access road approaches the give way at too steep a gradient, the risk of vehicles overshooting the give way and colliding with vehicles on School Lane increases.

RECOMMENDATION

A relatively level dwell area should be provided on the immediate approach to, and at, the give way at School Lane.

Design Team Response:

Agreed – A maximum 1 in 25 gradient will be provided for 15m back from the give way line as set out in Kent Design.

Client Officer Response:

2.2 PROBLEM

Location: B – Sunken cover on School Lane at the left turn into the development access road (Dwg. 35728-T-01 Rev. P1).

Summary: Risk of loss of control collisions for powered two-wheelers turning left into the development.

A sunken statutory undertaker's cover (photo 1) coincides with the swept path of vehicles turning left into the development, increasing the risk of loss of control collisions, especially for powered two-wheelers.



Photo 1: Cover has sunk 15-20mm

RECOMMENDATION

The cover should be raised to be flush with the carriageway surface.

Design Team Response:

Agreed – The cover will be raised to be flush with the carriageway surface

Client Officer Response:

3. Audit Team Statement

We certify that this road safety audit has been carried out in accordance with GG 119 (revision 2), with the exception that Designer and Highway Authority response sections have been added to each problem, and a signing off chapter added for the convenience of both parties.

Audit Team Leader

Paul Martin - BSc (Hons), CEng, FCIHT, FSoRSA, IEng, MICE
HE Approved RSA Certificate of Competency
Director, Road Safety Answers Ltd

Signed



Date 29/01/2026

Audit Team Member

Paul Nevard – MSc, BA (Hons) CMILT, MCIHT, MSoRSA
HE Approved RSA Certificate of Competency
Independent Road Safety Consultant

Signed



Date 29/01/2026

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☐ paulmartin@roadsafetyanswers.co.uk
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4. Design Team and Overseeing Organisation Statements

Design Team Leader

I certify that I have reviewed the items raised in this Stage 1 Safety Audit report. I have given due consideration to each issue raised and have stated my proposed course of action for each in this report. I seek the Overseeing Organisation's endorsement of my proposals.

Name: Chris Smoker

Organisation: DHA

Signed: 

Date: 9th February 2026

Overseeing Organisation (Highway Authority) Project Manager

I certify that I have reviewed the comments and actions proposed by the Design Team Leader and, in this report, I have stated my agreement, or alternative proposal, or acceptance of the risk associated with the problem.

Name:

Organisation:

Signed:

Date:

Appendix A

Drawings and Documents Examined:

35728 - H-01 - ProposedAccessArrangement.pdf

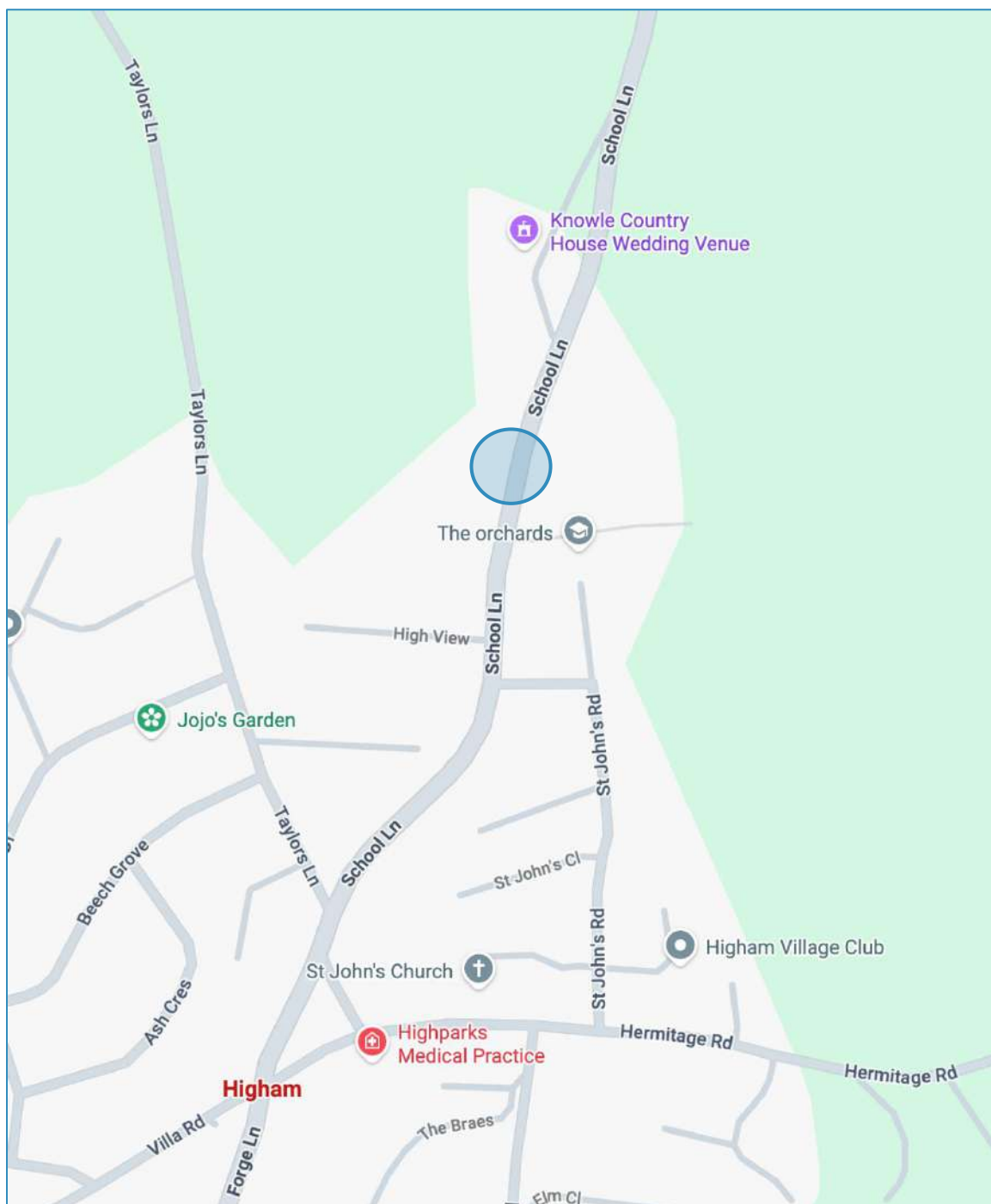
35728 - T-01 - RefuseVehicle.pdf

35728 - T-02 - BoxVan.pdf

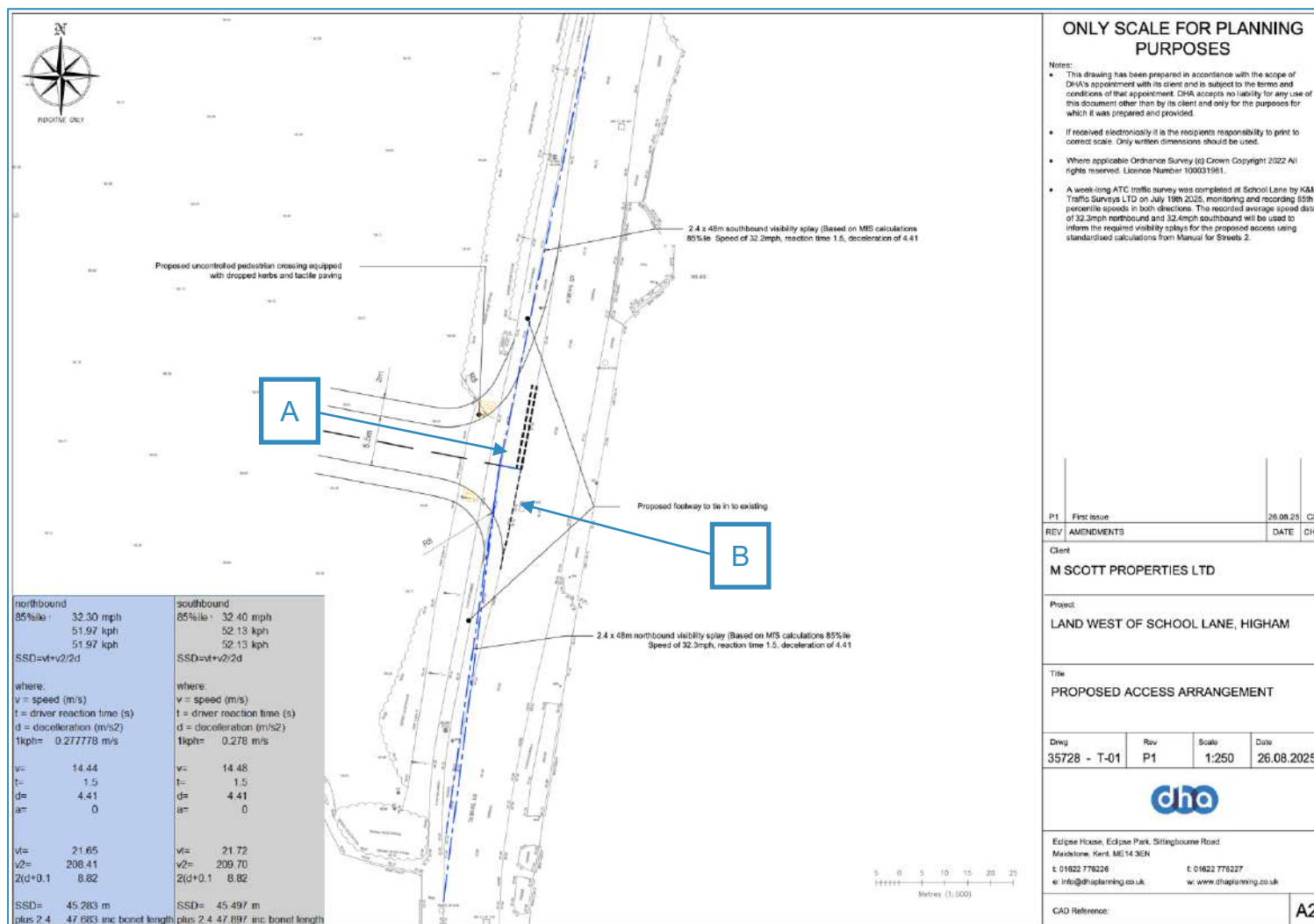
Site Layout_app D.pdf

Appendix B

The following plan shows the location of the scheme



Problems Location Plan



Tom Valek

From: [REDACTED]
Sent: 25 January 2026 12:18
To: Chris Smoker
Cc: Olivia McGarrick; Tom Valek
Subject: Re: Access to School Lane, Higham - Stage 1 Road Safety Audit

[External email - This message originated from outside DHA – prior to opening any attachments or opening links, please ensure their authenticity with the sender]

Hi Chris, the designer response does indeed mitigate the risks associated with problems raised in the audit report. Regards Paul Martin, Road Safety Answers Ltd.
Sent from my iPhone

On 23 Jan 2026, at 12:15, [REDACTED] wrote:

Afternoon Paul

Please find attached designers' response for the above site. Could you please confirm the all issued have been addressed?

Regards

Chris Smoker

Email: chris.smoker@dhatransport.co.uk

[Have a site to discuss? Give us a call or visit our interactive map to get started](#)

<image001.png>

<image003.png>

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CYBERCRIME ALERT: BEWARE OF FRAUDSTERS - REMAIN VIGILANT - Please note that our bank account details WILL NOT change during the course of a transaction, and we will NOT notify you of a change of our bank details via email. Please be careful to check account details with us in person if in any doubt. We will not accept responsibility if you transfer money into an incorrect account. **IF YOU ARE ADVISED THAT OUR BANK DETAILS HAVE CHANGED, PLEASE CONTACT OUR MAIDSTONE OFFICE IMMEDIATELY.**

APPENDIX

I



Audit Code: fd986c37-f8e2-4e66-ae9b-08d023096982

Filtering Summary:

Land Use: 03/A RESIDENTIAL/HOUSES PRIVATELY OWNED

Selected Trip Rate Calculation Parameter Range: 20 - 500 DWELLS

Actual Trip Rate Calculation Parameter Range: 24 - 321 DWELLS

Date Range: Minimum: 05/01/2019 Maximum: 30/06/2025

Parking Spaces Range: All Surveys Selected

Parking Spaces Per Dwelling Range: All Surveys Selected

Bedrooms Per Dwelling Range: All Surveys Selected

Percentage of Dwellings Privately Owned: All Surveys Selected

Population Within 500m Range: 237 2742

Days of the week selected:

Monday	2
Thursday	13
Tuesday	9
Wednesday	6

Main Location Types selected:

Edge of Town	16
Neighbourhood Centre	13
Suburban Area	1

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	28
Servicing Vehicles Included	2

Population <1 Mile ranges selected:

1,001 to 5,000	15
5,001 to 10,000	15

Audit Code: fd986c37-f8e2-4e66-ae9b-08d023096982

Population <5 Mile ranges selected:

25,001 to 50,000	14
5,000 or Less	1
5,001 to 25,000	12
50,001 to 75,000	3

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	2
1.1 to 1.5	18
1.6 to 2.0	10

PTAL Rating:

No PTAL Present	30
-----------------	----

Audit Code: fd986c37-f8e2-4e66-ae9b-08d023096982

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	3 days
	HC	HAMPSHIRE	2 days
	HF	HERTFORDSHIRE	1 day
	KC	KENT	2 days
	SC	SURREY	1 day
	WS	WEST SUSSEX	2 days
03	SOUTH WEST		
	DC	DORSET	2 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	3 days
	NF	NORFOLK	6 days
	SF	SUFFOLK	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 day
09	NORTH		
	IM	ISLE OF MAN	5 days
11	SCOTLAND		
	AS	ABERDEENSHIRE	1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

Audit Code: fd986c37-f8e2-4e66-ae9b-08d023096982

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	DWELLS
Actual Range:	24 to 321 (units:DWELLS)
Range Selected by User:	20 to 500 (units:DWELLS)
Parking Spaces Range:	6 - 2824

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	05/01/19 to 30/06/25

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	2 days
Thursday	13 days
Tuesday	9 days
Wednesday	6 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	27
Direction ATC Count	3

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:

Edge of Town	16 days
Neighbourhood Centre	13 days
Suburban Area	1 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	17 days
Village	13 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	3 days
Servicing vehicles Included	2 days
Servicing vehicles Unknown	25 days

Audit Code: fd986c37-f8e2-4e66-ae9b-08d023096982

Secondary Filtering Selection:

Use Class:

C3	30 surveys
----	------------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

237 - 3966

Population within 1 mile:

1,001 to 5,000	15 surveys
5,001 to 10,000	15 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	14 surveys
5,000 or Less	1 surveys
5,001 to 25,000	12 surveys
50,001 to 75,000	3 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 surveys
1.1 to 1.5	18 surveys
1.6 to 2.0	10 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Audit Code: fd986c37-f8e2-4e66-ae9b-08d023096982

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	8 surveys
Yes	22 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	30 surveys
-----------------	------------

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

Audit Code: fd986c37-f8e2-4e66-ae9b-08d023096982

LIST OF SITES relevant to selection parameters:

Site 1:	AS-03-A-02	Site area:	5.300000190734863 hect
Development Name:	MIXED HOUSES	Number of dwellings:	131 DWELLS
Location:	STONEHAVEN	Housing density:	27.87
Postcode:	AB39 2XZ	Total Bedrooms:	363.00
Main Location Type:	Edge of Town	Survey Date:	20/04/2022
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a		
Site 2:	CA-03-A-07	Site area:	1.19 hect
Development Name:	MIXED HOUSES	Number of dwellings:	32 DWELLS
Location:	NEAR ELY	Housing density:	37.65
Postcode:	CB6 2GE	Total Bedrooms:	92.00
Main Location Type:	Neighbourhood Centre	Survey Date:	27/05/2021
Sub Location Type:	Village	Survey Day:	Thursday
PTAL:	n/a		
Site 3:	CA-03-A-08	Site area:	2.680000066757202 hect
Development Name:	DETACHED & SEMI-DETACHED	Number of dwellings:	83 DWELLS
Location:	SAWTRY	Housing density:	33.07
Postcode:	PE28 5WE	Total Bedrooms:	251.00
Main Location Type:	Neighbourhood Centre	Survey Date:	13/10/2022
Sub Location Type:	Village	Survey Day:	Thursday
PTAL:	n/a		
Site 4:	CA-03-A-10	Site area:	5.75 hect
Development Name:	MIXED HOUSES & FLATS	Number of dwellings:	128 DWELLS
Location:	NEAR ELY	Housing density:	32.00
Postcode:	CB6 2GE	Total Bedrooms:	390.00
Main Location Type:	Neighbourhood Centre	Survey Date:	15/05/2025
Sub Location Type:	Village	Survey Day:	Thursday
PTAL:	n/a		
Site 5:	DC-03-A-10	Site area:	1.399999976158142 hect
Development Name:	MIXED HOUSES	Number of dwellings:	26 DWELLS
Location:	GILLINGHAM	Housing density:	20.80
Postcode:	SP8 4JS	Total Bedrooms:	77.00
Main Location Type:	Edge of Town	Survey Date:	09/11/2022
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a		
Site 6:	DC-03-A-13	Site area:	4 hect
Development Name:	MIXED HOUSES	Number of dwellings:	106 DWELLS
Location:	GILLINGHAM	Housing density:	38.33
Postcode:	SP8 4JS	Total Bedrooms:	315.00
Main Location Type:	Edge of Town	Survey Date:	10/06/2025
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a		
Site 7:	ES-03-A-11	Site area:	4.340000152587891 hect
Development Name:	MIXED HOUSES	Number of dwellings:	105 DWELLS
Location:	RINGMER	Housing density:	32.01
Postcode:	BN8 5LQ	Total Bedrooms:	292.00
Main Location Type:	Neighbourhood Centre	Survey Date:	28/09/2023
Sub Location Type:	Village	Survey Day:	Thursday
PTAL:	n/a		
Site 8:	ES-03-A-12	Site area:	8.109999656677246 hect
Development Name:	MIXED HOUSES & FLATS	Number of dwellings:	123 DWELLS
Location:	HORAM	Housing density:	26.57
Postcode:	TN21 9DZ	Total Bedrooms:	398.00
Main Location Type:	Neighbourhood Centre	Survey Date:	03/10/2023
Sub Location Type:	Village	Survey Day:	Tuesday
PTAL:	n/a		

Audit Code: fd986c37-f8e2-4e66-ae9b-08d023096982

Site 9:	ES-03-A-13	Site area:	1.7000000476837158 hect
Development Name:	DETACHED HOUSES	Number of dwellings:	36 DWELLS
Location:	HEATHFIELD	Housing density:	23.84
Postcode:	TN21 0UW	Total Bedrooms:	135.00
Main Location Type:	Edge of Town	Survey Date:	
Sub Location Type:	Residential Zone	Survey Day:	
PTAL:	n/a		
Site 10:	HC-03-A-23	Site area:	1.399999976158142 hect
Development Name:	HOUSES & FLATS	Number of dwellings:	62 DWELLS
Location:	LIPHOOK	Housing density:	46.27
Postcode:	GU30 7TG	Total Bedrooms:	205.00
Main Location Type:	Suburban Area	Survey Date:	19/11/2019
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a		
Site 11:	HC-03-A-39	Site area:	6.09 hect
Development Name:	MIXED HOUSES & FLATS	Number of dwellings:	156 DWELLS
Location:	LIPHOOK	Housing density:	34.21
Postcode:	GU30 7WU	Total Bedrooms:	449.00
Main Location Type:	Edge of Town	Survey Date:	14/11/2024
Sub Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a		
Site 12:	HF-03-A-03	Site area:	5.670000076293945 hect
Development Name:	MIXED HOUSES	Number of dwellings:	160 DWELLS
Location:	BUNTINGFORD	Housing density:	32.45
Postcode:	SG9 9FX	Total Bedrooms:	510.00
Main Location Type:	Edge of Town	Survey Date:	
Sub Location Type:	Residential Zone	Survey Day:	
PTAL:	n/a		
Site 13:	IM-03-A-01	Site area:	2.119999885559082 hect
Development Name:	MIXED HOUSES	Number of dwellings:	31 DWELLS
Location:	COLBY	Housing density:	16.06
Postcode:	IM9 1TQ	Total Bedrooms:	137.00
Main Location Type:	Neighbourhood Centre	Survey Date:	21/05/2024
Sub Location Type:	Village	Survey Day:	Tuesday
PTAL:	n/a		
Site 14:	IM-03-A-02	Site area:	1.6100000143051147 hect
Development Name:	MIXED HOUSES	Number of dwellings:	27 DWELLS
Location:	KIRK MICHAEL	Housing density:	18.62
Postcode:	IM6 1HT	Total Bedrooms:	106.00
Main Location Type:	Neighbourhood Centre	Survey Date:	23/05/2024
Sub Location Type:	Village	Survey Day:	Thursday
PTAL:	n/a		
Site 15:	IM-03-A-03	Site area:	6.989999771118164 hect
Development Name:	MIXED HOUSES	Number of dwellings:	111 DWELLS
Location:	COLBY	Housing density:	18.14
Postcode:	IM9 4LN	Total Bedrooms:	364.00
Main Location Type:	Neighbourhood Centre	Survey Date:	21/05/2024
Sub Location Type:	Village	Survey Day:	Tuesday
PTAL:	n/a		
Site 16:	IM-03-A-05	Site area:	2.190000057220459 hect
Development Name:	MIXED HOUSES	Number of dwellings:	45 DWELLS
Location:	CASTLETOWN	Housing density:	24.32
Postcode:	IM9 1TQ	Total Bedrooms:	175.00
Main Location Type:	Edge of Town	Survey Date:	21/05/2024
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a		

Audit Code: fd986c37-f8e2-4e66-ae9b-08d023096982

Site 17:	IM-03-A-06	Site area:	6.900000095367432 hect
Development Name:	MIXED HOUSES	Number of dwellings:	129 DWELLS
Location:	RAMSEY	Housing density:	22.28
Postcode:	IM8 2AF	Total Bedrooms:	531.00
Main Location Type:	Edge of Town	Survey Date:	23/05/2024
Sub Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a		
Site 18:	KC-03-A-10	Site area:	3.9100000858306885 hect
Development Name:	MIXED HOUSES	Number of dwellings:	106 DWELLS
Location:	STAPLEHURST	Housing density:	33.12
Postcode:	TN12 0GT	Total Bedrooms:	311.00
Main Location Type:	Edge of Town	Survey Date:	09/05/2023
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a		
Site 19:	KC-03-A-14	Site area:	6.84 hect
Development Name:	MIXED HOUSES	Number of dwellings:	167 DWELLS
Location:	STAPLEHURST	Housing density:	35.31
Postcode:	TN12 0GT	Total Bedrooms:	489.00
Main Location Type:	Edge of Town	Survey Date:	22/05/2025
Sub Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a		
Site 20:	NF-03-A-27	Site area:	3.690000057220459 hect
Development Name:	MIXED HOUSES & FLATS	Number of dwellings:	93 DWELLS
Location:	NEAR NORWICH	Housing density:	29.06
Postcode:	NR13 4TN	Total Bedrooms:	282.00
Main Location Type:	Neighbourhood Centre	Survey Date:	16/09/2021
Sub Location Type:	Village	Survey Day:	Thursday
PTAL:	n/a		
Site 21:	NF-03-A-31	Site area:	16.200000762939453 hect
Development Name:	MIXED HOUSES	Number of dwellings:	321 DWELLS
Location:	SWAFFHAM	Housing density:	24.39
Postcode:	PE37 8JE	Total Bedrooms:	883.00
Main Location Type:	Edge of Town	Survey Date:	22/09/2022
Sub Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a		
Site 22:	NF-03-A-32	Site area:	7.300000190734863 hect
Development Name:	MIXED HOUSES & FLATS	Number of dwellings:	164 DWELLS
Location:	HUNSTANTON	Housing density:	28.28
Postcode:	PE36 5PS	Total Bedrooms:	461.00
Main Location Type:	Edge of Town	Survey Date:	21/09/2022
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a		
Site 23:	NF-03-A-33	Site area:	4.78000020980835 hect
Development Name:	MIXED HOUSES	Number of dwellings:	143 DWELLS
Location:	ATTLEBOROUGH	Housing density:	38.65
Postcode:	NR17 1FF	Total Bedrooms:	358.00
Main Location Type:	Edge of Town	Survey Date:	29/09/2022
Sub Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a		
Site 24:	NF-03-A-39	Site area:	7.840000152587891 hect
Development Name:	MIXED HOUSES	Number of dwellings:	212 DWELLS
Location:	HOLT	Housing density:	31.98
Postcode:	NR25 6GA	Total Bedrooms:	570.00
Main Location Type:	Edge of Town	Survey Date:	27/09/2022
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a		

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Site 25:	NF-03-A-47	Site area:	13.050000190734863 hect
Development Name:	MIXED HOUSES & FLATS	Number of dwellings:	300 DWELLS
Location:	AYLSHAM	Housing density:	28.30
Postcode:	NR11 6FN	Total Bedrooms:	956.00
Main Location Type:	Edge of Town	Survey Date:	21/09/2022
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a		
Site 26:	NY-03-A-15	Site area:	6.8 hect
Development Name:	DETACHED & SEMI-DETACHED	Number of dwellings:	145 DWELLS
Location:	BOROUGHBRIDGE	Housing density:	27.36
Postcode:	YO51 9GG	Total Bedrooms:	476.00
Main Location Type:	Edge of Town	Survey Date:	19/09/2024
Sub Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a		
Site 27:	SC-03-A-09	Site area:	13.479999542236328 hect
Development Name:	MIXED HOUSES & FLATS	Number of dwellings:	136 DWELLS
Location:	CRANLEIGH	Housing density:	24.86
Postcode:	GU6 7FX	Total Bedrooms:	343.00
Main Location Type:	Neighbourhood Centre	Survey Date:	24/05/2022
Sub Location Type:	Village	Survey Day:	Tuesday
PTAL:	n/a		
Site 28:	SF-03-A-08	Site area:	2.339200019836426 hect
Development Name:	MIXED HOUSES	Number of dwellings:	34 DWELLS
Location:	NEAR BURY ST EDMUNDS	Housing density:	17.85
Postcode:	IP30 0TX	Total Bedrooms:	106.00
Main Location Type:	Neighbourhood Centre	Survey Date:	16/09/2020
Sub Location Type:	Village	Survey Day:	Wednesday
PTAL:	n/a		
Site 29:	WS-03-A-16	Site area:	1.899999976158142 hect
Development Name:	DETACHED & SEMI-DETACHED	Number of dwellings:	58 DWELLS
Location:	BRACKLESHAM BAY	Housing density:	
Postcode:	PO20 8JE	Total Bedrooms:	158.00
Main Location Type:	Neighbourhood Centre	Survey Date:	09/11/2022
Sub Location Type:	Village	Survey Day:	Wednesday
PTAL:	n/a		
Site 30:	WS-03-A-21	Site area:	32.93000030517578 hect
Development Name:	MIXED HOUSES	Number of dwellings:	480 DWELLS
Location:	BILLINGSHURST	Housing density:	31.11
Postcode:	RH14 9ZL	Total Bedrooms:	1378.00
Main Location Type:	Neighbourhood Centre	Survey Date:	09/11/2023
Sub Location Type:	Village	Survey Day:	Thursday
PTAL:	n/a		

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AC-03-A-04	06-06-2019	town
AC-03-A-05	30-04-2021	town
AN-03-A-10	07-06-2024	town
DE-03-A-04	19-05-2022	ireland
DN-03-A-08	30-09-2020	ireland
ES-03-A-07	07-11-2019	town
LU-03-A-01	21-09-2021	ireland
MG-03-A-01	12-10-2021	ireland

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total Vehicles

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	30	128	0.062	0.267	0.329
08:00-09:00	30	128	0.128	0.336	0.464
09:00-10:00	30	128	0.131	0.155	0.286
10:00-11:00	30	128	0.108	0.137	0.245
11:00-12:00	30	128	0.138	0.128	0.266
12:00-13:00	30	128	0.141	0.128	0.269
13:00-14:00	30	128	0.148	0.141	0.289
14:00-15:00	30	128	0.143	0.156	0.299
15:00-16:00	30	128	0.240	0.167	0.407
16:00-17:00	30	128	0.250	0.152	0.402
17:00-18:00	30	128	0.319	0.164	0.483
18:00-19:00	30	128	0.242	0.138	0.380
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.050	2.069	4.119

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter Summary:

Trip rate parameter range selected:	20 - 500 (units: DWELLS)
Survey date date range:	08/07/2019 - 10/06/2025
Number of weekdays (Monday-Friday):	30
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	27
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.