



RIDGE

TRANSPORT TECHNICAL NOTE 2 (TN2)

T25512

LAND EAST OF WROTHAM ROAD

7th September 2026

TRANSPORT TECHNICAL NOTE (TN2)

LAND EAST OF WROTHAM ROAD

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CONTENTS

1	INTRODUCTION	5
1.2	PURPOSE OF THIS NOTE	5
1.3	PLANNING CONTEXT	5
2	HIGHWAY SAFETY	7
3	VEHICLE ACCESS AND VISIBILITY SPLAYS	8
4	ACTIVE AND SUSTAINABLE TRAVEL	10
5	CYCLE AND VEHICLE PARKING	13
6	TRIP GENERATION AND JUNCTION CAPACITY ANALYSIS	14
6.2	TRIP GENERATION	15
6.3	CAPACITY ANALYSIS	17
6.4	FURTHER MATTERS	23
7	MERGE/DIVERGE ASSESSMENT	24
8	SUMMARY AND CONCLUSION	27
8.1	SUMMARY	27
8.2	CONCLUSION	27

TABLES

Table 1: NH Comments on Highway Safety and Ridge Response.....	7
Table 2: KCC Comments on Proposed Site Access and Ridge Response.....	8
Table 3: KCC Comments on Walking and Cycling and Ridge Response	10
Table 4: KCC Comments on Cycle and Vehicle Parking and Ridge Response	13
Table 5: KCC Comments on Trip Generation and Junction Capacity Analysis	14
Table 6: A2/Wrotham Road Complex Model Results (ARCADY) – 2028 FTH Do Minimum	17
Table 7: A2/Wrotham Road Complex Model Results (ARCADY) – 2030 RF Do Minimum	18
Table 8: A2/Wrotham Road (Southern Roundabout) 'Interim' Mitigation Results (ARCADY) – 2028 FTH Do Minimum	20
Table 9: A2/Wrotham Road (Southern Roundabout) 'Interim' Mitigation Results (ARCADY) – 2030 RF Do Minimum	20
Table 10: A2/Wrotham Road Southern Roundabout 'Final' Mitigation Scheme Results (LinSig) – 2028 FTH Do Minimum	22
Table 11: A2/Wrotham Road Southern Roundabout 'Final' Mitigation Scheme Results (LinSig) – 2030 RF Do Minimum	22
Table 12: A2/Wrotham Road Merge/Diverge Assessment – 2028 FTH Do Minimum	24
Table 13: A2/Wrotham Road Merge/Diverge Assessment – 2030 RF Do Minimum.....	25

APPENDICES

DRAWINGS

Appendix A	KCC FORMAL COMMENTS ON UPDATED TA
Appendix B	NH AGREEMENT ON MANUAL ASSESSMENT
Appendix C	NH REQUEST FOR FTH 2028 'DO MINIMUM' ASSESSMENT
Appendix D	NH FORMAL COMMENTS ON UPDATED TA
Appendix E	A2/WROTHAM ROAD PIA DATA
Appendix F	HIGHWAY BOUNDARY EXTENT

Appendix G	KCC CONFIRMATION OF JUNCTION ASSESSMENTS
Appendix H	NETWORK FLOW DIAGRAM – 2028 FTH DO MINIMUM ASSESSMENT
Appendix I	NETWORK FLOW DIAGRAM – 2030 RF DO MINIMUM ASSESSMENT
Appendix J	A2/WROTHAM ROAD COMPLEX RESULTS
Appendix K	A2/WROTHAM ROAD 'INTERIM' MITIGATION RESULTS
Appendix L	A2/WROTHAM ROAD 'FINAL' MITIGATION RESULTS
Appendix M	UPDATED MERGE/DIVERGE ASSESSMENT – 2028 FTH DO MINIMUM ASSESSMENT
Appendix N	UPDATED MERGE/DIVERGE ASSESSMENT – 2030 RF DO MINIMUM ASSESSMENT

1 INTRODUCTION

- 1.1.1 Ridge and Partners LLP (formerly Hub Transport Planning Ltd) has been commissioned by Richborough to provide transport advice for a proposed residential development on land east of Wrotham Road, Meopham, Kent.
- 1.1.2 The proposed development is for up to 350 dwellings and has been submitted as part of an outline planning application (Ref: GB/20250992) with all matters reserved except for details of access to the site.
- 1.1.3 The planning application is supported by an initial and updated Transport Assessment (TA) and Travel Plan (TP) both of which sought to address comments raised by National Highways (NH) and Kent County Council (KCC).

1.2 PURPOSE OF THIS NOTE

- 1.2.1 This Technical Note (TN) has been prepared following further comments raised by KCC and NH on the updated TA. The purpose of this note is to address those comments.
- 1.2.2 The TN is also informed by a meeting held with NH, KCC, Gravesham Borough Council (GBC), the applicant and the applicant's development planning team on 27th July 2026, specifically in relation to the distribution and assignment of traffic to assess the A2/Wrotham Road complex.

1.3 PLANNING CONTEXT

KCC COMMENTS

- 1.3.1 KCC provided comments on the updated TA on 10th July 2026. The key comments are summarised as follows with the full response included at **Appendix A**.
- Proposed Site Access – The access proposals are generally acceptable albeit some issues have been raised that could be resolved at the detailed design stage.
 - Visibility Splays – Modifications required to some visibility splays such as at the site access, and at the pedestrian crossing over Green Lane.
 - Walking and Cycling – The off-site walking and cycling measures are generally acceptable, however the lighting and signage strategy would need to be secured by condition and implemented by the applicant.
 - Bus Stops and Services – Welcome the proposed contributions towards enhanced bus services along the A227 and provision of a six-month bus ticket for each dwelling. Amendments have been requested to the design of the northbound and southbound bus stop proposals.
 - Cycle and Vehicle Parking – Agree that cycle and vehicle parking should be provided based on relevant standards. Additional parking provision to manage demand at Camer Parade is not required to make the proposals acceptable in planning terms and the details of which can be addressed at the reserved matters stage. This will need to be proportionate, and some spaces would not be objected to.
 - Trip Generation and Junction Modelling – No specific comments were raised on the forecast operation of the junctions assessed. Comments were raised on the use of a 2025 base

model, and the need to assess the A227/Norwood Lane junction in the event that Norwood Lane is not closed to through traffic in the future.

- Travel Plan – The measures proposed within the Travel Plan are supported and details of the monitoring should be set out within the Full Travel Plan. The Travel Plan Coordinator (TPC) should continue to investigate opportunities to provide cycle parking provision on Camer Parade.

NH COMMENTS

- 1.3.2 Dialogue has been undertaken with NH regarding the methodology to assess the A2/Wrotham Road junction complex both via email and via the meeting held on 27th July 2026.
- 1.3.3 NH confirmed that they would be willing to accept the principle of a manual assessment of the junction complex through use of Census 2011 method of travel to work data to distribute traffic as has been agreed as part of other applications in the area. This was agreed within email dated 21st July 2026, included at **Appendix B**. This also included other elements NH would expect to see within the assessment.
- 1.3.4 The subsequent meeting held on 27th July 2026 concerned both the proposed development and the Land adjacent Longfield Road (Site B) proposals. The following items were discussed and agreed:
- Assessment Years – The Local Plan (LP) assessment year refers to the existing LP assessment year of 2028 and not the emerging Local Plan year of 2042.
 - Base assessment – This has been agreed as the 2030 ‘Do Minimum’ assessment used for the Land at Rose Farm (RF) (Planning Ref: 20251233) development which includes a recently approved, and calibrated, base model.
 - Mitigation Schemes – The relevant tests to be included are those that include the ‘Interim’ mitigation scheme (white lining changes to the southern roundabout) proposed under the Former Tollgate Hotel (FTH) (Planning Ref: 20240856) development using the model included within the RF Technical Note (May 2026), and the ‘Final’ mitigation scheme which is signalisation of the southern roundabout and ‘teardrop’ arrangement proposed as part of the Land at Coldharbour Road development (CR) (Planning Ref: 20241214).
 - As this is a standalone development it must be treated on its own merits. However, given the adjacent Site B application (Planning Ref: 20250993) is a site within the emerging local plan, for robustness Ridge will treat it as committed development.
- 1.3.5 Since the meeting, NH confirmed that they would like us to utilise the 2028 ‘Do Minimum’ flows included within the FTH application, noting that 2028 accords with the end of the Local Plan period. The email trail is included at **Appendix C**.
- 1.3.6 This note also addresses comments made by NH as part of their formal response to the updated TA, included at **Appendix D**. This includes:
- PIA data for the A2/Wrotham Road complex; and,
 - Updated Merge/Diverge assessment following revised flows.
- 1.3.7 Please note that much of what was requested in NH’s formal response is superseded by what was agreed within the meeting, specifically in relation to the use of the Gravesham Transport Model (GTM) and assumptions included within it.

2 HIGHWAY SAFETY

2.1.1 Table 1 summarises NH's comments relating to highway safety that requires action. This also includes our response.

Table 1: NH Comments on Highway Safety and Ridge Response

NH COMMENT	RIDGE RESPONSE
HIGHWAY SAFETY	
Table 7 of the TA presents Personal Injury Accident (PIA) data for the A2/Wrotham Road junction. The TA includes a brief summary of accident causation factors. We note that the PIA data included as Appendix C of the TA does not cover this junction. To enable us to verify the conclusions drawn from the PIA data, we require a full copy of PIA Data including Location Plan showing reference numbers to be provided for review. Confirmation should also be provided regarding the extent of the A2 mainline, eastbound and westbound, which has been included as part of this analysis.	Comment accepted. We have included the PIA data at Appendix E for review.

3 VEHICLE ACCESS AND VISIBILITY SPLAYS

3.1.1 Table 2 summarises KCC's comments relating to the proposed site access and visibility splays that require action. The table also includes our response.

Table 2: KCC Comments on Proposed Site Access and Ridge Response

KCC COMMENT	RIDGE RESPONSE
PROPOSED SITE ACCES	
The previously proposed uncontrolled crossing across the A227 between the site and Camer Parade has now been upgraded to a toucan. This is welcomed. The applicant will be required to install street lighting in this location as part of the works. The parking space to be removed in order to provide the build out is to be replaced within the site.	Comment accepted. We expect the lighting strategy to be secured as part of a condition/Section 278 agreement. The parking space to be removed will be replaced within the site.
With regard to Green Lane, the raised table may require additional lighting in this location.	Comment accepted. Additional lighting to be provided as part of the lighting strategy.
Issues that require the plans to be updated, but could be resolved during detailed design if necessary: 1. It is unclear why dropped kerbs and tactile paving have been proposed on the minor arm of the site access and the emergency access, when the continuous footway already gives pedestrian priority. 2. A short section of shared route is proposed on the western side of the A227 to facilitate cyclists crossing the A227 itself. A dropped kerb is required to allow cyclists to egress the carriageway. 3. With regard to the proposed toucan crossing, unless the landowner approves tactile paving on the northern side of the Camer Parade access road, the proposed build out should not contain the buff tactiles as there would be no 'landing' tactiles on the northern side. A 'cyclist dismount sign should also not be used as some disabled cyclists are unable to do so. Cyclists can access/egress onto the Camer Parade access road.	1. Comment accepted. Tactiles have been removed as shown in Drawing T25512.001 Rev H. 2. Comment accepted. Notes have been updated on Drawing T25512.001 Rev H for transitions north of Green Lane and south of Longfield Road. 3. Comment accepted. Matter to be dealt with at detailed design stage following discussions. Cyclist dismount note has been removed from Drawing T25512.001 Rev H.
VISIBILITY SPLAYS	
Visibility splays are shown on the 'Proposed Site Access with Visibility Splays 01' plan, Ref T25512 001 Rev G, 'Proposed Site Access with Visibility Splays 02' plan, Ref T25512 001.01 and 'Pedestrian / Cyclist Visibility Splays at Crossing Points' plan Ref T25512 005. However, some of the splays are shown incorrectly. For example, the site access x splay should be shown 2.4m back from the first give way line (east of the continuous crossing) as this is the position of waiting vehicles before they emerge onto the A227. Some of the splays are shown to terminate within the	Comment accepted. The x distance for the visibility splay for the site access has been taken at a setback distance of 2.4m from the eastern give-way line as requested. We have reciprocated this for the emergency access. We are unsure which splays are taken to the middle of the footway KCC are referring to; however, this could be in reference to visibility splays provided from the active travel access points onto the proposed shared route. For clarity, the following visibility splays have been shown.

footway, but these can be taken to the edge of the nearside carriageway, which should offset the revised x distance.	• Site Access and Emergency Access Visibility Splays at a 2.4m setback from the continuous footway/cycleway. • Pedestrian/Cycle visibility splays at crossing locations at a 1.5m setback from the kerb. • Pedestrian/Cycle visibility splays emerging from the active travel access points at a 2.4m setback. This represents a robust assumption of cyclists that may not stop on approach to the shared facility. 18m splays are provided in accordance with Manual for Streets (MfS) to represent a cycling speed of 16mph which again is robust. • Forward visibility splays based on the recorded speed on Wrotham Road and of the sign posted speed limit on Green Lane. For ease of presentation, we have amended the relevant drawings by delineating the different visibility splays (i.e. vehicle visibility, pedestrian/cyclist visibility, forward visibility). These are included in Drawings T25512.001 Rev H, T25512.001.01 Rev B and T25512.005 Rev A.
A 59m splay is shown for the south to north crossing of Green Lane at the A227 / Green Lane junction. The vegetation within this splay must be cut back (without removing highway trees) to ensure it is achieved. Given how quickly vegetation can grow and obscure the visibility, it is suggested that the crossing is moved closer towards the A227. Whilst this slightly lengthens the crossing time, it would retain pedestrians closer to the desire line whilst maximising visibility.	Comment accepted. The vegetation will be cut back to ensure visibility can be maintained for pedestrians crossing the A227/Green Lane junction. We can confirm that no trees within the highway extent are required to be removed. The highway boundary extent included at Appendix F. Following review and to minimise as much vegetation loss as possible, a 33m visibility splay to the east has been shown in accordance with a 25mph speed limit based on MfS. This is considered to be reasonable given vehicles will be reducing their speed at this point on approach to the junction. The crossing point has also been moved closer towards the A227 and is shown in Drawing T25512.001 Rev H. Please note this is the furthest it can be moved before the pedestrian visibility from the northern footway crosses third party land to the east.
The applicant has also requested KCC consideration of a priority crossing at this junction; however, KCC does not consider this to be appropriate.	Comment accepted. A priority crossing will not be proposed.
The forward visibility to the raised table at the Green Lane / Trandescant Drive junction should be shown, to confirm it is achievable. The splays requested by KCC are likely to be achievable but need to be shown so they can be conditioned.	Comment accepted. Forward visibility splays to the raised table at the Green Lane/Trandescant Drive junction have been included on Drawing T25512.001 Rev H.

4 ACTIVE AND SUSTAINABLE TRAVEL

4.1.1 Table 3 summarises KCCs comments relating to walking and cycling that require action. This also includes our response.

Table 3: KCC Comments on Walking and Cycling and Ridge Response

KCC COMMENT	RIDGE RESPONSE
WALKING AND CYCLING	
The above proposals are generally acceptable. However, KCC require the lighting strategy to be secured by condition and implemented by the applicant, rather than securing a financial contribution for design and implementation by KCC.	Comment accepted. As previously stated, we expect the lighting strategy to be secured as part of a condition/Section 278 agreement.
In response to KCC's request to provide cycle parking at Camer Parade, the applicant states there does not appear to be a suitable location, or space, on the parade that would facilitate this. This is disappointing and the Travel Plan Coordinator should continue to investigate opportunities include cycle parking provision in this location.	Comment accepted. Given the third-party issue outside of the facilities on Camer Parade, cycle parking could not be proposed in these locations without agreement from the landowner. Nevertheless, there could be an opportunity to provide some parking on the footway (within the highway extent) directly south of the Camer Parade access and directly north of the Longfield Road junction. We can confirm that the appointed TPC will continue to investigate the potential to provide this, and progress will be included within the yearly monitoring report. Notwithstanding this, we do not envisage many dedicated cycling trips between the site and Camer Parade given it is within a very comfortable walking distance of the site. It is more likely that cycling to Camer Parade by residents of the development would be as part of a linked cycle trip, either traveling to/from work or school.
With regard to KCC's request to segregate the proposed cycle route along the site boundary with the A227, the applicant states this cannot be achieved due to the presence of trees. This is disappointing. It is questioned whether the cycle route could be provided on the eastern side of the tree line, although this would need to be overlooked and not deviate from the desire line otherwise this may significantly reduce its attractiveness.	Comment not accepted. Whilst we appreciate KCC's desire to have a dedicated segregated facility, we maintain that the level of vegetation loss to accommodate this would be significant. It would also involve the removal of highway trees which KCC have stated they are opposed to. Any facility provided within the site would not be on the desire line for cyclists on the A227 and is therefore unlikely to be utilised.
BUS STOPS AND SERVICES	
The 'Proposed Site Access with Visibility Splays 01' plan, Ref T25512 001 Rev G annotations state that new bus shelters, flagpoles, timetables and real time information will be provided at the Camer Parade	Comment accepted. The bus stop has been moved further south to accommodate the bus stop without removing the tree and avoiding as much vegetation loss as possible.

(northbound) and Wrotham Road (Southbound) bus stops. However, the annotation also states that one tree will need to be removed to accommodate the design at the southbound bus stop. KCC do not generally permit removal of trees and where they do, it can incur significant financial penalties. The bus shelter also appears to be too close to the carriageway to allow wheelchair or pram access. The design should be amended to avoid the tree removal and to provide sufficient room for passengers to board / alight. It is acknowledged that this is likely to result in a short pinch point along the route.	The bus stop infrastructure utilised would be a cantilever style shelter which would face towards the carriageway as shown in LTN 1/20 Figure 6.29 which would allow for wheelchair users to board and alight comfortably.
With regards to the proposed bus shelter at the northbound stop outside Camer Parade, whilst the principle is welcomed, it is again considered that the stop is located too close to the carriageway. Not only would this prevent passengers accessing the shelter from the front, it is likely to be damaged by passing vehicles. The design should be amended, or the bus shelter proposal may need to be removed.	Comment accepted. The applicant is committed to encouraging public transport in accordance with the wider vision of the site to reduce car dependency. It is therefore important to ensure all measures are attractive for future residents to encourage public transport uptake – which extends to the upgrading of bus stop and waiting facilities. We have therefore reviewed the proposal and have widened the footway through the removal of a parking space on Camer Parade. This allows for more suitable placement of the bus shelter whilst maintaining a 3.0m footway behind it. As with the southbound bus shelter, we propose that this will be a cantilever style to allow for suitable room for wheelchair users to board and alight. The parking space will be replaced on-site.

- 4.1.2 The focus of the recent meeting with NH was on the operation of the Strategic Highway Network. However, just as with other highway authorities, NH has a focus on promoting active and sustainable travel in part for environmental reasons and in part to minimise highway impacts.
- 4.1.3 As part of the consultation with KCC and GBC, the following active travel and sustainable transport initiatives are proposed.
- Contributions, on an area wide level, to improve the standard and frequency of bus services and bus infrastructure along Wrotham Road to provide access to Meopham railway station and Gravesend.
 - Contributions towards the LCWIP and proposed KCC/GBC emerging cycle route proposals along the A227 with the intention of improving footway/cycleway links from the proposed development towards Meopham railway station and local schools.
- 4.1.4 The TP sets out the proximity of the development to nearby facilities and services and indicates that the site is very well located to take advantage of nearby facilities via sustainable modes, including those in close proximity to the site on Camer Parade.

- 4.1.5 The TP sets out the existing active and public transport opportunities in the vicinity of the site which, as indicated above, is intended to build upon through contributions from this development and other developments in the borough.
- 4.1.6 The additional TP measures, some of which have been alluded to in the preceding sections, include:
- Shared cycleway/footway provision along entire site frontage, linking to existing footway provisions north and south on the A227 Wrotham Road.
 - Multiple active travel access points to ensure site permeability.
 - Cycle transitions on to/off the carriageway.
 - Dropped kerb crossover facilities.
 - Signal crossing facility over Wrotham Road to access local facilities on Camer Parade.
 - Implementation of lighting on the route towards Meopham railway station.
 - Contributions towards cycle parking at Meopham railway station and continued exploration of cycle parking at Camer Parade as part of ongoing TP monitoring.
 - Provision of maps of local walking and cycling routes to residents.
 - Details of government 'bike to work' scheme.
 - Provide detailed bus timetables.
 - Provide one six-month bus travelcard per each new household on the development.
 - Make residents aware of car share schemes.
- 4.1.7 The TP includes targets for minimising single-occupancy car use that the proposed measures and contributions will help to achieve.

5 CYCLE AND VEHICLE PARKING

5.1.1 Table 4 summarises KCC's comments relating to cycle and vehicle parking that require action. The table also includes our response.

Table 4: KCC Comments on Cycle and Vehicle Parking and Ridge Response

KCC COMMENT	RIDGE RESPONSE
Vehicle parking will be provided in line with appropriate standards. Electric vehicle charging facilities will be provided. This should be in line with the Building Regulations	Comment accepted. Electric vehicle charging facilities will be provided in accordance with the relevant standards. To be detailed at the reserved matters stage.
At paragraph 6.116, the TA states that a number of parking spaces will be provided within the site to help manage demand at Camer Parade and the primary school, and that the number of spaces and details will be addressed at the reserved matters stage. For clarity, other than the single space to be lost at Camer Parade for the toucan crossing, providing additional parking for these facilities is not required to make the proposal acceptable in planning. Whilst KCC would not object to some parking being provided, this should be proportionate in order to encourage more trips by car. This requires further consideration at reserved matters application stage to ensure the number of spaces and the design are appropriate.	Comment accepted. All vehicle parking spaces lost on Camer Parade will be provided within the site and all details of the number of spaces and car park design will be addressed at the reserved matters stage.

6 TRIP GENERATION AND JUNCTION CAPACITY ANALYSIS

6.1.1 Table 5 summarises KCC's comments relating to trip generation and junction capacity analysis that require action. This also includes our response.

Table 5: KCC Comments on Trip Generation and Junction Capacity Analysis

KCC COMMENT	RIDGE RESPONSE
It is questioned why a '2025 Base' scenario has not been provided for review. This is standard practice to ensure the models accurately reflect the existing situation.	Comment not accepted. We were requested by KCC to utilise turning flows from the model scenarios included within the GTM. These were then agreed at the scoping stage when commissioning the GTM between KCC, Jacobs and the Ridge/Applicant. To our understanding, no 2025 base scenario is included in the GTM, nor was this ever requested from KCC. Regardless, we would be unable to calibrate the junctions in the absence of detailed 2025 junction turning counts/queue data, which was not provided from the strategic GTM. This comment was not raised for the adjacent Site B proposal (Planning Ref: 20250993) despite KCC also requesting a cumulative assessment with the proposed development and to test the same scenarios included within the GTM. Notwithstanding this, we have assessed our future impact against a future reference case (2032) and emerging local plan (2042) scenarios, and our impact is not significant, even in the robust future local plan scenario. Considering the above, we do propose to assess a 2025 scenario.
The applicant's modelling using the Kent Transport Model assumes Norwood Lane is closed to vehicular traffic (excluding emergency vehicles), which is based on the proposals for application GB/20260207 (Land north of Camer Road). However, the application has not yet been determined so this is not a committed scheme. The inclusion of the closure results in a robust assumption of the A227 / Green Lane junction as all traffic which would travel through Norwood Lane would not use Green Lane. However, given the predicted queues at the Green Lane junction, should the closure of Norwood Lane not be approved, it is questioned whether some rat running along Norwood Lane would occur and therefore whether the A227/Norwood Lane would still operate within capacity. An assessment of this junction should be undertaken to confirm.	Comment not accepted. As expressed in our previous comment, we were specifically requested to use the GTM distribution, assumptions and subsequent turning outputs by KCC. This was again agreed with KCC at the scoping stage between KCC, Jacobs and Ridge/Applicant when commissioning the GTM. We also provided a list of junctions that we proposed to assess based on the distribution plots provided to us by Jacobs and then presented these to KCC. KCC then agreed to the proposed junctions to assess. At no point prior to the current KCC response were we requested to assess the A227/Norwood Lane junction. The dialogue is included at Appendix G.

KCC COMMENT	RIDGE RESPONSE
It is understood that National Highways have provided further detailed comments on the modelling of the A2 / A227 junction and the proposed mitigation scheme for the Wrotham Road (south) arm which can be seen on plan T25512/SK001 and which includes an extended flare, changes to the saturation flows, phase delays and hatching. It is noted that the proposed mitigation scheme includes the 'final' mitigation committed scheme approved under application GBC/20141214 (Land at Coldharbour Road) and varied by GB/20141214. However, this has not yet been delivered, and this application would therefore be subject to a Grampian condition preventing occupation until the third-party scheme has been delivered. Clarification is required regarding the anticipated delivery programme for the third-party mitigation scheme.	Please see subsequent assessment of the A2/Wrotham Road complex following meeting held on 27th July 2026 between NH, KCC, GBC and the applicants planning team.
Some of the comments made by National Highways are echoed by KCC, mainly those related to the applicant's proposed mitigation. The Road Safety Audit should be updated to include the mitigation proposals at the A2 Wrotham Road junction, once comments have been addressed. There are also concerns that even with the proposed mitigation, the Wrotham Road south arm would experience an additional queue of 48 between the '2042 Local Plan + Committed Development' and '2042 Local Plan + Committed Development + Site 1' scenarios although it is recognised that the Local Plan is not yet adopted and that the differences between the '2032 Reference Case + Committed Development' and '2032 Reference Case + Committed Development + Site 1' scenarios is only 10 vehicles on this arm. KCC awaits the outcome of the discussions before commenting further.	Please see an updated assessment of the A2/Wrotham Road complex following meeting held on 27th July 2026 between NH, KCC and the applicants planning team

6.2 TRIP GENERATION

- 6.2.1 The total two-way traffic generation forecast for the proposed development is 179 and 182 vehicle trips in the AM and PM peak hours, respectively.
- 6.2.2 The traffic distribution and assignment of the proposed development, for the purpose of assessment of the A2/Wrotham Road complex, has been undertaken manually and has previously been reported as part of the updated TA.
- 6.2.3 Based on the distribution, the forecast level of vehicle development trips to assign through A2/Wrotham Road complex is 134 in the AM peak hour and 136 in the PM peak hour. In other words, this equates to impacts of roughly 2 vehicles every minute.

Model Data and Scenarios

- 6.2.4 As previously stated, the future forecast flows to be used in the assessments are those included in the 2028 FTH Do Minimum scenario as part of the FTH application. This includes base traffic, extensive committed development, and development flows associated with the FTH development. These were taken from Appendix F of the FTH TAA (Ref: TAA01) and have been converted to PCUs for assessment in the models.
- 6.2.5 Notwithstanding this, we have also tested the 2030 RF Do Minimum flows be consistent with the assessment provided as part of the adjacent Site B application (TN4) and to be robust. These flows include base traffic, traffic growth to 2030 as well as the RF development flows and have been taken from Appendix B of the RF Technical Note (April 2026). NH agreed that this approach is robust as shown in the email trail at **Appendix C**.
- 6.2.6 When asked if any further scenarios should be tested on top of the 2028 Do Minimum flows, NH confirmed within their email response, the following:
- "...use the Former Tollgate Hotel traffic flows and then add your dev traffic on top and then the scenario with the Site B traffic..."*
- 6.2.7 The scenarios requested will assess the impact of the development on its own merits, before considering the potential cumulative impact with Site B.
- 6.2.8 The response is included in the email trail at **Appendix C**.
- 6.2.9 At the time of writing, the status of the RF application on the Gravesham planning portal indicates that a decision is still pending. It is our understanding that the RF application is not included within the 2028 FTH Do Minimum forecasts. Therefore, we have added the RF development flows to the 2028 cumulative scenario to be robust.
- 6.2.10 The network flow diagrams for the assessments are included at **Appendix H** and **Appendix I**, respectively.
- 6.2.11 To be clear, the full list of scenarios tested are as follows:
- 2023 RF Base (AM and PM);
 - 2025 RF Base (AM and PM);
 - 2028 FTH Do Minimum (AM and PM);
 - 2028 FTH Do Minimum + Development (AM and PM);
 - 2028 FTH Do Minimum + Development + Site B (AM and PM);
 - 2028 FTH Do Minimum + Development + Site B + RF (AM and PM).
 - 2030 RF Do Minimum (AM and PM);
 - 2030 RF Do Minimum + Development (AM and PM); and
 - 2030 RF Do Minimum + Development + Site B (AM and PM).
- 6.2.12 To confirm, the 2030 RF Do Minimum flows include the RF development flows. This tests a robust scenario whereby the RF development could come forward before the proposed development, and Site B.

6.3 CAPACITY ANALYSIS

Existing Arrangement

- 6.3.1 The approved calibrated base model utilised within the RF technical note has been replicated within this assessment to demonstrate the proposed development impact on the existing junction arrangement.
- 6.3.2 This includes geometry, intercept adjustments, and base flows. For clarity, the base model was calibrated to the 2023 flows and uplifted to a 2025 base year.
- 6.3.3 Please note that separate base models were used to calibrate both the AM and PM peaks separately and has therefore been replicated within this assessment.
- 6.3.4 The minimal U-turn movements have been excluded from the model given it creates a negligible difference to model results.
- 6.3.5 The results based on the 2028 FTH Do Minimum assessment are summarised in Table 6 whilst the results based on the 2030 RF Do Minimum assessment are included in Table 7. The model outputs are included at **Appendix J**.

Table 6: A2/Wrotham Road Complex Model Results (ARCADY) – 2028 FTH Do Minimum

JUNCTION (NO.)	APPROACH	AM PEAK 08:00 – 09:00			PM PEAK 17:00-18:00		
		RFC	QUEUE (PCU)	DELAY (S)	RFC	QUEUE (PCU)	DELAY (S)
2023 BASE							
Southern Roundabout (1)	A2 WB Off Slip	1.17	60	271	1.19	61	300
	A227 (S)	0.86	6	28	0.85	6	26
	A227 (N) Internal Link	0.52	1	3	0.52	1	3
Northern Roundabout (2)	A227 (S) Internal Link	0.44	1	3	0.44	1	3
	A2 EB Off Slip	0.65	2	11	0.83	5	16
	A227 (N)	0.80	4	10	0.80	4	11
	Former Tollgate Hotel	0.00	0	0	0.00	0	0
2025 BASE							
Southern Roundabout (1)	A2 WB Off Slip	1.19	67	302	1.21	67	329
	A227 (S)	0.87	7	29	0.86	6	27
	A227 (N) Internal Link	0.52	1	3	0.52	1	3
Northern Roundabout (2)	A227 (S) Internal Link	0.44	1	3	0.44	1	3
	A2 EB Off Slip	0.66	2	11	0.85	6	17
	A227 (N)	0.81	5	11	0.81	5	12
	Former Tollgate Hotel	0.00	0	0	0.00	0	0
2028 FTH DO MINIMUM							
Southern Roundabout (1)	A2 WB Off Slip	1.64	195	1037	1.57	159	916
	A227 (S)	0.99	20	82	0.94	12	53
	A227 (N) Internal Link	0.61	2	4	0.58	2	4
Northern Roundabout (2)	A227 (S) Internal Link	0.49	1	3	0.49	1	3
	A2 EB Off Slip	0.85	6	27	1.04	45	105
	A227 (N)	0.95	15	33	0.92	10	25
	Former Tollgate Hotel	0.51	1	35	0.60	2	44

JUNCTION (NO.)	APPROACH	AM PEAK 08:00 – 09:00			PM PEAK 17:00-18:00		
		RFC	QUEUE (PCU)	DELAY (S)	RFC	QUEUE (PCU)	DELAY (S)
2028 FTH DO MINIMUM + DEVELOPMENT							
Southern Roundabout (1)	A2 WB Off Slip	1.71	215	1148	1.74	203	1168
	A227 (S)	1.09	53	178	0.98	18	71
	A227 (N) Internal Link	0.63	2	5	0.62	2	4
Northern Roundabout (2)	A227 (S) Internal Link	0.50	1	3	0.50	1	3
	A2 EB Off Slip	0.90	9	39	1.10	78	166
	A227 (N)	0.96	19	40	0.94	14	33
	Former Tollgate Hotel	0.55	1	41	0.68	2	60
2028 FTH DO MINIMUM + DEVELOPMENT + SITE B							
Southern Roundabout (1)	A2 WB Off Slip	1.74	223	1189	1.80	219	1291
	A227 (S)	1.12	66	214	0.99	20	77
	A227 (N) Internal Link	0.63	2	5	0.63	2	4
Northern Roundabout (2)	A227 (S) Internal Link	0.51	1	3	0.50	1	3
	A2 EB Off Slip	0.92	10	45	1.11	88	185
	A227 (N)	0.97	20	43	0.95	15	36
	Former Tollgate Hotel	0.57	1	44	0.70	2	67
2028 FTH DO MINIMUM + DEVELOPMENT + SITE B + RF							
Southern Roundabout (1)	A2 WB Off Slip	1.76	231	1231	1.87	238	1429
	A227 (S)	1.16	85	285	1.00	23	84
	A227 (N) Internal Link	0.64	2	5	0.64	2	5
Northern Roundabout (2)	A227 (S) Internal Link	0.51	1	3	0.50	1	3
	A2 EB Off Slip	0.94	12	54	1.14	101	210
	A227 (N)	0.98	22	47	0.96	17	40
	Former Tollgate Hotel	0.59	1	47	0.73	3	75

Table 7: A2/Wrotham Road Complex Model Results (ARCADY) – 2030 RF Do Minimum

JUNCTION (NO.)	APPROACH	AM PEAK 08:00 – 09:00			PM PEAK 17:00-18:00		
		RFC	QUEUE (PCU)	DELAY (S)	RFC	QUEUE (PCU)	DELAY (S)
2023 BASE							
Southern Roundabout (1)	A2 WB Off Slip	1.17	60	271	1.19	61	300
	A227 (S)	0.86	6	28	0.85	6	26
	A227 (N) Internal Link	0.52	1	3	0.52	1	3
Northern Roundabout (2)	A227 (S) Internal Link	0.44	1	3	0.44	1	3
	A2 EB Off Slip	0.65	2	11	0.83	5	16
	A227 (N)	0.80	4	10	0.80	4	11
	Former Tollgate Hotel	0.00	0	0	0.00	0	0
2025 BASE							
Southern Roundabout (1)	A2 WB Off Slip	1.19	67	302	1.21	67	329
	A227 (S)	0.87	7	29	0.86	6	27
	A227 (N) Internal Link	0.52	1	3	0.52	1	3
Northern Roundabout (2)	A227 (S) Internal Link	0.44	1	3	0.44	1	3
	A2 EB Off Slip	0.66	2	11	0.85	6	17
	A227 (N)	0.81	5	11	0.81	5	12

JUNCTION (NO.)	APPROACH	AM PEAK 08:00 – 09:00			PM PEAK 17:00-18:00		
		RFC	QUEUE (PCU)	DELAY (S)	RFC	QUEUE (PCU)	DELAY (S)
	Former Tollgate Hotel	0.00	0	0	0.00	0	0
2030 RF DO MINIMUM							
Southern Roundabout (1)	A2 WB Off Slip	1.65	202	1064	1.68	193	1094
	A227 (S)	1.03	31	115	0.97	17	67
	A227 (N) Internal Link	0.61	2	4	0.60	2	4
Northern Roundabout (2)	A227 (S) Internal Link	0.49	1	3	0.50	1	3
	A2 EB Off Slip	0.86	6	28	1.08	69	151
	A227 (N)	0.94	14	32	0.93	12	29
	Former Tollgate Hotel	0.51	1	35	0.63	2	52
2030 RF DO MINIMUM + DEVELOPMENT							
Southern Roundabout (1)	A2 WB Off Slip	1.72	223	1176	1.87	234	1427
	A227 (S)	1.13	71	226	1.00	24	90
	A227 (N) Internal Link	0.63	2	4	0.64	2	5
Northern Roundabout (2)	A227 (S) Internal Link	0.51	1	3	0.51	1	3
	A2 EB Off Slip	0.91	9	42	1.14	106	220
	A227 (N)	0.96	18	39	0.96	16	39
	Former Tollgate Hotel	0.55	1	41	0.72	2	72
2030 RF DO MINIMUM + DEVELOPMENT + SITE B							
Southern Roundabout (1)	A2 WB Off Slip	1.75	230	1217	1.94	255	1554
	A227 (S)	1.16	85	284	1.01	27	98
	A227 (N) Internal Link	0.63	2	5	0.65	2	5
Northern Roundabout (2)	A227 (S) Internal Link	0.51	1	3	0.51	1	3
	A2 EB Off Slip	0.93	11	49	1.16	116	240
	A227 (N)	0.97	20	42	0.96	18	42
	Former Tollgate Hotel	0.57	1	44	0.74	3	79

6.3.6 As can be seen for both sets of assessment traffic flow scenarios (FTH & RF), the junction is predicted to already operate above capacity with significant queueing and delay on both the A2 WB off slip and A227 south across the AM and PM peak periods.

6.3.7 The A2 WB off slip at the southern roundabout has a queueing capacity of some 400m or about 70 PCUs (5.75m). Whilst queueing can currently be accommodated within the available storage, this is forecast to be exceeded in both of the forecast future Do Minimum scenarios.

6.3.8 The model also forecasts the queue on the A2 EB off slip on the northern roundabout to increase beyond 100 PCUs in the PM peak in both assessments. However, this can still be accommodated within the available storage capacity of the off slip which is c.550m, or in other words, 95 PCUs per lane and 190 PCUs across both lanes.

6.3.9 Considering the forecast junction performance results, we have tested the proposed development in the two future committed junction mitigation schemes.

'Interim' Mitigation Scheme – White Lining Change on Circulatory and A2 WB Off-Slip (FTH)

6.3.10 As agreed with NH, the proposed 'Interim' mitigation lane simulation ARCADY model has been used from the RF assessment to assess the proposed development impact.

- 6.3.11 From review of the RF Technical Note provided in May 2026 (Appendix A), NH had previously requested the A2 WB off slip approach road half width to be modified to 3.7m from 5.0m across all models.
- 6.3.12 This was done for the calibrated models as well as the PM peak lane simulation model. However, this does not appear to have been done for the AM peak lane simulation model.
- 6.3.13 NH have subsequently confirmed to Ridge that the model should be run for all peak periods with a 3.7m approach road half width on the A2 WB off slip. This has been reflected within the models.
- 6.3.14 The modelling is reported for the southern roundabout, where the lane markings are proposed to change, and where the greatest impact of the proposed development will be experienced. It is noted that the ARCADY analysis does not output RFC results in lane simulation mode.
- 6.3.15 Given the lane simulation module changes results during each run to account for queue variations, the 2030 RF Do Minimum has not been rerun so that these results are consistent with those presented as part of the Site B assessment (TN4).
- 6.3.16 The results based on the 2028 FTH Do Minimum assessment are summarised in Table 8 whilst the results based on the 2030 RF Do Minimum assessment are included in Table 9. The model outputs are included at **Appendix K**.

Table 8: A2/Wrotham Road (Southern Roundabout) 'Interim' Mitigation Results (ARCADY) – 2028 FTH Do Minimum

JUNCTION (NO.)	APPROACH	AM PEAK 08:00 – 09:00		PM PEAK 17:00-18:00	
		QUEUE (PCU)	DELAY (S)	QUEUE (PCU)	DELAY (S)
2028 FTH DO MINIMUM					
Southern Roundabout (1)	A2 WB Off Slip	63	239	27	117
	A227 (S)	5	22	3	13
	A227 (N) Internal Link	5	13	3	8
2028 FTH DO MINIMUM + DEVELOPMENT					
Southern Roundabout (1)	A2 WB Off Slip	75	299	41	171
	A227 (S)	13	44	4	15
	A227 (N) Internal Link	5	13	3	8
2028 FTH DO MINIMUM + DEVELOPMENT + SITE B					
Southern Roundabout (1)	A2 WB Off Slip	77	300	47	194
	A227 (S)	15	48	5	16
	A227 (N) Internal Link	5	13	3	8
2028 FTH DO MINIMUM + DEVELOPMENT + SITE B + RF					
Southern Roundabout (1)	A2 WB Off Slip	81	318	57	228
	A227 (S)	20	66	5	16
	A227 (N) Internal Link	5	13	4	8

Table 9: A2/Wrotham Road (Southern Roundabout) 'Interim' Mitigation Results (ARCADY) – 2030 RF Do Minimum

JUNCTION (NO.)	APPROACH	AM PEAK 08:00 – 09:00		PM PEAK 17:00-18:00	
		QUEUE (PCU)	DELAY (S)	QUEUE (PCU)	DELAY (S)
2030 RF DO MINIMUM					
Southern Roundabout (1)	A2 WB Off Slip	66	252	37	154
	A227 (S)	8	28	4	14
	A227 (N) Internal Link	5	12	3	7
2030 RF DO MINIMUM + DEVELOPMENT					

JUNCTION (NO.)	APPROACH	AM PEAK 08:00 – 09:00		PM PEAK 17:00-18:00	
		QUEUE (PCU)	DELAY (S)	QUEUE (PCU)	DELAY (S)
Southern Roundabout (1)	A2 WB Off Slip	76	294	56	225
	A227 (S)	17	60	4	16
	A227 (N) Internal Link	5	13	4	8
2030 RF DO MINIMUM + DEVELOPMENT + SITE B					
Southern Roundabout (1)	A2 WB Off Slip	83	325	60	241
	A227 (S)	23	76	6	18
	A227 (N) Internal Link	6	13	5	9

6.3.17 As forecast in both the FTH and RF assessments, the 'Interim' mitigation scheme does offer noticeable benefits in terms of queueing and delay in the future years, especially for the operation of the A2 WB off slip.

6.3.18 Again, the results presented in both development scenarios on top of the 2028 FTH and 2030 RF Do Minimum scenarios are similar across both peaks.

6.3.19 Regardless of this, the queueing on the off-slip within both '+Development' scenarios exceeds the available storage capacity in the AM peak, which increases further in the cumulative assessments.

'Final' Mitigation Scheme – Partial Signalisation and 'Teardrop' on Southern Roundabout (CR)

6.3.20 The proposed development has been tested within the 'Final' mitigation scheme to ensure that queuing on the A2 WB off slip can be accommodated within the available storage capacity.

6.3.21 The 'Final' mitigation scheme is a partial signalisation of the southern roundabout in a 'teardrop' arrangement by filling in the northern section of the circulatory.

6.3.22 NH has provided the final scheme under Drawing 684437CH-JAC-A2-HGN-DR-1200-001 Rev PO1. It is also noted that the model was tested as part of the RF application and was subsequently accepted by NH. Considering this, we have utilised the model set up included as part of the RF application and the staging, intergreens, and phase minimums included within the approved drawing.

6.3.23 However, from review, it appears that the intergreen values within the RF model do not match those within the approved scheme drawing. The pedestrian intergreen is 7 seconds in the RF model and 13 in the approved drawing. Neither appear to be correct with the RF being too low and the approved drawing appearing excessive.

6.3.24 The pedestrian intergreen should be calculated as distance (m)/walking speed (1.2m/s) + a suitable safety clearance (typically 2s). In this instance, this would mean $8.5/1.2 + 2$ which equates to an intergreen of 9. For modelling purposes within this assessment, we have used a pedestrian intergreen value of 9.

6.3.25 For the proposed signalised crossing, on-crossing detectors and kerbside detectors would be installed, which will vary the length of the intergreen/all-red and cancel demands should pedestrians choose to cross in a gap in traffic respectively.

6.3.26 In addition, we have included a 3 second phase delay on phase B (internal link road) between stages 2 and 1 to reduce lost time during this interstage period.

6.3.27 The results based on the 2028 FTH Do Minimum assessment are summarised in Table 10 whilst the results based on the 2030 RF Do Minimum assessment are included in Table 11. The model outputs are included at **Appendix L**.

Table 10: A2/Wrotham Road Southern Roundabout 'Final' Mitigation Scheme Results (LinSig) – 2028 FTH Do Minimum

APPROACH	AM PEAK 08:00 – 09:00			PM PEAK 17:00-18:00		
	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)
2028 FTH DO MINIMUM						
Internal Link (N) Ahd	48	5	12	66	7	13
Internal Link (N) Right	88	15	27	61	6	13
A2 WB Off Slip	85	8	29	79	6	24
A227 (S)	64	2	5	55	2	3
Cycle Time (S)	55			45		
PRC (%)	2.6			14.3		
Delay (PCU/Hr)	15			10		
2028 FTH DO MINIMUM + DEVELOPMENT						
Internal Link (N) Ahd	52	6	13	73	9	15
Internal Link (N) Right	88	15	27	61	6	13
A2 WB Off Slip	85	8	29	80	6	25
A227 (S)	71	3	6	59	2	4
Cycle Time (S)	55			45		
PRC (%)	2.6			12.7		
Delay (PCU/Hr)	16			11		
2028 FTH DO MINIMUM + DEVELOPMENT + SITE B						
Internal Link (N) Ahead	53	6	13	75	9	16
Internal Link (N) Right	88	15	27	61	6	13
A2 WB Off Slip	85	8	29	81	6	25
A227 (S)	73	3	6	60	2	4
Cycle Time (S)	55			45		
PRC (%)	2.6			11.8		
Delay (PCU/Hr)	16			12		
2028 FTH DO MINIMUM + DEVELOPMENT + SITE B + RF						
Internal Link (N) Ahead	54	6	13	78	10	17
Internal Link (N) Right	88	15	27	61	6	13
A2 WB Off Slip	86	9	30	81	6	26
A227 (S)	76	4	7	61	2	4
Cycle Time (S)	55			45		
PRC (%)	2.6			10.5		
Delay (PCU/Hr)	16			12		

Notes. DOS is Degree of Saturation. Queues and delays are rounded.

Table 11: A2/Wrotham Road Southern Roundabout 'Final' Mitigation Scheme Results (LinSig) – 2030 RF Do Minimum

APPROACH	AM PEAK 08:00 – 09:00			PM PEAK 17:00-18:00		
	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)
2030 RF DO MINIMUM						
Internal Link (N) Ahead	49	5	12	72	8	15
Internal Link (N) Right	87	14	26	65	6	14
A2 WB Off Slip	86	9	30	77	6	22
A227 (S)	66	3	5	58	2	3
Cycle Time (S)	55			45		
PRC (%)	3.7			17.0		

APPROACH	AM PEAK 08:00 – 09:00			PM PEAK 17:00-18:00		
	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)
Delay (PCU/Hr)	15			11		
2030 RF DO MINIMUM + DEVELOPMENT						
Internal Link (N) Ahead	52	6	13	76	9	16
Internal Link (N) Right	87	14	26	62	6	13
A2 WB Off Slip	86	9	30	82	6	26
A227 (S)	72	3	6	61	2	4
Cycle Time (S)	55			45		
PRC (%)	3.7			10.2		
Delay (PCU/Hr)	16			12		
2030 RF DO MINIMUM + DEVELOPMENT + SITE B						
Internal Link (N) Ahead	53	6	13	78	10	17
Internal Link (N) Right	87	14	26	62	6	13
A2 WB Off Slip	86	9	30	82	6	26
A227 (S)	76	4	7	62	2	4
Cycle Time (S)	55			45		
PRC (%)	3.7			9.3		
Delay (PCU/Hr)	16			12		

Notes. DOS is Degree of Saturation. Queues and delays are rounded.

- 6.3.28 As demonstrated, the 'Final' mitigation scheme offers greater capacity benefits for the junction, notably reducing the queueing on the A2 WB off slip as well as the A227 south.
- 6.3.29 Across both assessments, the results show that the impact of the proposed development is not expected to be significant with regards to queueing and delay on all arms of the junction during both peak periods. Notably, the queueing on the A2 WB off slip within the proposed development scenarios can be catered for within the available storage capacity.

6.4 FURTHER MATTERS

- 6.4.1 We previously proposed amendments to the 'Final' mitigation scheme as part of the updated TA which included increasing the flared approach on the A227 south. This was to mitigate the proposed development impact in a future 2042 Local Plan scenario previously tested.
- 6.4.2 However, since then and as previously outlined in this note, an agreed approach with NH and KCC was reached to test the development impact on top of the 2028 FTH Do Minimum and 2030 RF Do Minimum flows included as part of their respective applications.
- 6.4.3 As the results demonstrate, the 'Final' mitigation scheme is able to suitably accommodate the proposed development without having to make any further physical alterations to those proposed under Drawing 684437CH-JAC-A2-HGN-DR-1200-001 Rev P01.

7 MERGE/DIVERGE ASSESSMENT

7.1.1 As part of their formal response on the updated TA, NH provided the following comment:

"We acknowledge that merge/diverge assessment has been undertaken at the A2 merge and diverge locations. We note the information provided within the TA and Appendix S. The presented methodology is concluded to be broadly acceptable and will be further reviewed following confirmation of the traffic flows."

7.1.2 An updated merge/diverge assessment of the northern and southern roundabout on/off slips has been undertaken following use of the vehicle flows associated with the FTH and RF applications.

7.1.3 The assessment utilises the same mainline flows as was previously used within the updated TA. These were WebTris data sites A2/8374B (Westbound) and A2/8375A (Eastbound) using an average of Tuesday to Thursday flows throughout November 2025.

7.1.4 The locations of both WebTris sites are situated within the dumbbell arrangement (after the off slips and before the on slips) and therefore acts as the respective upstream and downstream mainline flows for both the merge and diverge assessments.

7.1.5 TEMPro growth factors have been applied to the 2025 mainline flows to uplift them to a future 2028 and 2030 year to accord with the 2028 FTH Do Minimum and 2030 RF Do Minimum assessments. The AM and PM peak TEMPro factors have been obtained from the Core model for MSOA Gravesham O12. This has been done for car drivers only. The resulting TEMPro factors are as follows:

- 2025–2028 AM Peak: 1.0325
- 2025–2028 PM Peak: 1.0324
- 2025–2030 AM Peak: 1.0542
- 2025–2030 PM Peak: 1.0545

7.1.6 As presented as part of the updated TA, to demonstrate the highest impact, the development flows have been assessed against the 2028 FTH Do Minimum assessment and 2030 RF Do Minimum assessment. We have also tested the impact of the cumulative scenarios.

7.1.7 The relevant merge/diverge graphs and calculations are provided in **Appendix M** and **Appendix N**, and the flows are summarised in Table 12 and Table 13, respectively.

Table 12: A2/Wrotham Road Merge/Diverge Assessment – 2028 FTH Do Minimum

MERGE/DIVERGE LOCATION	FLOW	AM PEAK	PM PEAK	REQUIRED FORM OF LAYOUT	
				AM PEAK	PM PEAK
2028 FTH DO MINIMUM					
A2 WB on slip	Merge Flow	1060	800	D	D
	Mainline Flow	5457	4657		
A2 WB off slip	Diverge Flow	756	699	A	C
	Mainline Flow	5457	4657		
A2 EB on slip	Merge Flow	706	797	B	D
	Mainline Flow	3866	5889		
A2 EB off slip	Diverge Flow	704	1288	A	D
	Mainline Flow	3866	5889		

2028 FTH DO MINIMUM + DEVELOPMENT					
A2 WB on slip	Merge Flow	1124	834	D	D
	Mainline Flow	5457	4657		
A2 WB off slip	Diverge Flow	760	708	A	C
	Mainline Flow	5457	4657		
A2 EB on slip	Merge Flow	716	802	B	D
	Mainline Flow	3866	5889		
A2 EB off slip	Diverge Flow	732	1348	A	D
	Mainline Flow	3866	5889		
2028 FTH DO MINIMUM + DEVELOPMENT + SITE B + RF					
A2 WB on slip	Merge Flow	1164	852	D	D
	Mainline Flow	5457	4657		
A2 WB off slip	Diverge Flow	767	722	A	C
	Mainline Flow	5457	4657		
A2 EB on slip	Merge Flow	732	810	B	D
	Mainline Flow	3886	5889		
A2 EB off slip	Diverge Flow	747	1384	A	D
	Mainline Flow	3886	5889		

Table 13: A2/Wrotham Road Merge/Diverge Assessment – 2030 RF Do Minimum

MERGE/DIVERGE LOCATION	FLOW	AM PEAK	PM PEAK	REQUIRED FORM OF LAYOUT	
				AM PEAK	PM PEAK
2030 RF DO MINIMUM					
A2 WB on slip	Merge Flow	1119	837	D	D
	Mainline Flow	5571	4757		
A2 WB off slip	Diverge Flow	779	723	A	C
	Mainline Flow	5571	4757		
A2 EB on slip	Merge Flow	739	818	B	D
	Mainline Flow	3948	6015		
A2 EB off slip	Diverge Flow	731	1342	A	D
	Mainline Flow	3948	6015		
2030 RF DO MINIMUM + DEVELOPMENT					
A2 WB on slip	Merge Flow	1183	871	D	D
	Mainline Flow	5571	4757		
A2 WB off slip	Diverge Flow	783	732	A	C
	Mainline Flow	5571	4757		
A2 EB on slip	Merge Flow	749	823	B	D
	Mainline Flow	3948	6015		
A2 EB off slip	Diverge Flow	759	1402	A	D
	Mainline Flow	3948	6015		
2030 RF DO MINIMUM + DEVELOPMENT + SITE B					
A2 WB on slip	Merge Flow	1199	879	D	D
	Mainline Flow	5571	4757		
A2 WB off slip	Diverge Flow	786	738	A	C
	Mainline Flow	5571	4757		
A2 EB on slip	Merge Flow	755	826	B	D
	Mainline Flow	3948	6015		
A2 EB off slip	Diverge Flow	766	1417	A	D
	Mainline Flow	3948	6015		

- 7.1.8 As can be seen from both assessments, the level of additional traffic associated with the proposed development at the A2/Wrotham Road complex is not significant when compared with the existing levels of traffic at the junction.
- 7.1.9 In particular, the addition of the proposed development traffic does not create a step change in layout requirements, as defined by the criteria set out in DMRB CD 122. Considering this, no further assessment is required.

8 SUMMARY AND CONCLUSION

8.1 SUMMARY

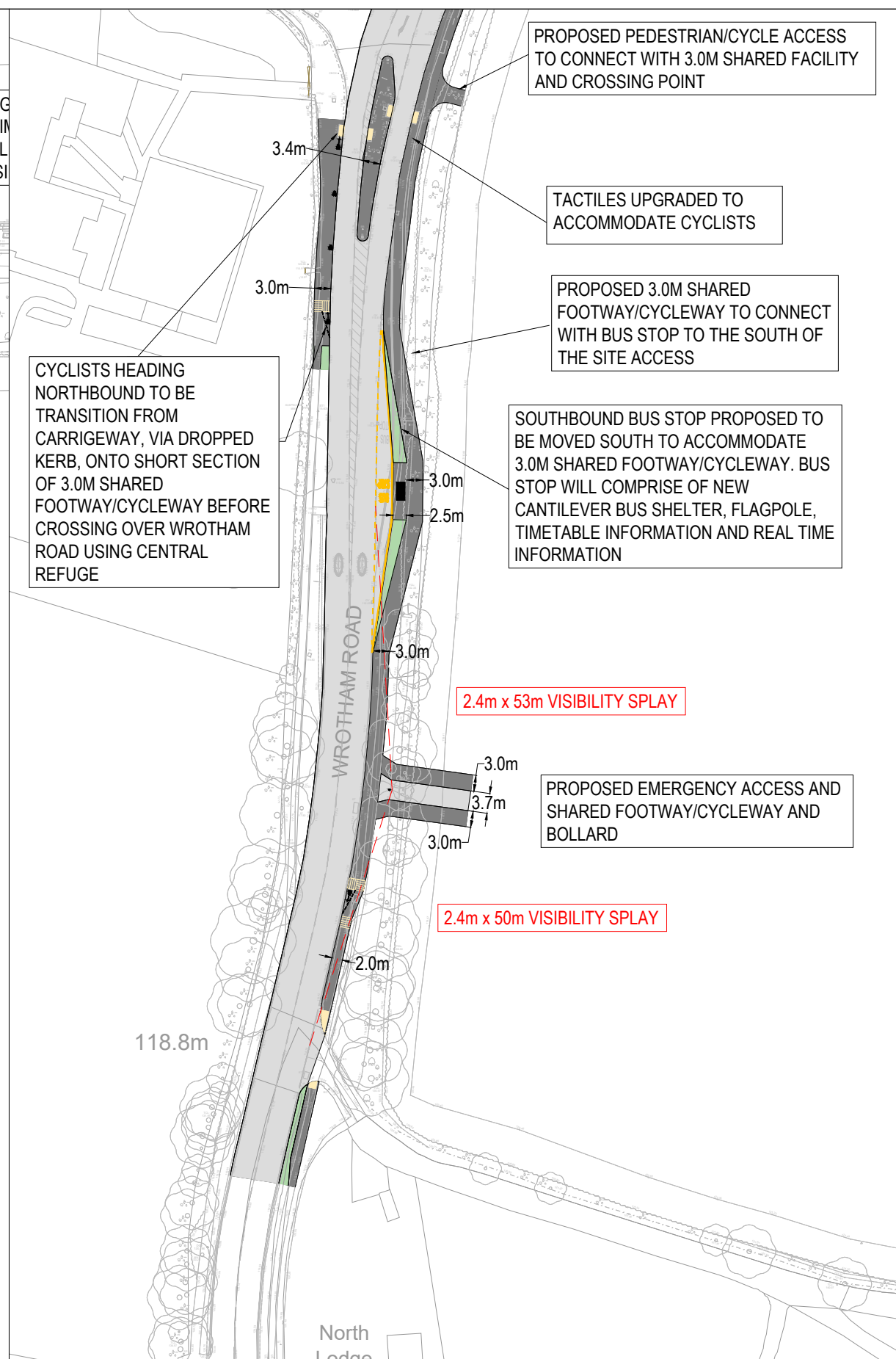
- 8.1.1 Ridge and Partners LLP (formerly Hub Transport Planning Ltd) has been commissioned by the Applicant, Richborough, to provide transport advice for a proposed residential development on Land south of Longfield Road, Meopham, Kent.
- 8.1.2 The primary focus of this note is to address comments on previous transport submissions raised by KCC and NH.
- 8.1.3 The comments raised by KCC have largely been accepted and amendments to certain elements of the design have been revised to reflect the comments and amendments.
- 8.1.4 Capacity analysis of the existing A2/Wrotham Road junction arrangement, using approved traffic forecasts and an approved junction model, demonstrates that the proposed development impact is not expected to be significant. Notwithstanding this, queueing on the A2 WB off slip during the peak periods is a known issue to NH.
- 8.1.5 Two committed mitigation schemes at the southern roundabout have been tested using approved junction models. The first being an 'Interim' mitigation scheme (changes to white lining and lane designation), within which, the proposed development is expected to create a minimal impact, however queueing on the A2 WB off slip is still expected to exceed its storage capacity in the '+Development' scenarios.
- 8.1.6 Modelling of the 'Final' mitigation scheme shows that the proposed development can be accommodated with the partial signalisation of the southern roundabout which also accommodates all forecast queueing on the A2 WB off slip within the available storage capacity.
- 8.1.7 We have reiterated the applicant's commitment to the provision of active and sustainable travel through discussions with the LHA/LPA leading to a transport vision for the development that fits with the vision the local authorities have for the borough as a whole. That vision includes developer contributions to improving bus provision along Wrotham Road and suitable contributions to assist active travel; such contributions being sought from all developers in the area. Notwithstanding these proposed measures, connections to and upgrades of local active travel routes have also been proposed as part of the development.

8.2 CONCLUSION

- 8.2.1 The National Planning Policy Framework (NPPF) section TR7: Assessing transport impacts, paragraph 4 states:

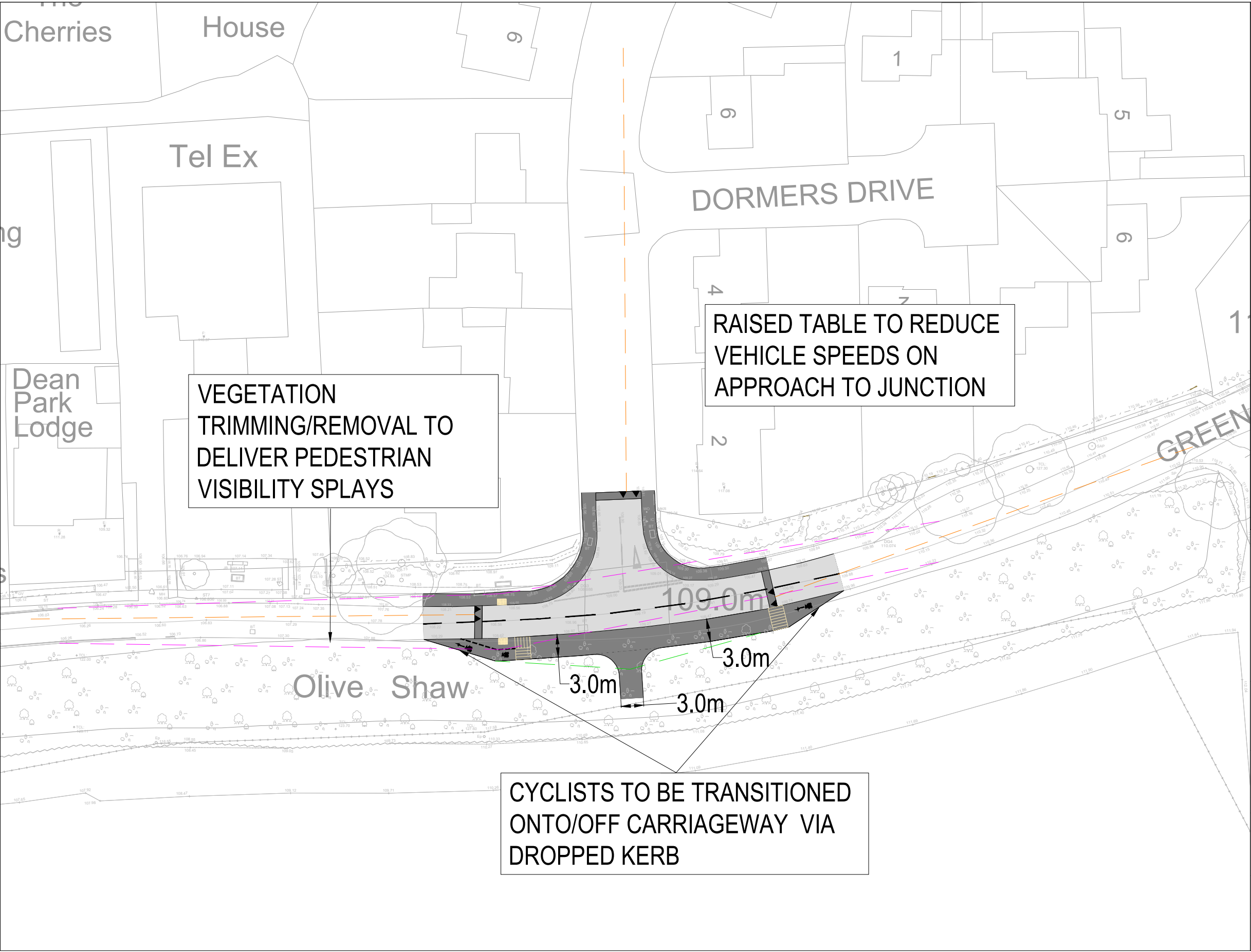
"Development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion."
- 8.2.2 This technical note has demonstrated the proposed development will not have a severe adverse impact on the A2/Wrotham Road complex and can be suitably accommodated for within a future approved mitigation scheme. The highway safety assessment demonstrates that the level of proposed development traffic will not have an unacceptable impact on highway safety.

DRAWINGS



- | REV | DESCRIPTION | DATE | BY | AUTH |
|-----|-------------|------|----|------|
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PROJECT NO. T25512	DRAWING NO. 001	REV H
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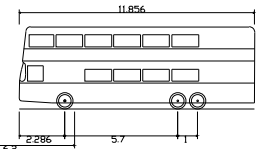


1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.
- PEDESTRIAN/CYCLIST VISIBILITY SPLAYS AT CROSSING POINTS**
- 1.5m x 59m VISIBILITY SPLAY (EASTBOUND)
1.5m X 59m VISIBILITY SPLAY (WESTBOUND)
- *Unless otherwise stated on plan*
- PEDESTRIAN/CYCLIST VISIBILITY SPLAYS EMERGING ONTO SHARED FOOTWAY/CYCLEWAY**
- 2.4m x 18m VISIBILITY SPLAY
- *Unless otherwise stated on plan*
- VEHICLE FORWARD VISIBILITY SPLAY**
- 59m FORWARD VISIBILITY SPLAY
- *Unless otherwise stated on plan*

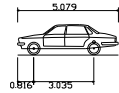
A	UPDATED FOLLOWING KCC UPDATED TA COMMENTS	21.08.26	MJ	GM
REV	DESCRIPTION	DATE	BY	AUTH
RIDGE Ridge & Partners LLP Floor 1B 4 Temple Row Birmingham B2 5HG T : 0121 454 5530				
CLIENT RICHBOROUGH				
PROJECT WROTHAM ROAD, MEOPHAM				
TITLE PROPOSED SITE ACCESS WITH VISIBILITY SPLAYS 02				
DRAWN MJ	AUTHORISED GM	SCALE 1:500	SHEET SIZE A3	DATE 03.06.26
PROJECT NO. T25512		DRAWING NO. 001.01		REV A



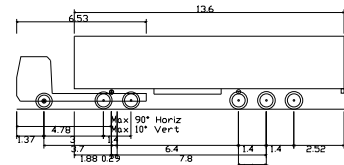
1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.



Trident II - 12.00m 3-Axle
Overall Length 11.856m
Overall Width 2.286m
Overall Body Height 5.7m
Min Body Ground Clearance 0.31m
Track Width 4.363m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m



Large Car (2006)
Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m



Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m

C	UPDATED FOLLOWING KCC UPDATED TA COMMENTS	21.08.26	MJ	GM
B	UPDATED FOLLOWING KCC INTERIM TA COMMENTS	03.06.26	MJ	GM
A	TACTILE CROSSING ON ACCESS ROAD MOVED CLOSER TO SHARED FACILITY FOLLOWING RSA.	17.09.25	MJ	GM

REV	DESCRIPTION	DATE	BY	AUTH
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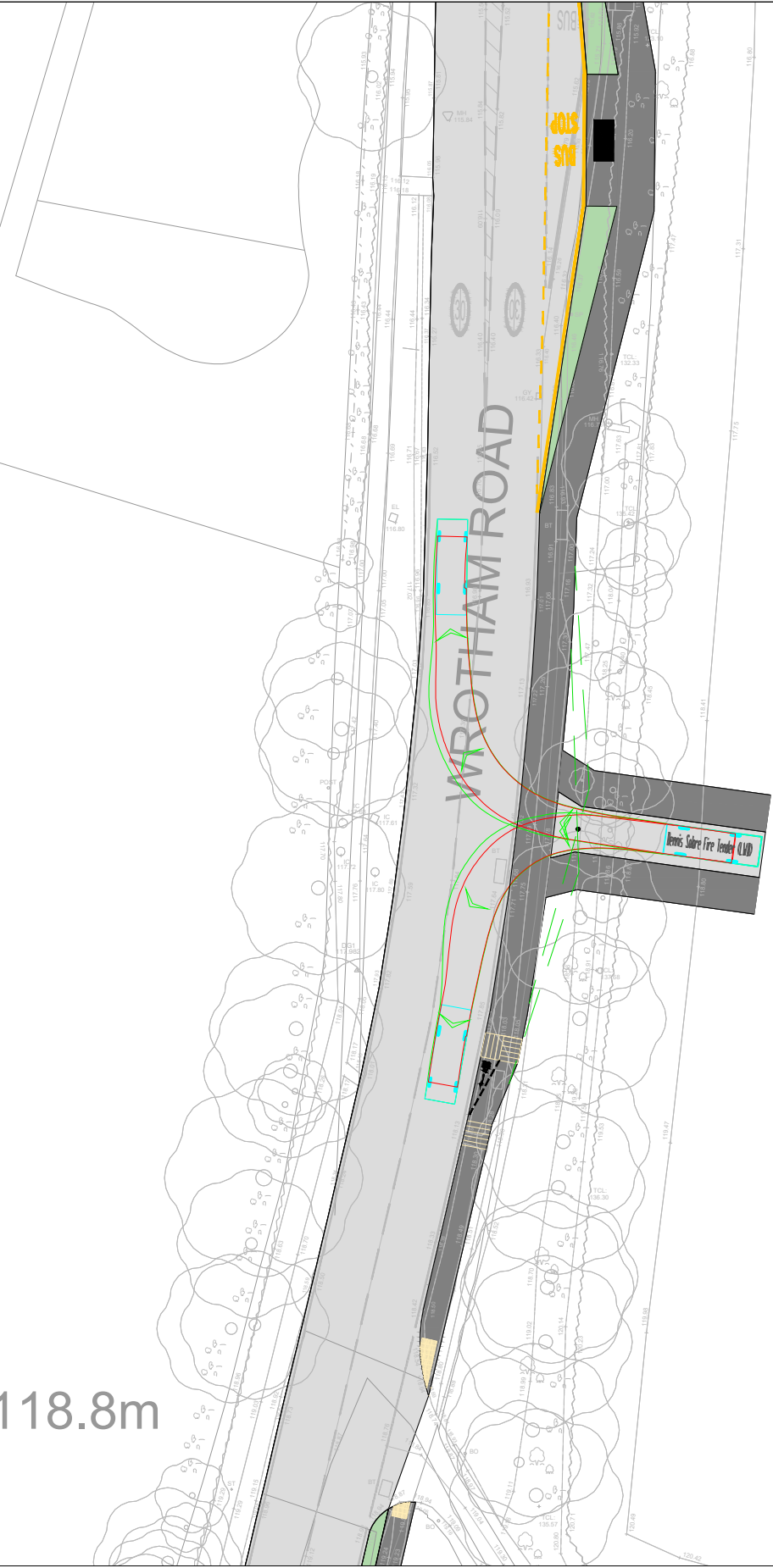
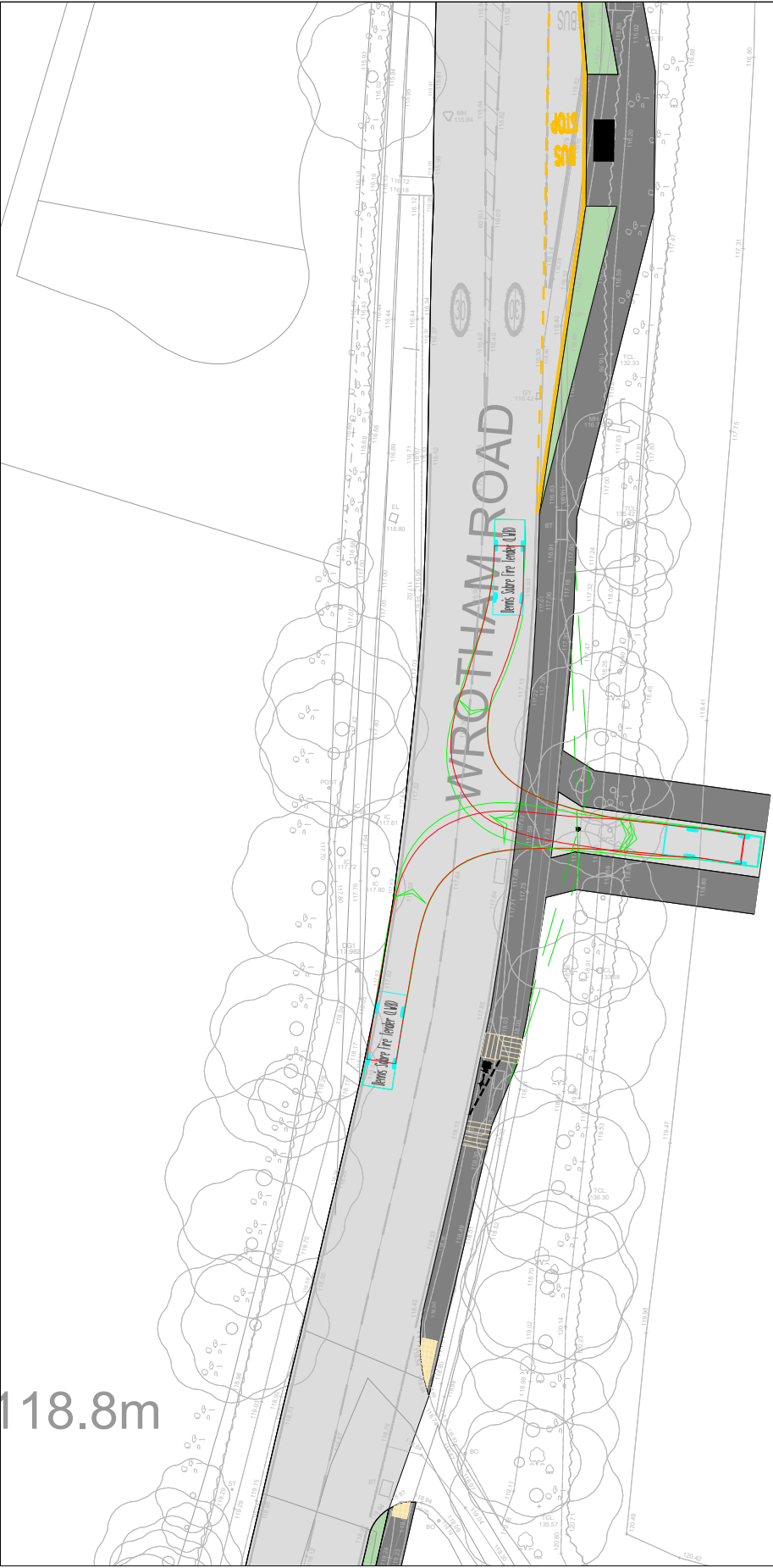
CLIENT
RICHBOROUGH

PROJECT
WROTHAM ROAD, MEOPHAM

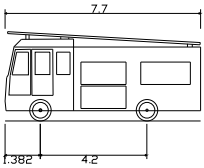
TITLE
**PROPOSED SITE ACCESS WITH
SWEPT PATH ANALYSIS 02**

DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
MJ	GM	1:500	A3	11.09.25

PROJECT NO.	DRAWING NO.	REV
T25512	002.01	C



1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.



Dennis Sabre Fire Tender (LWB)
Overall Length 7.700m
Overall Width 4.200m
Overall Body Height 3.512m
Min Body Ground Clearance 0.397m
Track Width 2.380m
Lock to lock time 5.00s
Kerb to Kerb Turning Radius 7.400m

B	UPDATED FOLLOWING KCC UPDATED TA COMMENTS	21.08.26	MJ	GM
A	UPDATED FOLLOWING KCC INTERIM TA COMMENTS	03.06.26	MJ	GM

REV	DESCRIPTION	DATE	BY	AUTH
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RIDGE

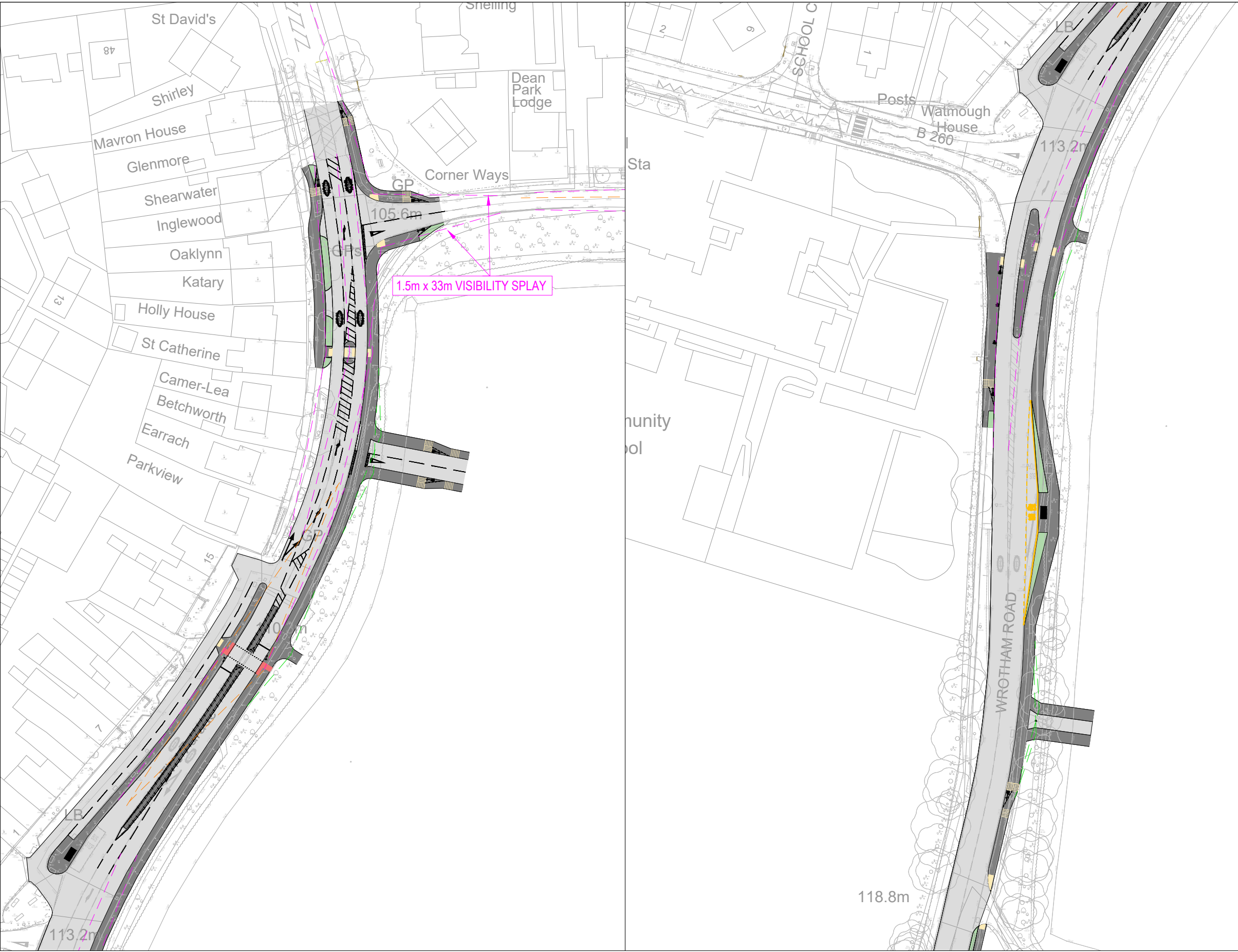
Ridge & Partners LLP
Floor 1B
4 Temple Row
Birmingham
B2 5HG
T : 0121 454 5530

CLIENT
RICHBOROUGH

PROJECT
WROTHAM ROAD, MEOPHAM

TITLE
**EMERGENCY ACCESS
WITH SWEEP PATH ANALYSIS**

DRAWN MJ	AUTHORISED GM	SCALE 1:500	SHEET SIZE A3	DATE 01.08.25
PROJECT NO. T25512		DRAWING NO. 003		REV B



- 1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
- 2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

PEDESTRIAN/CYCLIST VISIBILITY SPLAYS AT CROSSING POINTS

1.5m x 53m VISIBILITY SPLAY (NORTHBOUND)
1.5m X 50m VISIBILITY SPLAY (SOUTHBOUND)

*Unless otherwise stated on plan

PEDESTRIAN/CYCLIST VISIBILITY SPLAYS EMERGING ONTO SHARED FOOTWAY/CYCLEWAY

2.4m x 18m VISIBILITY SPLAY

*Unless otherwise stated on plan

VEHICLE FORWARD VISIBILITY SPLAY

59m FORWARD VISIBILITY SPLAY

*Unless otherwise stated on plan

A	UPDATED FOLLOWING KCC UPDATED TA COMMENTS	21.08.26	MJ	GM
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REV	DESCRIPTION	DATE	BY	AUTH
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Ridge & Partners LLP
Floor 1B
4 Temple Row
Birmingham
B2 5HG
T : 0121 454 5530

CLIENT
RICHBOROUGH

PROJECT
WROTHAM ROAD, MEOPHAM

TITLE
PEDESTRIAN/CYCLIST VISIBILITY SPLAYS AT CROSSING POINTS

DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
MJ	GM	1:1000	A3	03.06.26

PROJECT NO.	DRAWING NO.	REV
T25512	005	A

APPENDIX A KCC FORMAL COMMENTS ON UPDATED TA



Gravesham Borough Council
Civic Centre
Windmill Street
Gravesend
Kent
DA12 1AU

Highways and Transportation
Kroner House
Eurogate Business Park
Ashford
TN24 8XU
Tel: 03000 418181
Date: 10 July 2026
Our Ref: AC

Application -	GB/20250992
Location -	Land At, Wrotham Road, Meopham, Gravesend Kent
Proposal -	Outline application for the erection of up to 350 residential dwellings , public open space and associated works. Approval is sought for the principal means of vehicular access from Wrotham Road and all other matters are reserved.

Thank you for your re-consultation in relation to the above planning application. Kent County Council Highways (KCC) has the following comments to make with respect to highway matters:

Proposed Site Access

All mode access will be from the A227, with two additional pedestrian and cycle access points provided along the A227 and Green Lane, and an emergency, pedestrian and cycle access provided along the A227. A 3m shared cycle route will be provided along the boundary with the A227, and continuous crossings will be provided at the site access and emergency access. The access proposals and proposed improvements to the A227 and Green Lane are shown on plans 'Proposed Site Access with Visibility Splays 01' Ref T25512 001 Rev G and 'Proposed Site Access with Visibility Splays 02' T25512 001.01 and are generally acceptable.

The previously proposed uncontrolled crossing across the A227 between the site and Camer Parade has now been upgraded to a toucan. This is welcomed. The applicant will be required to install street lighting in this location as part of the works. The parking space to be removed in order to provide the build out is to be replaced within the site.

With regard to Green Lane, the raised table may require additional lighting in this location.

As requested by KCC, tracking of a HGV passing a waiting bus at the northbound Camer Parade bus stop has been provided and can be seen on plan T25512 002.01 Rev B. This is acceptable.

The uncontrolled crossing south of Longfield Road is now proposed to remain in its current location but the tactiles will be amended to be cycling compliant.

Issues that require the plans to be updated, but could be resolved during detailed design if necessary:

- It is unclear why dropped kerbs and tactile paving have been proposed on the minor arm of the site access and the emergency access, when the continuous footway already gives pedestrians priority.
- A short section of shared route is proposed on the western side of the A227 to facilitate cyclists crossing the A227 itself. A dropped kerb is required to allow cyclists to egress the carriageway.
- With regard to the proposed toucan crossing, unless the land owner approves tactile paving on the northern side of the Camer Parade access road, the proposed build out should not contain the buff tactiles as there would be no 'landing' tactiles on the northern side. A 'cyclist dismount' sign should also not be used as some disabled cyclists are unable to do so. Cyclists can access / egress onto the Camer Parade access road.

Visibility Splays

Visibility splays are shown on the 'Proposed Site Access with Visibility Splays 01' plan, Ref T25512 001 Rev G, 'Proposed Site Access with Visibility Splays 02' plan, Ref T25512 001.01 and 'Pedestrian / Cyclist Visibility Splays at Crossing Points' plan Ref T25512 005. However, some of the splays are shown incorrectly. For example, the site access x splay should be shown 2.4m back from the first give way line (east of the continuous crossing) as this is the position of waiting vehicles before they emerge onto the A227. Some of the splays are shown to terminate within the footway, but these can be taken to the edge of the nearside carriageway, which should offset the revised x distance.

A 59m splay is shown for the south to north crossing of Green Lane at the A227 / Green Lane junction. The vegetation within this splay must be cut back (without removing highway trees) to ensure it is achieved. Given how quickly vegetation can grow and obscure the visibility, it is suggested that the crossing is moved closer towards the A227. Whilst this slightly lengthens the crossing time, it would retain pedestrians closer to the desire line whilst maximising visibility. The applicant has also request KCC consideration of a priority crossing at this junction; however, KCC does not consider this to be appropriate. The forward visibility to the raised table at the Green Lane / Tradescant Drive junction should be shown, to confirm it is achievable. The splays requested by KCC are likely to be achievable but need to be shown so they can be conditioned.

Walking and Cycling

In addition to the access proposals noted in the previous section, the walking and cycling proposals include:

- The widening of the existing footway between Camer Parade and Wrotham Road from 1.5m to 2m to allow for suitable pedestrian access to the northbound bus stop. Confirmation is sought that the 0.5m was taken from the A227 carriageway not Camer Parade.
- General vegetation clearance along Wrotham Road south (Route 4) to increase useable width of footways.
- Provision of 10 additional cycle parking stands at Meopham railway station to make cycling a more attractive method of travel to the station.
- Provision of tactile paving across Green Lane, Huntingfield Road, Pine Rise, Norwood Lane, St John's access road, Shipley Hills Road, and The Street.
- A proportionate contribution towards improved lighting along the A227 corridor between the site (including the toucan crossing) and Meopham Station, to improve the attractiveness of the route for pedestrians and cyclists.
- A proportionate contribution towards additional signage along the A227 corridor between the site and Meopham railway station.

The above proposals are generally acceptable. However, KCC require the lighting strategy and signage strategy to be secured by condition and implemented by the applicant, rather than securing a financial contribution for design and implementation by KCC.

Existing conditions on the A227 corridor are characterised by recorded vehicle speeds above the posted speed limit, limited street lighting, narrow footways and the absence of dedicated cycle infrastructure. Whilst some residents may currently choose to cycle on-carriageway, the route is unlikely to be attractive to anyone other than confident cyclists. The proposed development would increase demand for travel between the site, Meopham Station, Meopham Secondary School and other destinations served by the corridor.

KCC and Gravesham Borough Council are currently progressing a strategic cycle route proposal between Istead Rise, Meopham Station and Meopham Secondary School. A proportionate financial contribution towards the design and implementation of this route is considered necessary to make the development acceptable in planning terms. The route would directly benefit future residents of the development by improving access to key destinations and by providing an attractive alternative to private car use. The contribution is directly related to the development and fairly and reasonably related in scale and kind, reflecting the development's proportionate reliance on the A227 corridor and the infrastructure necessary to support the modal shift objectives contained within national and local transport policy.

At paragraph 6.100 of the Transport Assessment (TA) the applicant confirms agreement to providing a proportionate contribution to this scheme.

In response to KCC's request to provide cycle parking at Camer Parade, the applicant states there does not appear to be a suitable location, or space, on the parade that would facilitate this. This is disappointing and the Travel Plan Coordinator should continue to investigate opportunities to include cycle parking provision in this location.

With regard to KCC's request to segregate the proposed cycle route along the site boundary with the A227, the applicant states this cannot be achieved due to the presence of trees. This is disappointing. It is questioned whether the cycle route could be provided on the eastern side of the tree line, although this would need to be overlooked and not deviate from the desire line otherwise this may significantly reduce its attractiveness.

Bus Stops and Services

The existing level of bus provision along the A227 corridor is insufficient to support the site proposals. The current service offer does not provide a genuine alternative to the private car for many journeys, particularly given the limited commuter-period and evening service, limited school-time capacity and the reliance of the existing service on KCC financial support. The proposed development would generate additional demand for travel along this corridor and therefore increase the need for enhanced public transport provision. Without mitigation, future occupiers would have limited realistic alternatives to private car use for many journeys and the development would therefore conflict with the objectives of NPPF paragraphs 110, 115, 117 and 118. A proportionate contribution towards improvements to local bus services is therefore considered necessary to make the development acceptable in planning terms. The contribution is directly related to the development because future residents will rely on services operating within this corridor to access key destinations, and is fairly and reasonably related in scale and kind as it reflects the site's proportionate impact within the wider transport strategy for the area.

At paragraph 6.77 of the TA, the applicant confirms agreement to provide this contribution, and also proposes to provide a six-month bus ticket to each dwelling upon initial occupation,

to promote the use of local bus services and help develop a culture of sustainable travel from the outset. This is welcomed.

The 'Proposed Site Access with Visibility Splays 01' plan, Ref T25512 001 Rev G annotations state that new bus shelters, flagpoles, timetables and real time information will be provided at the Camer Parade (northbound) and Wrotham Road (southbound) bus stops. However, the annotation also states one tree will need to be removed to accommodate the design at the southbound bus stop. KCC do not generally permit removal of trees and where they do, it can incur significant financial penalties. The bus shelter also appears to be too close to the carriageway to allow wheelchair or pram access. The design should be amended to avoid the tree removal and to provide sufficient room for passengers to board / alight. It is acknowledged that this is likely to result in a short pinch point along the route.

With regard to the proposed bus shelter at the northbound stop outside Camer Parade, whilst the principle is welcomed, it is again considered that the stop is located too close to the carriageway. Not only would this prevent passengers accessing the shelter from the front, it is likely to be damaged by passing vehicles. The design should be amended, or the bus shelter proposal may need to be removed.

Cycle and Vehicle Parking

Cycle parking will be provided on a one-per-bedroom basis, which is supported. Garden stores must allow direct access to the highway. In line with paragraph 6.65 of the TA, garages will be of a sufficient size to accommodate both a vehicle and a cycle (where appropriate) and communal parking will include spaces for adapted bikes (approximately 5%), electric bike charging, and visitor parking.

Vehicle parking will be provided in line with appropriate standards. Electric vehicle charging facilities will be provided. This should be in line with the Building Regulations.

At paragraph 6.116, the TA states that a number of parking spaces will be provided within the site to help manage existing demand at Camer Parade and the primary school, and that the number of spaces and details will be addressed at the reserved matters stage. For clarity, other than the single space to be lost at Camer Parade for the toucan crossing, providing additional parking for these facilities is not required to make the proposal acceptable in planning. Whilst KCC would not object to some parking being provided, this should be proportionate in order not to encourage more trips by car. This requires further consideration at reserved matters application stage to ensure the number of spaces and the design are appropriate.

Trip Generation and Junction Capacity Modelling

The development is anticipated to generate 179 two-way trips in the AM peak and 182 two-way trips in the PM peak. This is considered a reasonable estimation of trip generation given the proposed number of dwellings

As requested, the applicant has undertaken strategic modelling using the Kent Transport Model, then local junction modelling for junctions likely to experience an increase of 30+ vehicles during the peak hours. The following 13 local road junctions have been assessed for capacity:

- Junction 1 - Wrotham Road/Site Access
- Junction 2 - Longfield Road/Site Access
- Junction 3 - Wrotham Road/Longfield Road
- Junction 4 - Wrotham Road/Green Lane
- Junction 5 - Wrotham Road/Huntingfield Road

- Junction 6 – Wrotham Road/Lewis Road
- Junction 7 - Wrotham Road/Istead Rise
- Junction 8 - Wrotham Road/A2 (Double Roundabout)
- Junction 9 – Green Lane/Norwood Lane
- Junction 10 - Sole Street/The Street
- Junction 11 -Longfield Road/Huntingfield Road
- Junction 12 – Main Road/Manor Road
- Junction 13 – Main Road/Nurstead Lane

The junction models have been tested using the following scenarios:

- 2032 Reference Case (Assumed Opening Year)
- 2032 Reference Case + Development (Site 1)
- 2032 Reference Case + Site 1 + Site 2 (GB/20250993 south of Longfield Road) - Sensitivity Assessment
- 2042 Local Plan
- 2042 Local Plan + Development (Site 1)
- 2042 Local Plan + Site 1 + Site 2 (GB/20250993 south of Longfield Road) - Sensitivity Assessment

Please note that all scenarios are based on Galley Hill Road being closed, as this represents a worst-case scenario in the event that the necessary Government funding is not provided to KCC to implement a scheme to reopen the route.

It is questioned why a '2025 Base' scenario has not been provided for review. This is standard practice to ensure the models accurately reflect the existing situation.

The applicant's modelling using the Kent Transport Model assumes Norwood Lane is closed to vehicular traffic (excluding emergency vehicles), which is based on the proposals for application GB/20260207 (Land north of Camer Road). However, the application has not yet been determined so this is not a committed scheme. The inclusion of the closure results in a robust assumption of the A227 / Green Lane junction as all traffic which would travel through Norwood Lane would now use Green Lane. However, given the predicted queues at the Green Lane junction, should the closure of Norwood Lane not be approved, it is questioned whether some rat running along Norwood Lane would occur and therefore whether the A227 / Norwood Lane would still operate within capacity. An assessment of this junction should be undertaken to confirm.

It is understood that National Highways have provided further detailed comments on the modelling of the A2 / A227 junction and the proposed mitigation scheme for the Wrotham Road (south) arm which can be seen on plan T25512.SK002 and which includes an extended flare, changes to the saturation flows, phase delays and hatching. It is noted that the proposed mitigation scheme includes the 'final' mitigation committed scheme approved under application GBC/20141214 (Land at Coldharbour Road) and varied by GB/20141214. However, this has not yet been delivered and this application would therefore be subject to a Grampian condition, preventing occupation until the third party scheme has been delivered. Clarification is required regarding the anticipated delivery programme for the third party mitigation scheme.

Some of the comments made by National Highways are echoed by KCC, mainly those related to the applicant's proposed mitigation. The Road Safety Audit should be updated to include the mitigation proposals at the A2 / Wrotham Road junction, once comments have been addressed. There are also concerns that even with the proposed mitigation, the Wrotham Road south arm would experience an additional queue of 48 between the '2042 Local Plan +

Committed Development' and '2042 Local Plan + Committed Development + Site 1' scenarios, although it is recognised that the Local Plan is not yet adopted and that the difference between the '2032 Reference Case + Committed Development' and '2032 Reference Case + Committed Development + Site 1' scenarios is only 10 vehicles on this arm.

KCC awaits the outcome of the discussions before commenting further.

Travel Plan

In addition to those already set out within this response, sustainable measures proposed to be provided include an on-site mobility hub including parcel lockers and cycle parking, provision of a Travel Information Pack for each household upon first occupation, distribution of travel information such as walking and cycling maps, and hosting active travel events. These measures are supported.

The monitoring of the Travel Plan must include vehicle surveys at the site access and this should be set out within the Full Travel Plan (to be secured by condition).

The Travel Plan Coordinator should continue to investigate opportunities to provide cycle parking provision at Camer Parade, including seeking agreement with the land owners.

A predict-and-provide approach has been undertaken rather than a vision-and-validate approach. This is contrary to policy. However, the proposals do provide a number of active travel measures to achieve a modal shift away from the private car.

Conclusion

KCC would like to place a holding objection on the application until the above issues have been resolved. However, should the Local Planning Authority positively determine the application prior to this information being submitted and reviewed, KCC requests that the following conditions and obligations be secured:

Draft Conditions / S106 Obligations

- The site access points and off-site highway works shown on plans T25512.001 Rev G and T25512 001.01 shall be constructed and available for use prior to first occupation of the site. All access points should thereafter be retained and remain available for use in perpetuity.
- Prior to first occupation of the site, vehicle, pedestrian and cycle visibility splays within the applicant's control shown on plans T25512.001 Rev G, T25512.001.01 and T25512 005 shall be provided and thereafter maintained with no obstruction exceeding 0.6 metres in height.
- Bus shelters (inclusion subject to detailed design), flagpole, seating and real-time journey information shall be provided at the northbound (Camer Parade) and southbound (south of Camer Parade) bus stops prior to first occupation.
- A financial contribution of £2,648 per dwelling (index linked) shall be paid to Kent County Council prior to first occupation of the site towards the enhancement of the local bus services. The contribution shall be subject to proportionate reduction where other suitable non-Local Plan sites secure planning permission and make appropriate financial contributions towards the same public transport corridor, secured through a Section 106 agreement. In the event that the 308 (or replacement) is still financially supported by KCC through Government funding at the time the trigger is reached, the funding may be reduced to £1,777 per dwelling (index lined).
- A six-month local bus ticket to be provided to each household upon first occupation. The ticket should be advertised to new residents and should be available for take up for up to one-year post first occupation of the associated unit.

- A per-dwelling financial contribution to be paid to KCC prior to first occupation of the site, towards the design and implementation of the strategic A227 cycle route between Istead Rise, Mepoham Station and Meopham Secondary School (or alternative active travel infrastructure such as LCWIP Route 6, should the scope of the scheme evolve through the detailed design process), in order to increase the attractiveness of this mode and reduce reliance on the private car. The contribution amount shall be confirmed through the Section 106 agreement.
- A signage strategy for the A227 between the site and Meopham Station to be submitted to and agreed by the Local Planning Authority prior to commencement of the site, and installation prior to first occupation (unless already implemented, or due for implementation imminently), by third parties.
- A lighting strategy for the A227 between (and including) the toucan crossing and Meopham Station, and the Green Lane raised table, to be submitted to and agreed by the Local Planning Authority prior to commencement of the site, and installation prior to first occupation (unless already implemented, or due for implementation imminently), by third parties.
- 10 additional cycle parking stands to be provided at Meopham Station (subject to agreement with Network Rail and the station operator), prior to first occupation.
- Provision of tactile paving across Green Lane, Huntingfield Road, Pine Rise, Norwood Lane, St John's access road, Shipley Hills Road, and The Street.
- Further design regarding the A2 / A227 southern junction mitigation scheme shown on plan T25512.SK002, prior to commencement of the scheme, and implementation of the agreed scheme prior to first occupation. The site must not be occupied until the mitigation scheme committed under application GBC/20141214 (Land at Coldharbour Road) and varied by GB/20141214, has also been delivered.
- A Full Travel Plan, prepared in accordance with the Framework Travel Plan and including a methodology for annual vehicular traffic counts at the site access and mitigation measures should the annual targets not be achieved, shall be submitted to and approved by the Local Planning Authority prior to first occupation of the site. The Travel Plan, to be implemented on first occupation, must be monitored for a minimum of five years.
- A KCC Travel Plan monitoring fee of £1,422 shall be paid to KCC prior to the first Travel Plan monitoring period.
- A minimum of one cycle parking space per bedroom.
- Electric vehicle charging provision to be provided in line with Building Regulations.
- A Construction Management Plan to be submitted to and approved by the Local Planning Authority prior to commencement of development, and shall include, as a minimum:
 - a) Routing of construction and delivery vehicles to / from the site (tracking may be required)
 - b) Details of the parking and turning areas for construction and delivery vehicles and site personnel
 - c) Timing of deliveries (avoiding network and school peak hours where possible)
 - d) Provision of wheel washing facilities
 - e) Provision of measures to prevent the discharge of surface water onto the highway
 - f) Details of any temporary traffic management / signage required.

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.

APPENDIX B NH AGREEMENT ON MANUAL ASSESSMENT

Matt Johnson

From: Bidur Rajbhandari <bidur.rajbhandari@nationalhighways.co.uk>
Sent: 21 July 2026 09:50
To: Matt Johnson
Cc: Planning SE; Gerard McKinney; CHIU Kelly; jsvjacobs; Angela.Coull@kent.gov.uk
Subject: RE: #27221 Planning Ref: GB/20250992 (Meopham, Kent)

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Hi Matt

We note that the email primarily concerns the assessment of the A2/Wrotham Road junction and how Ridge proposes to undertake a 'manual assessment' instead of utilizing flows from the GTM model. This approach would be acceptable *in principle*, however there are a few key points that Ridge will need to consider, as outlined below:

Base Model Calibration/Validation

As per our response on 01/07/2026 for the above site NH has accepted the base model for this junction for Planning Application ref: 202512 (An outline planning application for the demolition of 64 Downs Road and erection of up to 154 residential dwellings (including affordable housing), with all matters reserved except for access at Land at Rose Farm) and suggest this base model is used for expediency in resolving this issue.

TEMPRO Growth Factors

We request full details to be provided, including all selection criteria utilized and full details of all planning assumption adjustments applied for all assessment years.

Committed Development/Schemes

We would re-iterate our recommendation that the applicant obtain an up-to-date list of committed development and schemes from the LPA, written confirmation of these should then be provided to National Highways for review.

Assessment Years

All assessment years/scenarios will need to comply with the guidance set out in DfT Circular 01/2022. Clarification should be provided regarding the assumptions applied to each scenario in terms of committed/Local Plan development and associated schemes.

Junction Mitigation

Advice on the modelling of the committed 'Interim' mitigation scheme and 'Final' mitigation scheme were provided previously all junction assessments should be accompanied by:

- **Electronic model files**

- CAD drawings showing all measurements input into models
- All relevant Survey data in excel format, and video surveys
- Traffic flow diagrams, including full breakdown of flow composition for future year flows eg. Committed/Local Plan, Proposed Development etc.

We expect that our comments on other matters, as detailed previously, will be addressed in due course.

Kind Regards

Bidur Rajbhandari, Assistant Spatial Planner
South East Region, Operations Directorate
National Highways

Office: 0300 470 1563
Mobile: 07710 286 166

Web: www.nationalhighways.co.uk

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**APPENDIX C NH REQUEST FOR FTH 2028 ‘DO MINIMUM’
ASSESSMENT**

Matt Johnson

From: Bidur Rajbhandari <bidur.rajbhandari@nationalhighways.co.uk>
Sent: 28 August 2026 13:50
To: Matt Johnson
Subject: RE: #27221 Planning Ref: GB/20250993 (Meopham, Kent)

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Matt
That should be fine

Thanks
Bidur

From: Matt Johnson <mattjohnson@ridge.co.uk>
Sent: 28 August 2026 13:11
To: Bidur Rajbhandari <bidur.rajbhandari@nationalhighways.co.uk>
Cc: Gerard McKinney <gerardmckinney@ridge.co.uk>
Subject: RE: #27221 Planning Ref: GB/20250993 (Meopham, Kent)

Thanks Bidur,

Just taken another look through the LARF assessment and it appears DHA submitted a LinSig Model in March this year which you accepted. Is it worthwhile us utilising that?

Noted on the 2028 and 2030 assessments. We have run both and the results are similar.

Kind regards,

Matt Johnson | Senior Transport Planner

RIDGE
Practical *Brilliance*

mattjohnson@ridge.co.uk

Ridge and Partners LLP    



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From: Bidur Rajbhandari <bidur.rajbhandari@nationalhighways.co.uk>
Sent: 28 August 2026 12:01
To: Matt Johnson <mattjohnson@ridge.co.uk>
Cc: Gerard McKinney <gerardmckinney@ridge.co.uk>
Subject: RE: #27221 Planning Ref: GB/20250993 (Meopham, Kent)

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Hi Matt

A previously commented for Site A, use the Former Tollgate Hotel traffic flows and then add your dev traffic on top and then the scenario with Site B traffic, but as you mention assessment for both the 2030 LARF Do Minimum and 2028 FTH Do Minimum would be more robust

For the Linsig model of the final mitigation scheme which would be more relevant with the above scenarios please find attached the drawing referred to in our previous comments which gives more detail re timings etc. The Model you have in the TN is not far off and may need a some tweaking

Hope that helps

Thanks

Bidur Rajbhandari, Assistant Spatial Planner
South East Region, Operations Directorate
National Highways

Office: 0300 470 1563
Mobile: 07710 286 166

Web: www.nationalhighways.co.uk

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From: Matt Johnson <mattjohnson@ridge.co.uk>
Sent: 25 August 2026 15:09
To: Bidur Rajbhandari <bidur.rajbhandari@nationalhighways.co.uk>
Cc: Gerard McKinney <gerardmckinney@ridge.co.uk>
Subject: RE: #27221 Planning Ref: GB/20250993 (Meopham, Kent)

Hi Bidur,

Thanks, that's useful to know with regards to our assessment for Site B and knowing that using the 3.7m approach half width was the correct thing to do.

Just on your final point, our understanding is the Land at Rose Farm (LARF) application utilised the base model included within the Former Tollgate Hotel (FTH) application including:

- Measurements
- 2023 Flows
- 2025 Flows

We have now replicated this assessment of the base model (including calibration) and 'Interim' mitigation scheme included within the LARF assessment, as requested to do so, with our Site B traffic added on.

We understand that we are now being asked to assess the Site A traffic against the 2028 Do Minimum flows included as part of the FTH assessment. Although we understand that the NH requires an assessment at the end of the LP period, would it not be consistent with the assessment of Site B to continue on the basis of the LARF forecasts? We might then simply add Site A traffic onto the 2030 RF Do Minimum + Site B scenario?

If we were to use the 2028 Do Minimum flows included as part of the FTH application, would we need to add the development flows from LARF onto these as I'm assuming this proposal was not considered under the FTH application at the time? Same as well for our Site B? Or are we simply being asked to add our Site A traffic to the 2028 Do Minimum flows assessed within the FTH application?

We can provide an assessment against both the 2030 LARF Do Minimum and 2028 FTH Do Minimum to be robust, if necessary?

Regarding the 'Final' mitigation scheme, we have utilised an earlier model and drawing included within the FTH application. Our understanding, however, is that the latest version of the scheme is not on the portal. We have included a LinSig model within the Site B assessment, even though the impact of this can be accommodated within the 'Interim' scheme, however, we envisage the signal option is likely to be required to mitigate Site A's impact. Therefore, if you could please provide comments on any amendments required to the LinSig model, or even better, the approved model and final approved layout drawing, then that would be greatly appreciated.

Kind regards,

Matt Johnson | Senior Transport Planner

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mattjohnson@ridge.co.uk

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From: Bidur Rajbhandari <bidur.rajbhandari@nationalhighways.co.uk>

Sent: 25 August 2026 11:55

To: Matt Johnson <mattjohnson@ridge.co.uk>

Cc: Gerard McKinney <gerardmckinney@ridge.co.uk>

Subject: RE: #27221 Planning Ref: GB/20250993 (Meopham, Kent)

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Hi Matt

I am going through the tech not, but have not gone through in detail it should be fine and should not need further work, will send the response by this week.

Regarding the confusion with 5 and 3.7m in mitigation scheme:

Land at Rose Farm (LARF) did assess the 'interim mitigation scheme' with 5m in the AM and 3.7m in the PM. The reason this occurred is because LARF was referring back to information submitted for Former Tollgate Hotel (LPA ref 20240856) [specifically: Technical Note Response to KCC Highways and Transportation and National Highways, submitted on 1st April 2025 (Part 2, Appendix H)] – the information which LARF referred to is the latest information available on the planning portal, but it is not the latest information as JSJV undertook the final Junctions assessment. The modification from 5m to 3.7m was undertaken by JSJV and was not therefore on the planning portal.

For Site A, as the Land at Rose Farm modelling refers to Former Tollgate Hotel we advise that you use the Former Tollgate Hotel traffic flows and then add your dev traffic on top. With three sets of traffic survey data, the outcomes may not be consistent. As LARF undertook assessment at 2030, we conclude that FTH flows are more reasonable to use and the assessment is at year 2028 which is the correct end of Local plan year.

Hope that helps

Thanks

Bidur Rajbhandari, Assistant Spatial Planner
South East Region, Operations Directorate
National Highways

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Web: www.nationalhighways.co.uk

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<https://nationalhighways.co.uk/our-roads/planning-and-the-strategic-road-network-in-england/>

From: Matt Johnson <mattjohnson@ridge.co.uk>

Sent: 25 August 2026 08:40

To: Bidur Rajbhandari <bidur.rajbhandari@nationalhighways.co.uk>

Cc: Gerard McKinney <gerardmckinney@ridge.co.uk>

Subject: FW: #27221 Planning Ref: GB/20250993 (Meopham, Kent)

Morning Bidur,

Just following up on my email below. Do you have any comments on our Tech Note assessment for Site B that we need to update? Again, we'd like to get a recommendation for approval on this prior to committee and therefore can make any changes necessary, quickly.

We will also want to reflect any necessary changes for the Site A assessment which we are aiming to submit next week.

Kind regards,

Matt Johnson | Senior Transport Planner



mattjohnson@ridge.co.uk

Ridge and Partners LLP    



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From: Matt Johnson

Sent: 17 August 2026 14:08

To: 'Bidur Rajbhandari' <bidur.rajbhandari@nationalhighways.co.uk>

Cc: Gerard McKinney <gerardmckinney@ridge.co.uk>

Subject: RE: #27221 Planning Ref: GB/20250993 (Meopham, Kent)

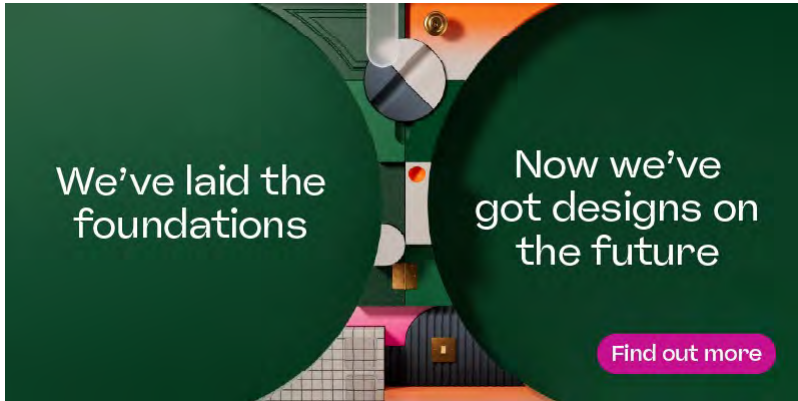
Thanks Bidur,

My understanding from the meeting is that Site B (Land south of Longfield Road) is treated on its own merits given its recent allocation, whereas given there is no planning status to Site A (Land east of Wrotham Road), a cumulative assessment with Site B should be undertaken – which makes sense. On that basis, for Site A, we will progress with an additional 2030 RF Do Minimum + Site B + Site A scenario.

Whilst you're reviewing Site B, if there are any changes that you think need to be made, such as to the junction models etc, then please let me know and we can make the changes quickly to speed everything up and hopefully get sign off with the formal response. We can then reflect these within the Site A assessment if required.

Kind regards,

Matt Johnson | Senior Transport Planner



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From: Bidur Rajbhandari <bidur.rajbhandari@nationalhighways.co.uk>

Sent: 17 August 2026 11:35

To: Matt Johnson <mattjohnson@ridge.co.uk>

Cc: Gerard McKinney <gerardmckinney@ridge.co.uk>

Subject: RE: #27221 Planning Ref: GB/20250993 (Meopham, Kent)

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Hi Matt

We are going through the TN you sent.

The approach looks fine, but as you indicated and discussed in the meeting it would be helpful to see the cumulative impact.

Kind Regards

Bidur

From: Matt Johnson <mattjohnson@ridge.co.uk>

Sent: 12 August 2026 13:04

To: Bidur Rajbhandari <bidur.rajbhandari@nationalhighways.co.uk>

Cc: Gerard McKinney <gerardmckinney@ridge.co.uk>

Subject: RE: #27221 Planning Ref: GB/20250993 (Meopham, Kent)

Hi Bidur,

You will have seen we have provided our assessment for Site B based on agreement at a meeting on 27th July which my colleague Gerard was in attendance for.

I want to double check whether this would be the same approach you would like us to adopt for Site A (i.e. add our development traffic to the Land at Rose Farm flows for a 2030 year)? Would you want us to test any other scenarios? i.e. cumulative impact with Site B?

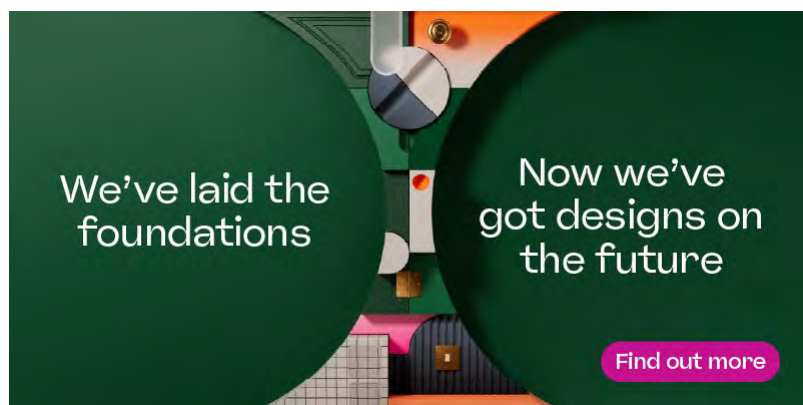
Kind regards,

Matt Johnson | Senior Transport Planner



mattjohnson@ridge.co.uk

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APPENDIX D NH FORMAL COMMENTS ON UPDATED TA

20250992 Land at Wrotham Road Meopham

National Highways received additional information from the applicant's agent (HUB Transport Planning) on 8 April 2026. This information specifically related to the proposed development trip distribution and assignment based on strategic model data. A review of the information submitted concluded that additional information was required as detailed in our official response on 26/05/2026.

We have reviewed the documents submitted in relation to the current re-consultation with reference to previous comments, where applicable.

We have concluded that further evidence required is address actions points as detailed below.

Our recommendation that **planning permission not be granted for a period of three months until 26 August** sent on 26/05/2026 till holds. This is to allow time for the applicant to address the action points identified in our response.

This recommendation can be replaced, renewed, or reviewed during the three-month period, or at its end, dependent on progress made with regards to the outstanding matters.

Throughout this response **ACTION points** for the applicant are highlighted in **underlined bold**.

Transport Vision

No reference has been made to DfT Circular 01/2022 and the transport vision or supporting measures for the site. **The submission should include a vision together with supporting measures to reduce travel by private car, as per guidance set out in DfT Circular 01/2022.**

Personal Injury Accident Data

Table 7 of the TA presents Personal Injury Accident (PIA) data for the A2/Wrotham Road junction. The TA includes a brief summary of accident causation factors. We note that the PIA data included as Appendix C of the TA does not cover this junction.

To enable us to verify the conclusions drawn from the PIA data, we require a full copy of PIA Data including Location Plan showing reference numbers to be provided for review. Confirmation should also be provided regarding the extent of the A2 mainline, eastbound and westbound, which has been included as part of this analysis.

Sustainable Travel

The TA includes an access appraisal which seeks to demonstrate that there are a range of local facilities that could be accessed via active travel modes, within recommended walking and cycling distances.

With regard to bus services, we would note that the existing services are infrequent, on weekdays they range from two to seven services per day on each route.

However, there are relatively frequent rail services (hourly or half hourly) from Meopham to destinations such as London Victoria, Gillingham and Dover Priory.

Paragraph 5.69 of the TA states: *'A walking and cycling audit has been undertaken that has identified several off-site measures that can potentially be implemented to improve the uptake of active travel to local facilities and public transport interchanges. These are detailed further later in this report.'*

We would expect that these measures be linked to the transport vision of the site and for corresponding mode shift targets to be applied to the baseline mode share. More detailed comments will follow in the Travel Plan review section below.

The TA outlines a series of mitigation measures to improve accessibility of the site. **Any modal shifts assumed as a result of any proposed mitigation measures would need to be achievable and linked to the transport vision for the site.**

Trip Generation, Distribution and Assignment

The TA states that the junction capacity tests have been rerun based on the turning count data derived from the GTM and that the re-run models therefore supersede the initial results presented as part of the interim TA. **Full details of the model re-runs are required to be provided to National Highways for review.**

Model Runs

Table 16 of the TA lists the 8 scenarios which have been tested in the GTM model, with AM (08:00-09:00) & PM (17:00-18:00) turning count outputs produced. It is also noted that the references to Site 1 and Site 2 refer to the proposed development (350 dwellings) and a proposed development off Longfield Road (120 dwellings – LPA Ref: GB/20250993), respectively.

Paragraph 7.5 of the TA states that Jacobs requested committed development lists from GBC but did not receive a response. It was then agreed with KCC that TEMPro factors would be used for the 2032 Reference Case scenario to avoid any further delays.

NH would highlight that all relevant committed development may not be included within the TEMPro planning assumptions. Furthermore, the sole use of an overall growth factor instead of adding specific flows to individual turning movements may dilute the impact of committed development traffic.

Given the sensitivity of the A2/Wrotham Road junction and the risk of traffic queuing back onto the A2 mainline, we would re-iterate our recommendation that the applicant obtain an up-to-date list of committed development and schemes from the LPA, written confirmation of these should then be provided to National Highways for review.

Paragraph 7.6 of the TA states that 'The 2042 Local Plan scenario includes all known allocated sites within the Gravesham area at the time the modelling was commissioned/started. **Clarification should be provided regarding whether this**

scenario reflected known allocations as per the adopted Local Plan, the Regulation 19 Local Plan document or the earlier Regulation 18 version.

Paragraph 7.7 of the TA states 'To create a robust assessment, a base model enhancement was undertaken to identify any discrepancies between the observed data and model flows by Jacobs.' **We would request that full details of the 'base model enhancement' undertaken be provided to National Highways for review.**

Trip Generation

The vehicle trip rates and trip generation set out in Table 17 of the TA were accepted as a 'pre vision' scenario. The 350 dwellings are forecast to generate a total of 179 and 182 two-way vehicle trips in the AM and PM peak hours respectively.

Distribution and Assignment

GTM Assessment

The TA notes that there are still outstanding queries from National Highways in relation to the GTM trip distribution and assignment (as detailed in our response in 25/05/2026) and confirms that the details have been requested from Jacobs and will be provided to National Highways in due course.

Consequently, the GTM distribution and assignment cannot be agreed until this information has been received and reviewed.

A2/Wrotham Road Manual Assessment

In the meantime, the TA includes a manual trip distribution and assignment exercise, based on Census 2011 Method of Travel to Work data.

The Census 2011 based distribution exercise assigns 75% of development traffic to the A2/Wrotham Road junction. This equates to circa 134 and 137 two-way vehicle trips in the morning and evening peak hours respectively.

We understand that the manual assessment has been undertaken to progress matters in advance of the outstanding GTM matters being resolved. **However, confirmation should be provided as to whether the manual assessment will be superseded by the GTM assessment once the GTM flows are agreed.**

Traffic Impact and Capacity Assessments

The TA includes a list of 14 junctions which have been identified as requiring junction capacity analysis, this consisted of junctions which were predicted to have a peak hour impact of more than 30 vehicles (two-way).

NH note that the level of traffic impact at each junction has been taken from the initial KTM model runs. Given the need for further information relating to these model runs, we are unable to comment of the full extent of this list and whether any additional SRN junctions may also need to be included.

Notwithstanding the above, we note that the only SRN junction on the list is the A2/Wrotham Road junction which has been included as 'Junction 9 - Wrotham Road/A2 (Double Roundabout)' Sensitivity Assessment

The TA notes that the proposed development (Site 1) and land south of Longfield Road (Site 2) may progress through the relevant planning stages at similar timescales and, subject to approval, may be occupied within similar timeframes.

The TA also clarifies that neither development is reliant on the other coming forward and therefore this development proposal should be considered on its own merits, albeit the sensitivity assessment gives an indication of potential cumulative impact should the Longfield Road proposals come forward.

NH note that an additional manual assessment is also provided for the A2/Wrotham Road junction.

The junction models have been used to test the 6 scenarios with tests including Site 2 are to be considered as sensitivity assessment for the purposes of the TA.

Clarification should be provided regarding the assumptions applied to each scenario in terms of committed/Local Plan development and associated schemes.

A2/Wrotham Road Assessment: Base Model Calibration/Validation

As previously requested, the TA contains assessment at the A2 / A227 Wrotham Road junction, comprising the north and south dumbbell roundabouts.

The geometry provided within the submitted Junctions 11 model for the north and south roundabout has been reviewed. The geometry used for the model is inconsistent with recent planning application.

The demand sets within the Junctions model have been reviewed and we note the following:

- Traffic flow profile is 'one hour' – we confirm this is acceptable
- 2025 Base traffic flows have reviewed – AM and PM peak hour flows (PCU/hr) confirmed to align with the provided traffic flow diagrams
- Future year demand sets are under review and have therefore not been considered

The calibration within the model has been reviewed, it is seen that 'direct intercept' adjustment has been applied on the A2 eastbound off-slip arm.

The TA states that the MCC observed average and 95th percentile queue data has been utilised to validate/calibrate the model for the 2025 base year. This data is summarised within Table 19 of the TA, for the AM and PM peaks.

We note the queue survey data contained within Appendix N of the TA. The queue data which should be used for the purpose of the calibration is the highest 15-minute average which was observed on each arm of the junction. This is required to align

with the Junctions output, which reports the highest 15-minute average queue on each arm.

The video survey should be provided to demonstrate the reported queue lengths.

Nonwithstanding the above comments on the base model NH has accepted the base model for this junction for Planning Application ref: 202512 (An outline planning application for the demolition of 64 Downs Road and erection of up to 154 residential dwellings (including affordable housing), with all matters reserved except for access at Land at Rose Farm) and suggest this base model is used for expediency in resolving this issue.

TEMPRO (Manual Assessment)

The TA states that adjusted TEMPRO factors have been obtained for the AM and PM peak periods.

However limited information has been provided in relation to how the proposed factors have been calculated.

We therefore request full details to be provided, including all selection criteria utilised and full details of all planning assumption adjustments applied for all assessment years.

Committed Development

We previously identified two consented developments which were committed to deliver committed schemes at the A2/Wrotham Road junction.

We also recommended that once the full extent of SRN assessment has been agreed, the applicant should seek an up-to-date list of committed developments and details of committed schemes from the LPA. We would therefore re-iterate this request.

Scenarios Assessed

The TA states that the scenarios assessed in the junction models are consistent with the GTM scenarios. We would re-iterate our request for further information with regard to these scenarios as detailed above.

Junction Assessment

Junction 7 - Wrotham Road/A2 (Double Roundabout) – GTM Assessment

Given the issues with the base models, we will not be commenting on any of the future year assessments at this stage. Furthermore, and noted previously, we are still waiting for further information regarding the GTM flows.

Junction 7 - A2/Wrotham Road (Double Roundabout) – Manual Assessment

As above, given the issues with the base models, we will not be commenting on any of the future year assessments at this stage.

Junction Mitigation

‘Interim’ Mitigation Scheme

The TA refers to the interim mitigation which has previously been advised. However, there is no Junctions assessment presented for the interim mitigation scheme.

We suggest that lane simulation is adopted within the Junctions model, for the purpose of allowing assessment of the proposed interim mitigation. The base model should therefore include lane simulation.

For the avoidance of doubt, a model of the interim mitigation scheme should then be derived from the base model with lane simulation.

‘Final’ Mitigation Scheme

We have undertaken preliminary review of the submitted LinSig and note:

- Geometry –
 - A2 westbound off-slip – lane 2/1 noted to be provided with a length of 5 PCU
 - **Wrotham Road north - lanes should be 40m in length**
- Give-ways –
 - Wrotham Road south – we acknowledge the maximum flow taken from Junctions, coefficient should also be taken from the calibrated Junctions model
- Signals –
 - We acknowledge the signalised pedestrian crossing is included
- Traffic flows –
 - Noted to be subject to change and have therefore not been reviewed

Proposed Amendments to ‘Final’ Mitigation Scheme

Whilst we note the proposed modifications, the modelling of these has not been reviewed in detail at this stage. However, we acknowledge the modelling of the Wrotham Road south with two lanes which reflects the on-site layout.

Northern Junction Considerations

The TA includes various observations regarding the operation of the northern junction. However, due to the outstanding matters regarding the base models, we are currently unable to comment substantively on the need for mitigation or otherwise, at this junction.

Merge/Diverge Assessment

We acknowledge that merge/diverge assessment has been undertaken at the A2 merge and diverge locations. We note the information provided within the TA and Appendix S. The presented methodology is concluded to be broadly acceptable and will be further reviewed following confirmation of the traffic flows.

A2/Wrotham Road Amended ‘Final’ Mitigation Scheme Design Comments

Whilst we note that the modelling of this scheme is yet to be agreed, we have undertaken a high level review of the proposed amendments to the ‘Final’ mitigation scheme design, as shown indicatively on Ridge drawing number T25512 SK002 and our initial preliminary comments are as follows.

The alignment of the road markings of the northbound approach encourages drivers to follow the nearside kerb, then turn right into the two-lane section and then left to enter the roundabout. Drivers are unlikely to make that manoeuvre and are likely to overrun the central hatching to enter the right lane. **The alignment of the road markings should be reviewed to align with potential usage of the roadspace.**

A small length of nearside solid road marking hatching has been incorporated to ensure that the entry path radius conforms to clause 3.26 of DMRB CD116. Whilst the entry path radius can be measured from an edge marking, this small section of road marking is likely to not be adhered to by drivers. A solid hatched road marking is likely to also reduce skid resistance and may cause issues for pedestrians and cyclists using the dropped crossing. **Alternative measures should be investigated, such as kerblane amendments, to ensure that the entry path radius conforms to clause 3.26 of DMRB CD 116.**

Swept path analysis is required to demonstrate that both lanes of the northbound approach can be used without vehicles encroaching into the adjacent lane.

The proposed mitigation works would be subject to a Stage 1 Road Safety Audit in accordance with DMRB GG119.

TA Summary and Conclusion

Given the number of outstanding issues which require clarification/further information to be provided, we are not yet able to comment on the findings set out in these sections of the TA.

Travel Plan

The Travel Plan refers to the NPPF but does not refer to DfT Circular 01/2022 or set out a clear transport vision for the site. **The submission should include a site-specific vision, with supporting measures to reduce reliance on the private car, and clearly link proposed mode shift targets to that vision.**

The applicant's willingness to make a contribution towards bus service improvements, in line with the request from the KCC public transport team, is noted. This is relevant given the current limitations in the bus offer, particularly the absence of Sunday services.

The existing modal split Census data has been reviewed and is accepted as an appropriate basis for the current mode share.

To ensure that Travel Plan targets are realistic and achievable, it is proposed that they are reviewed following baseline travel surveys undertaken within three months of first occupation. A target survey response rate of 50% has been set to provide a robust dataset for monitoring travel patterns.

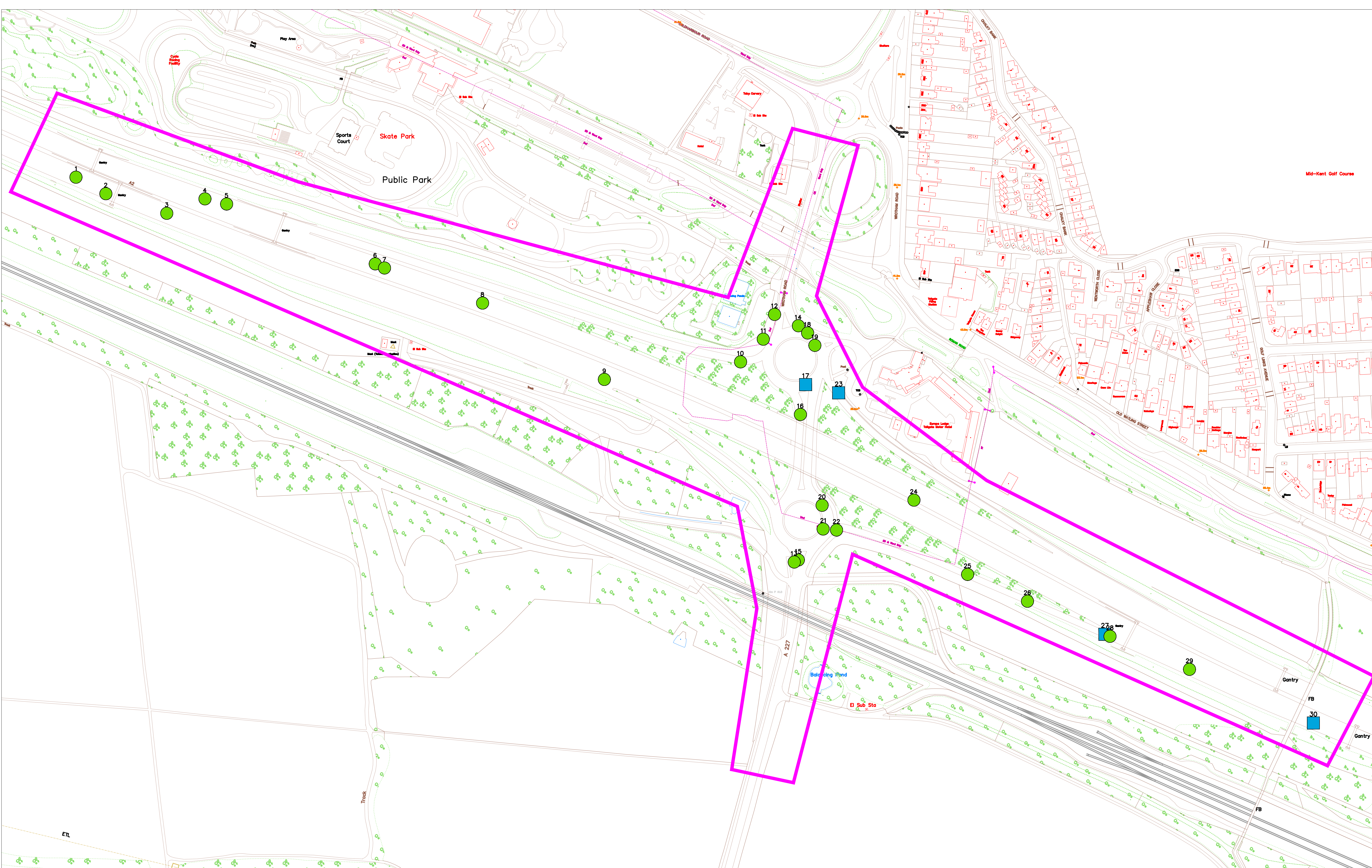
We note the proposed 7% target reduction in single-occupancy car use from the baseline survey results, within five-years of first occupation. **However, the corresponding 7% increase in sustainable travel should be broken down by mode rather than grouped together, particularly given the acknowledged lack**

of designated cycle infrastructure near the site and the absence of Sunday bus services.

The hard and soft Travel Plan measures are noted, but at present they are described in broad and largely indicative terms. **Greater clarity is required as to which measures are being relied upon as specific commitments and which are only potential measures.**

Should you or any others have any queries regarding our response, please contact us via planningse@nationalhighways.co.uk

APPENDIX E A2/WROTHAM ROAD PIA DATA



Location: A2 & A227, Gravesend

5 years personal injury crash data up to 31/12/2025

KCC Ref number: EXT/104/26

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Crash Severity	
	Slight
	Serious
	Fatal



Date: 13-May-2026

Time: 15:29:47

Title: **A2 & A227, Gravesend**

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

Date: 13-May-2026

Accident Date BETWEEN '01-Jan-2021' AND '31-Dec-2025'

There were 30 reported crashes resulting in injury

D-PRINT CRASH REPORT

13-May-2026
15:29:47

A2 & A227, Gravesend
Accident Date BETWEEN '01-Jan-2021' AND '31-Dec-2025'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
1	Road No A2 Section 001 Grid 563430E Ref 171446N	SLIGHT	04/04/2021	1	15:33	L	Dry	Fine		S.VEH	
	A2, B C/WAY, WATLING ST, GRAVESEND, (MAPPED TO COORDS).								Gravesham		
	V1 was travelling on the A2 Westbound and was travelling in lane 1 of 2. V1 has tried to move into the next lane, either lane 2 or 3 to overtake in O/S lane. V1 has failed to look properly and realised there was a vehicle in the next lane, in blind spot. To avoid colliding, V1 has moved back into original lane and has lost control of vehicle, skidded across all four lanes and has hit the central reservation.						Veh1, car, SE -> NW			Casualties 2 Vehicles 1	
2	Road No A2 Section 001 Grid 563459E Ref 171430N	SLIGHT	12/05/2023	6	11:56	L	Wet/Damp	Rain			HGV
	A2, WATLING ST, GRAVESEND, (MAPPED TO COORDS).								Gravesham		
	V1 HAS BEEN TRAVELLING ALONG A2 LONDON BOUND UNDER THE SPEED LIMIT IN LANE 2. DRIVER HAS INDICATED TO MANOEUVRE INTO LANE 1 IN FRONT OF V2. V1 HAS HIT THE FRONT OFFSIDE OF V2, LOST CONTROL AND LEFT THE CARRIAGEWAY, HIT A TREE CAUSING FRONT END DAMAGE AND DEPLOYING AIRBAGS.						Veh1, car, SE -> NW Veh2, goods > 7.5t, SE -> NW			Casualties 1 Vehicles 2	
3	Road No A2 Section 001 Grid 563518E Ref 171411N	SLIGHT	01/03/2024	6	14:35	L	Dry	Fine			
	A2 B C/WAY, GRAVESEND, (MAPPED TO DESCRIPTION).								Gravesham		
	CAD: V2 travelling London bound along A2 when struck in the rear by V1. No details of D1 postcode, or C1 postcode.						Veh1, car, SE -> NW Veh2, car, SE -> NW			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

D-PRINT CRASH REPORT

13-May-2026
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A2 & A227, Gravesend
Accident Date BETWEEN '01-Jan-2021' AND '31-Dec-2025'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
4	Road No A2 Section 001 Grid 563555E Ref 171425N	SLIGHT	20/07/2022	4	18:26	L	Dry	Fine			
	A2, WATLING ST, A C/WAY, GRAVESEND (MAPPED TO COORDS)									Gravesham	
	V3 HAS BRAKED SUDDENLY IN LANE 4, CAUSING V2 TO ALSO BRAKE SUDDENLY. V1 HAS THEN HIT THE REAR OF V2, CAUSING IT TO HIT THE REAR OF V3. V3 HAS THEN LEFT THE SCENE OF THE COLLISION.						Veh1, car, NW -> SE Veh2, car, NW -> SE Veh3, car, NW -> SE			Casualties 2 Vehicles 3	
5	Road No A2 Section 001 Grid 563576E Ref 171420N	SLIGHT	13/08/2025	4	07:28	L	Dry	Fine			HGV
	A2 WATLING ST, GRAVESEND (MAPPED TO DESCRIPTION)									Gravesham	
	V1 was travelling along the A2 and was about to miss the off-slip. D1 then proceeded to cut in front of V2 in order to try and take the off-slip however mistimed this. V2 started braking however still collided with the side of V1 and continued to push it up the A2 a short distance before coming to a stop predominantly in the hard shoulder but also partly in lane 1.						Veh1, car, NW -> SE Veh2, goods > 7.5t, NW -> SE			Casualties 1 Vehicles 2	
6	Road No A2 Section 001 Grid 563720E Ref 171362N	SLIGHT	26/02/2021	6	17:42	L	Dry	Fine			GV
	A2, WATLING ST, A C/WAY, GRAVESEND (MAPPED TO COORDS).									Gravesham	
	Heavy traffic which has stopped suddenly. V1 has collided with rear of V2 pushing into V3.						Veh1, car, NW -> SE Veh2, goods < 3.5t, NW -> SE Veh3, car, NW -> SE			Casualties 1 Vehicles 3	

Key Involved

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

Street Lighting

L Daylight
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STU Street Lights Unknown

FACTORS

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R.TURN Right Turn Manoeuvre
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S.VEH Single Vehicle

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13-May-2026
15:29:47

A2 & A227, Gravesend
Accident Date BETWEEN '01-Jan-2021' AND '31-Dec-2025'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
7	Road No A2 Section 001 Grid 563729E Ref 171358N	SLIGHT	24/11/2025	2	16:18	DRK STL	Wet/Damp	Rain			HGV GV
	A2 WATLING ST, GRAVESEND (MAPPED TO GRID REFS)								Gravesham		
	V2 slowed and V1 collided into the rear causing V3 to collide into the rear of V1 and V4 collided into the rear of V3.						Veh1, car, NW -> SE Veh2, car, NW -> SE Veh3, goods 3.5 - 7.5t, NW -> SE Veh4, goods < 3.5t, NW -> SE			Casualties 1 Vehicles 4	
8	Road No A2 Section 001 Grid 563824E Ref 171324N	SLIGHT	26/02/2021	6	18:25	DRK STL	Dry	Fine			GV
	A2, A C/WAY, GRAVESEND, (MAPPED TO COORDS).								Gravesham		
	OLR: D2 was on the A2 driving home to Chatham from place of work in Greenhythe. The lights were flashing that there was an accident and traffic to go down to 40mph. D2 had been stationary for a few seconds when all of a sudden D2's head went forward and back into the car seat. D1 was laughing at D2 and accused D2 of reversing into them, which they didn't, then D1 started shouting and mocking D2, D2 returned to veh as felt threatened.						Veh1, goods < 3.5t, SE -> NW Veh2, car, SE -> NW			Casualties 1 Vehicles 2	
9	Road No A2 Section 001 Grid 563942E Ref 171250N	SLIGHT	23/11/2022	4	06:27	DRK STL	Wet/Damp	Rain Wind			
	A2, TRUNK RD, GRAVESEND, (MAPPED TO COORDS).								Gravesham		
	V1 AT REAR OF 4 CAR QUEUE. SLOW MOVING TRAFFIC IN 4 LANE DUAL CARRIAGEWAY. V1 DOES NOT SLOW SIGNIFICANTLY FOR TRAFFIC, HITS V2, V2 HITS V3, V3 HITS V4. (P/CODE, AGE AND GENDER NOT VISIBLE ON OUR SYSTEM FOR V3 & V4)						Veh1, car, SE -> NW Veh2, car, SE -> NW Veh3, car, SE -> NW Veh4, car, SE -> NW			Casualties 1 Vehicles 4	

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

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RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

13-May-2026
15:29:47

A2 & A227, Gravesend
Accident Date BETWEEN '01-Jan-2021' AND '31-Dec-2025'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
10	Road No A2 Section 073 Grid 564074E Ref 171267N	SLIGHT	11/01/2024	5	16:38	DRK STL	Dry	Fine			GV
	A2, WROTHAM RD, TOLLGATE SLIP EASTBOUND OFF, NORTHFLEET, (MAPPED TO COORDS).									Gravesham	
	OLR: Driving on A2 coast bound slip road to Gravesend services, stopped at the roundabout, traffic was heavy so was waiting for safe space to pull out then got hit from behind quite fast and hard. D1 felt instant shock to the back and neck. Exchanged details. OIC has not supplied C2's age.						Veh1, car, NW -> SE Veh2, goods < 3.5t, NW -> SE			Casualties 2 Vehicles 2	
11	Road No A2 Section 073 Grid 564096E Ref 171289N	SLIGHT	27/11/2021	7	05:29	DRK STL	Wet/Damp	Rain			
	A2, WROTHAM RD J/W A227 WROTHAM RD RND BT, NORTHFLEET									Gravesham	
	V2 is a police vehicle following V1, a stolen vehicle. After a brief pursuit, V1 left the c/way on the nearside and collided with a lamppost.						Veh1, car, NW -> N Veh2, car, NW -> N			Casualties 1 Vehicles 2	
12	Road No A227 Section Grid 564107E Ref 171313N	SLIGHT	12/06/2022	1	19:24	L	Dry	Fine		S.VEH	P/C
	A227, WROTHAM RD, GRAVESEND (MAPPED TO COORDS)									Gravesham	
	It is believed that R1 has been travelling along Wrotham Rd A227 travelling north towards Gravesend town centre. V1 has not collided with any other vehicles, or roadside furniture. V1 has lost control and gone off bike falling into the footpath.						Veh1, pedal cycle, S -> NE			Casualties 1 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

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D-PRINT CRASH REPORT

13-May-2026
15:29:47

A2 & A227, Gravesend
Accident Date BETWEEN '01-Jan-2021' AND '31-Dec-2025'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
13	Road No A227 Grid 564126E Section 001 Ref 171073N	SLIGHT	22/04/2021	5	10:51	L	Dry	Fine			
	A227, WROTHAM RD J/W A2227 WROTHAM RD RNDBT, GRAVESEND										Gravesham
	V2 approaches roundabout, V1 brakes behind but collided into the rear of V2, causing minor damage/minor injury.						Veh1, car, S -> N Veh2, car, S -> N			Casualties Vehicles	3 2
14	Road No A227 Grid 564130E Section 001 Ref 171302N	SLIGHT	14/06/2025	7	13:42	L	Dry	Fine			
	A227 WROTHAM RD J/W A227 WROTHAM RD RNDBT , GRAVESEND										Gravesham
	OLR: V2 waiting to pull onto rndbt when it was struck from behind by V1.						Veh1, car, N -> SE Veh2, car, N -> SE			Casualties Vehicles	1 2
15	Road No A227 Grid 564130E Section Ref 171075N	SLIGHT	10/06/2022	6	17:35	L	Dry	Fine			
	A227 WROTHAM RD J/W A227 WROTHAM RD RNDBT , GRAVESEND										Gravesham
	V1 WAS TRAVELLING NORTH ON WROTHAM RD WHILE D1 WAS USING THEIR PHONE AND COLLIDED WITH THE REAR OF V2, WHICH WAS STATIONARY ON THE APPROACH TO THE RNDBT. (NO AGE OR POSTCODE FOR V1, NO DETAILS FOR V2).						Veh1, taxi, S -> N Veh2, car, S -> N			Casualties Vehicles	1 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

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13-May-2026
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A2 & A227, Gravesend
Accident Date BETWEEN '01-Jan-2021' AND '31-Dec-2025'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
16	Road No A227 Grid 564132E Section 001 Ref 171216N	SLIGHT	24/05/2024	6	15:30	L	Dry	Fine			
	A227, WROTHAM RD NEAR J/W RNDDBT, GRAVESEND.									Gravesham	
	OLR: As V2 was taking the A227 services exit, V1 was in front taking the same turn off, V1 had 2/3 young children jumping around the back seat with no seat belts on. D1 then slammed brakes, coming to an instant stop yards away from the roundabout with no traffic in front. D2 braked and swerved to the left to try and avoid V1 which hit V1's back left side. V1 details only partially taken.						Veh1, car, S -> E Veh2, car, S -> E			Casualties 1 Vehicles 2	
17	Road No A227 Grid 564137E Section 001 Ref 171245N	SERIOUS	30/05/2021	1	19:32	L	Dry	Fine		+VE	
	A227, WROTHAM RD RNDDBT J/W A2 WROTHAM RD, GRAVESEND									Gravesham	
	V1 was travelling down the slip rd from the A2 towards Gravesend/Istead Rise. At the roundabout at the end (tollgate), V1 has entered the roundabout and collided with the passenger side of V2. V3 has then been hit at front nearside but it is unknown how, believed V2 may have spun slightly and hit V3 or V3 may have hit back of V1 as V1 has damage to rear offside.						Veh1, car, SE -> W Veh2, car, E -> W Veh3, car, E -> W			Casualties 3 Vehicles 3	

Key Involved

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

Street Lighting

L Daylight

STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

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R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

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13-May-2026
15:29:47

A2 & A227, Gravesend
Accident Date BETWEEN '01-Jan-2021' AND '31-Dec-2025'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
18	Road No A227 Grid 564139E Section 001 Ref 171295N	SLIGHT	17/09/2021	6	17:35	L	Dry	Fine			
	A227 WROTHAM RD RNDDBT J/W A227 WROTHAM RD, GRAVESEND (REMAPPED WAS 564189,171266)									Gravesham	
	OLR: V2 had left the junction of the roundabout in the left hand lane to take the first exit onto the A2 coastbound when V1 hit the rear of V2. V2 immediately put on their hazard lights and got out of their car, the occupants of the other vehicle were still in theirs but then got out. D1 tried to blame D2 for the collision but V1 passenger said it was their fault and they would pay for the damage to V2. D2 said they would rather go through the insurers and D1 suggested that we should move over so not to obstruct traffic to exchange details. V2 driver agreed and got into their car to move but V1 then sped off.						Veh1, car, N -> S Veh2, car, N -> SE			Casualties 1 Vehicles 2	
19	Road No A227 Grid 564146E Section 001 Ref 171283N	SLIGHT	29/11/2024	6	04:15	DRK STU	Dry	Fine			
	A227 WROTHAM RD RNDDBT J/W A2 TOLLGATE SLIP EASTBOUND ON, GRAVESEND									Gravesham	
	OLR: V2 moving off into rndbt when it was struck from behind by V1, which failed to stop.						Veh1, car, NW -> SE Veh2, car, NW -> SE			Casualties 2 Vehicles 2	
20	Road No A227 Grid 564153E Section 001 Ref 171128N	SLIGHT	02/06/2023	6	02:32	DRK STL	Dry	Fine			
	A227, WROTHAM RD RNDDBT J/W A227 WROTHAM RD, GRAVESEND									Gravesham	
	V2 has been driving to work from Wrotham Rd and entered the rndbt. V1 has been coming from a party from the A227 junction, intended to go straight on but instead has turned right and entered the rndbt, travelling in the wrong direction. V1 has not stopped as they deemed it unsafe, however has then had a head on collision with V2. Neither party insured.						Veh1, car, S -> N Veh2, car, N -> S			Casualties 1 Vehicles 2	

Key

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

Street Lighting
 L Daylight
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A2 & A227, Gravesend
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No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
21	Road No A227 Grid 564154E Section 001 Ref 171105N	SLIGHT	22/07/2023	7	20:30	L	Wet/Damp	Rain		S.VEH	GV
	A227 WROTHAM RD RND BT J/W A2 WROTHAM RD SLIP, GRAVESEND								Gravesham		
	V1 HAS BEEN TRAVELLING AT SPEED ALONG THE A2 WATLING ST AND HAS TRAVELLED ONTO THE SLIP ROAD TOWARDS WROTHAM RD AND HAS NOT BRAKED AND HIT THE ROUNDABOUT, LIFTING OFF THE GROUND AND THEN BARREL ROLLING OVER A CRASH BARRIER. D1 MADE COMMENTS THAT THE BRAKES WERE NOT WORKING.						Veh1, goods < 3.5t, SE -> NW			Casualties 1 Vehicles 1	
22	Road No A2 Grid 564167E Section 001 Ref 171104N	SLIGHT	24/09/2021	6	17:30	L	Dry	Fine			
	A2, WROTHAM RD J/W A227 WROTHAM RD, NORTHFLEET								Gravesham		
	OLR: D2 was in the left hand lane of the A2 to A227 slip rd, looking to join the roundabout and turn left on Wrotham Rd towards Meopham. D2 had attempted to join the roundabout but the traffic approaching from the right was speeding so D2 held position but V1 behind did not and drove into V2 rear. D1 was abusive and refused to give details. NO DOB FOR D1.						Veh1, car, SE -> SW Veh2, car, E -> SW			Casualties 2 Vehicles 2	
23	Road No A2 Grid 564169E Section 073 Ref 171237N	SERIOUS	09/07/2024	3	14:50	L	Wet/Damp	Rain			M/C
	A2 WROTHAM RD, TOLLGATE SLIP EASTBOUND ON, GRAVESEND, (MAPPED TO GRID REFS)								Gravesham		
	OLR: V1/motorcycle, towing V2, another motorcycle. Appears that tow rope broke and V2 fell causing injury to pillion passenger, C1. No details of either V1, V2 or any party known.						Veh1, m/cycle 50 - 125cc, NW -> SE Veh2, m/cycle unknown cc, NW -> SE			Casualties 1 Vehicles 2	

Key Involved

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

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A2 & A227, Gravesend
Accident Date BETWEEN '01-Jan-2021' AND '31-Dec-2025'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
24	Road No A2 Section 001 Grid 564242E Ref 171133N	SLIGHT	06/01/2021	4	03:56	DRK STL	Wet/Damp	Rain		S.VEH	
	A2, TRUNK RD, A C/WAY, GRAVESEND, (MAPPED TO COORDS).									Gravesham	
	V1 TRAVELLING COASTBOUND ON THE A2 AT COBHAM. DRIVER LOST CONTROL AFTER AQUAPLANNING, DUE TO THE HEAVY RAIN AND FLOODED ROAD. V1 COLLIDED WITH THE CENTRAL CRASH BARRIER.						Veh1, car, NW -> SE			Casualties 1 Vehicles 1	
25	Road No A2 Section 001 Grid 564294E Ref 171061N	SLIGHT	18/11/2025	3	17:45	DRK STL	Dry	Fine			
	A2 WROTHAM RD, TOLLGATE SLIP WESTBOUND OFF, NORTHFLEET									Gravesham	
	OLR: V2 was travelling on the slip road leaving the A2 at the Gravesend central exit when traffic ahead slowed and activated hazard lights; V2 did the same and came to a stop. Moments later, D2 saw V1 approaching at speed—approx 40–50 mph—in the rear-view mirror before V1 collided with the back of V2. D1 stated in front of a witness that had been looking down at a nut inside veh and had no time to stop but D2 suspects possible mobile phone use. The occupants of V2 were later taken to hospital.						Veh1, car, SE -> NW Veh2, car, SE -> NW			Casualties 2 Vehicles 2	
26	Road No A2 Section 001 Grid 564352E Ref 171035N	SLIGHT	24/12/2023	1	11:46	L	Dry	Fine		S.VEH	M/C
	A2, WROTHAM RD, TOLLGATE SLIP WESTBOUND OFF, NORTHFLEET.									Gravesham	
	R1 had just purchased the vehicle from an address in Gravesend. R1 was on way home to Luton when throttle to bike became stuck. R1 subsequently lost control and slid down tarmac of slip road for A2 Gravesend.						Veh1, m/cycle > 500cc, SE -> NW			Casualties 1 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

13-May-2026
15:29:47

A2 & A227, Gravesend
Accident Date BETWEEN '01-Jan-2021' AND '31-Dec-2025'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
27	Road No A2 Section 001 Grid 564427E Ref 171003N	SERIOUS	18/12/2024	4	17:30	DRK STL	Dry	Fine		+VE	GV
	A2, WATLING ST, B C/WAY, TOLLGATE SLIP WESTBOUND OFF, NORTHFLEET									Gravesham	
	V1 has been travelling on A2 B c/way and has come off at the exit for the A227. Other vehs have been queuing on the slip road. V1 has collided with the rear of V2, which has collided with the rear of V3. V3 has collided with the rear of V4. D1 has failed roadside breath test and has been arrested for drink driving.						Veh1, goods < 3.5t, SE -> NW Veh2, car, SE -> NW Veh3, car, SE -> NW Veh4, car, SE -> NW			Casualties 2 Vehicles 4	
28	Road No A2 Section 001 Grid 564432E Ref 171001N	SLIGHT	04/06/2025	4	16:30	L	Dry	Fine			GV
	A2 WROTHAM RD TOLLGATE SLIP WESTBOUND OFF, NORTHFLEET (MAPPED TO GRID REF)									Gravesham	
	V1 collided with rear of V2 when unable to stop for queueing traffic ahead on slip road.						Veh1, car, SE -> NW Veh2, goods < 3.5t, SE -> NW			Casualties 2 Vehicles 2	
29	Road No A2 Section 001 Grid 564509E Ref 170969N	SLIGHT	18/05/2021	3	10:04	L	Dry	Fine			GV M/C
	A2 TRUNK RD J/W A2 WROTHAM RD, GRAVESEND (MAPPED TO COORDS)									Gravesham	
	V1 and V2 were travelling northwest on the A2 when they both entered the slip road. As V1 changed lane onto the slip road it side swiped V2 causing R2 to fall to the ground.						Veh1, goods < 3.5t, SE -> NW Veh2, m/cycle 125 - 500cc, SE -> NW			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

D-PRINT CRASH REPORT

13-May-2026
15:29:47

A2 & A227, Gravesend
Accident Date BETWEEN '01-Jan-2021' AND '31-Dec-2025'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
30	Road No A2 Section 001 Grid 564629E Ref 170917N	SERIOUS	04/05/2024	7	12:28	L	Dry	Fine			
	A2 B C/WAY, GRAVESEND (MAPPED TO GRID REF)								Gravesham		
	V2 had to emergency stop to avoid collision with an unknown vehicle, V1 then hit the rear of V2.						Veh1, car, SE -> NW Veh2, car, SE -> NW			Casualties Vehicles	4 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 F HIGHWAY BOUNDARY EXTENT



**APPENDIX G KCC CONFIRMATION OF JUNCTION
ASSESSMENTS**

Matt Johnson

From: Angela.Coull@kent.gov.uk
Sent: 02 March 2026 12:35
To: Gerard McKinney HTP Mailbox; Yingnan.Zhao@jacobs.com
Cc: jessica.denny@jacobs.com; rhys.tupper@richborough.co.uk; Amelia.Gray@jacobs.com; Matt Johnson HTP Mailbox; transport.modelling@kent.gov.uk
Subject: RE: Developer Test - Land East of Wrotham Road & Land South of Longfield Road

Hello Gerard

Thank you for your patience.

I have no objections to the junctions set out below.

Yes, there is a partial signal scheme for the A2 junction WB off-slip and minor changes to the layout, that have not yet been implemented. I believe these were related to the Land at Coldharbour Road application. Please contact NH who are best placed to give you an update on this scheme. I will need @Zhao, Yingnan to confirm whether this is in the model.

Many thanks

Angela Coull (she/her) | Principal Transport and Development Officer – West Kent | Highways, Transportation & Waste | Kent County Council | Ashford Highway Depot, Henwood Industrial Estate, Javelin Way, Ashford, TN24 8AD | 03000 415733 | www.kent.gov.uk/highways

Please note my working hours are Mon – Fri 0800 - 1430

From: Gerard Mckinney <Gerard@hubtransportplanning.co.uk>
Sent: 27 February 2026 16:27
To: Zhao, Yingnan <Yingnan.Zhao@jacobs.com>
Cc: Denny, Jessica <jessica.denny@jacobs.com>; rhys.tupper@richborough.co.uk; Gray, Amelia <Amelia.Gray@jacobs.com>; Angela Coull - GT TRA <Angela.Coull@kent.gov.uk>; Matthew Johnson <Matt@hubtransportplanning.co.uk>; Transport Modelling - GT <transport.modelling@kent.gov.uk>
Subject: RE: Developer Test - Land East of Wrotham Road & Land South of Longfield Road

Hi Yingnan

Yes, it will be great to get the AADT data in advance of the turning count data.

Angela...it would be great if you could confirm the extent of junction turning counts required that we have suggested, so that Yingnan can get those to us as soon as he can. That will allow us to complete the TAs.

Thanks

Gerard McKinney
Director

DD. 0121 661 4871 **M.** 07792 970489 **W.** www.hubtransportplanning.co.uk



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From: Zhao, Yingnan <Yingnan.Zhao@jacobs.com>

Sent: 27 February 2026 15:38

To: Gerard Mckinney <Gerard@hubtransportplanning.co.uk>

Cc: Denny, Jessica <Jessica.Denny@jacobs.com>; rhys.tupper@richborough.co.uk; Gray, Amelia <Amelia.Gray@jacobs.com>; Angela Coull - GT HTW <Angela.Coull@kent.gov.uk>; Matthew Johnson <Matt@hubtransportplanning.co.uk>; transport.modelling@kent.gov.uk

Subject: Re: Developer Test - Land East of Wrotham Road & Land South of Longfield Road

Hi Gerard,

We have completed all the scenarios.

Once the list of junctions is confirmed, we will proceed with extracting the turning flows for those locations. The AADT data and turning flows will be shared with you as soon as the outputs are available. In the meantime, I am happy to produce the AADT data while we await the finalised junction list.

- Scenario 8: 2032 RG + Land East of Wrotham Road (350 dwellings) + Land South of Longfield Road (120 dwellings)

Outputs:

Further to the completion of the development scenarios, the following outputs will be produced for both the AM and PM peaks of all Base (2019) and forecast (2032 & 2042) scenarios:

1. Actual and Demand Turning Flow (including HGV proportions) at up to 25 junctions.
"It should be noted that the strategic model is strategic in nature, and whilst the model meets validation criteria, it does not mean that the junction turning movements from any links/junctions in the model coverage can simply be extracted from the model and expected to match the turning count data. If the developer/their consultant is intending to undertake local junction modelling, it is therefore recommended that Jacobs provide junction turning flows for 2019 Base Model, Forecast Baseline and



Countywide Strategic Modelling Contract 2021

Task Order



Forecast Baseline with development and the different between these flows (e.g the impact) is applied to the observed flows for the purposes of future local junction modelling assessments."

2. AADT Link flow information in GIS and excel format for a defined study area (as discussed with the client) for the 2019 Base Year scenario and the 4 Reference Case forecast year scenarios and 4 Local Plan year scenarios.

Kind Regards

Yingnan

Yingnan Zhao, MSc MCIHT | [Jacobs](#) | Associate Director of Transport Planning
Tel: +44(0) 0118 9467822 | Yingnan.zhao@jacobs.com
Jacobs, Thames Tower, Station Road, Reading, Berks, RG1 1LX, United Kingdom

From: Gerard McKinney <Gerard@hubtransportplanning.co.uk>

Sent: 27 February 2026 15:13

To: Zhao, Yingnan <Yingnan.Zhao@jacobs.com>

Cc: Denny, Jessica <Jessica.Denny@jacobs.com>; rhys.tupper@richborough.co.uk
<rhys.tupper@richborough.co.uk>; Gray, Amelia <Amelia.Gray@jacobs.com>; Angela Coull - GT HTW
<Angela.Coull@kent.gov.uk>; Matthew Johnson <Matt@hubtransportplanning.co.uk>;
transport.modelling@kent.gov.uk <transport.modelling@kent.gov.uk>

Subject: [EXTERNAL] RE: Developer Test - Land East of Wrotham Road & Land South of Longfield Road

Hi Yingnan

I wonder if you are now in a position to let us know when we could expect to receive the full model outputs.

Thanks
Gerard

Gerard McKinney
Director

DD. 0121 661 4871 **M.** 07792 970489 **W.** www.hubtransportplanning.co.uk



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Hub Transport Planning Ltd is registered in England and Wales (No. 5930870).

From: Matthew Johnson <Matt@hubtransportplanning.co.uk>

Sent: 25 February 2026 16:33

To: transport.modelling@kent.gov.uk; Gerard Mckinney <Gerard@hubtransportplanning.co.uk>

Cc: jessica.denny@jacobs.com; rhys.tupper@richborough.co.uk; Amelia.Gray@jacobs.com; Angela.Coull@kent.gov.uk; Yingnan.Zhao@jacobs.com

Subject: RE: Developer Test - Land East of Wrotham Road & Land South of Longfield Road

Hi Charlotte,

I believe there may have been some misunderstanding.

We are not changing the scope but simply responding to and seeking agreement on which turning counts should be provided, as per the email trail below.

The section filled in by Jacobs within the Task Order indicates we can receive up to 25 junction turning counts however it did not specify which ones, nor was a threshold set to determine which ones to provide.

You'll see that Jacobs have asked us to confirm which turning counts we require, however ultimately this needs to be agreed with Angela at KCC which is what my email below is for (and all prior emails leading to this).

Kind regards,

Matt Johnson

Senior Transport Planner

M. 07720824290 **W.** www.hubtransportplanning.co.uk



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From: transport.modelling@kent.gov.uk <transport.modelling@kent.gov.uk>
Sent: 25 February 2026 14:38
To: Matthew Johnson <Matt@hubtransportplanning.co.uk>; Gerard Mckinney <Gerard@hubtransportplanning.co.uk>
Cc: jessica.denny@jacobs.com; rhys.tupper@richborough.co.uk; Amelia.Gray@jacobs.com; Angela.Coull@kent.gov.uk; Yingnan.Zhao@jacobs.com
Subject: RE: Developer Test - Land East of Wrotham Road & Land South of Longfield Road

Good afternoon, Matthew and Gerard,

As per our NEC3 Contract any changes to scope need to be proposed to KCC via an Employers Instruction Form (attached).

We then send to Jacobs for their response and send the response back to you when all is agreed or rejected.

Once the EI has been agreed a CE will need to be raised.

Many thanks,
Charlotte Johnson

Senior Data Officer| Highways & Transportation | Growth, Environment and Transport | Kent County Council | [Kent Strategic Model service - Kent County Council](#) | www.kent.gov.uk

From: Matthew Johnson <Matt@hubtransportplanning.co.uk>
Sent: 25 February 2026 14:02
To: Angela Coull - GT TRA <Angela.Coull@kent.gov.uk>; Yingnan.Zhao@jacobs.com; Gerard Mckinney <Gerard@hubtransportplanning.co.uk>
Cc: Denny, Jessica <jessica.denny@jacobs.com>; Transport Modelling - GT <transport.modelling@kent.gov.uk>; rhys.tupper@richborough.co.uk; Amelia.Gray@jacobs.com
Subject: RE: Developer Test - Land East of Wrotham Road & Land South of Longfield Road

Afternoon all,

[@Yingnan.Zhao@jacobs.com](mailto:Yingnan.Zhao@jacobs.com) thankyou for sending this through. This is more along the lines of what we expected to see.

[@Angela Coull - GT TRA](#) Following further review, our original list of junctions that we suggested to model remains largely similar, other than a couple of additions. Please see below.

- Junction 1 - Wrotham Road/Site Access
- Junction 2 - Longfield Road/Site Access
- Junction 3 - Wrotham Road/Longfield Road
- Junction 4 - Wrotham Road/Green Lane
- Junction 5 - Wrotham Road/Huntingfield Road
- Junction 6 – Wrotham Road/Lewis Road
- Junction 7 - Wrotham Road/Istead Rise
- Junction 8 – Wrotham Road/Station Road
- Junction 9 - Wrotham Road/A2 (Double Roundabout)
- Junction 10 – Green Lane/Norwood Lane
- Junction 11 - Sole Street/The Street
- Junction 12 -Longfield Road/Huntingfield Road

- Junction 13 – Main Road/Manor Road
- Junction 14 – Main Road/Nurstead Lane

We consider this an extensive study area. Please confirm your agreement to this scope.

In terms of the A2/Wrotham Road junction, our understanding is that there may be a future scheme planned for this junction. Is that correct? What is the status and funding of that proposal? Please confirm whether it is included in the model? If truly committed, we would envisage that we need to use this as part of our junction modelling work for the future scenarios (depending on when it is to be implemented). Could you please provide any design work available for the proposal.

Kind regards,

Matt Johnson
Senior Transport Planner
M. 07720824290 **W.** www.hubtransportplanning.co.uk



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From: Angela.Coull@kent.gov.uk <Angela.Coull@kent.gov.uk>
Sent: 13 February 2026 14:13
To: Yingnan.Zhao@jacobs.com; Matthew Johnson <Matt@hubtransportplanning.co.uk>; Gerard Mckinney <Gerard@hubtransportplanning.co.uk>
Cc: jessica.denny@jacobs.com; transport.modelling@kent.gov.uk; rhys.tupper@richborough.co.uk; Amelia.Gray@jacobs.com
Subject: RE: Developer Test - Land East of Wrotham Road & Land South of Longfield Road

Hi Matt

Following Yingnan's email, please let me know your revised list of junctions to model.

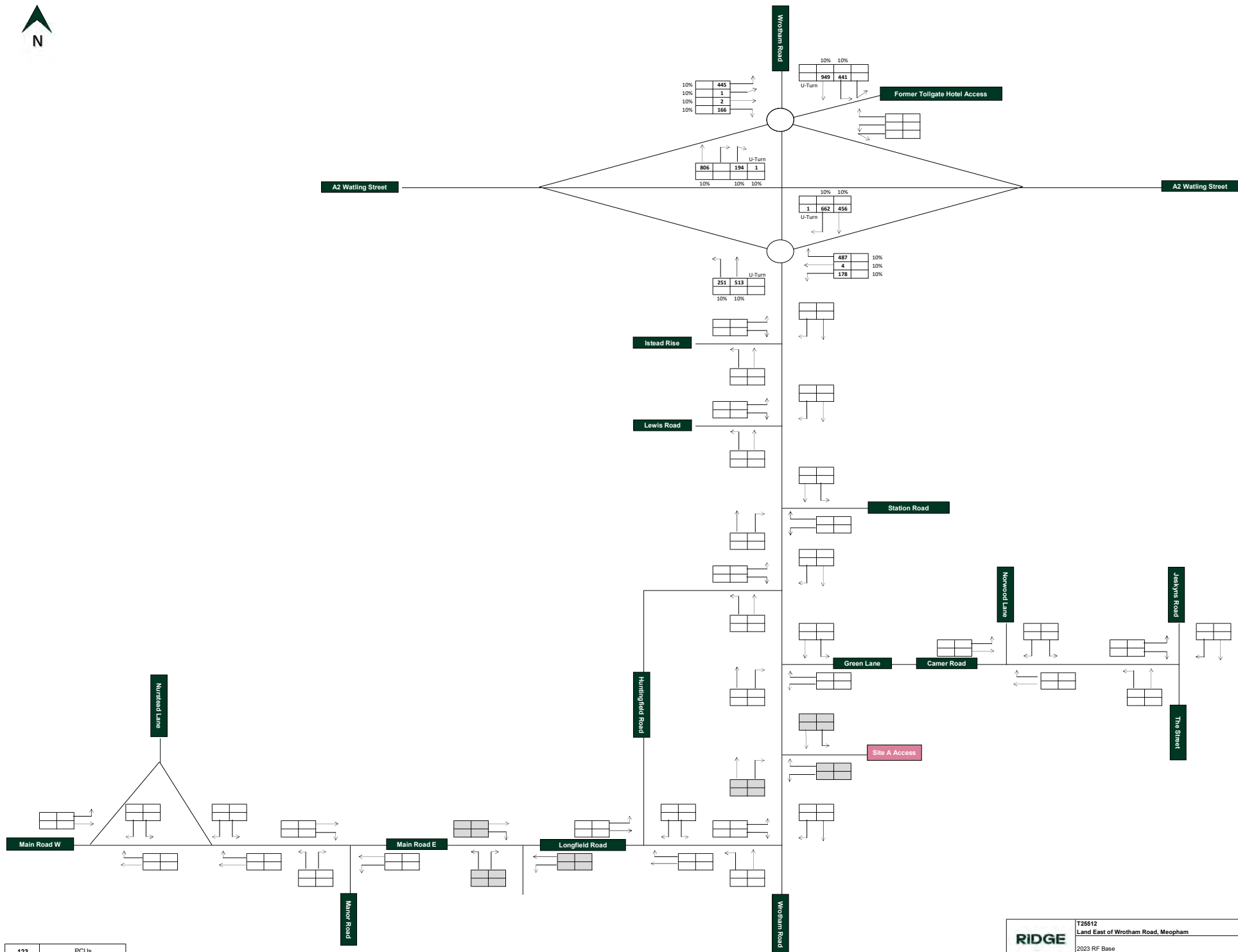
Regards

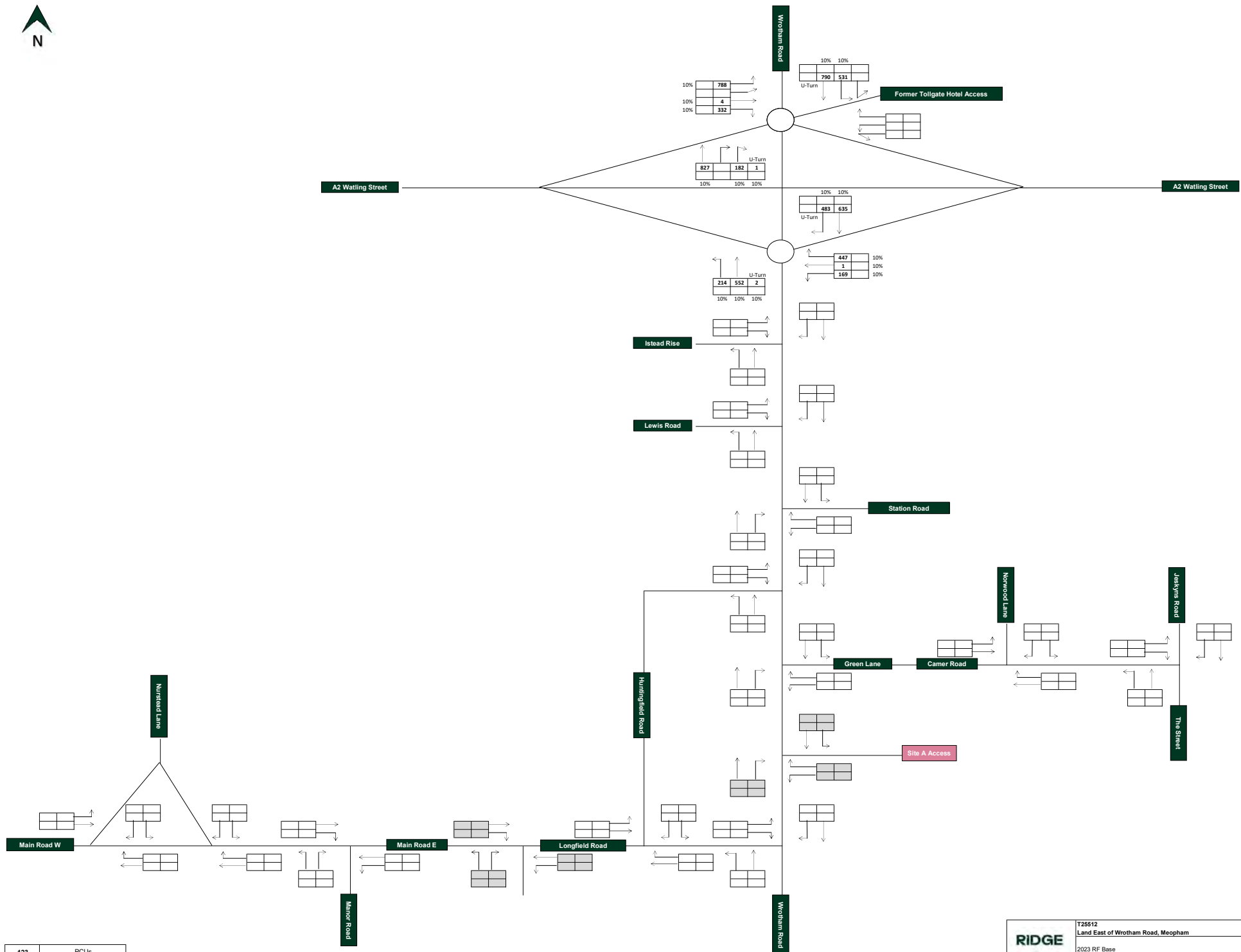
Angela Coull (she/her) | Principal Transport and Development Officer – West Kent | Highways, Transportation & Waste | Kent County Council | Ashford Highway Depot, Henwood Industrial Estate, Javelin Way, Ashford, TN24 8AD | 03000 415733 www.kent.gov.uk/highways

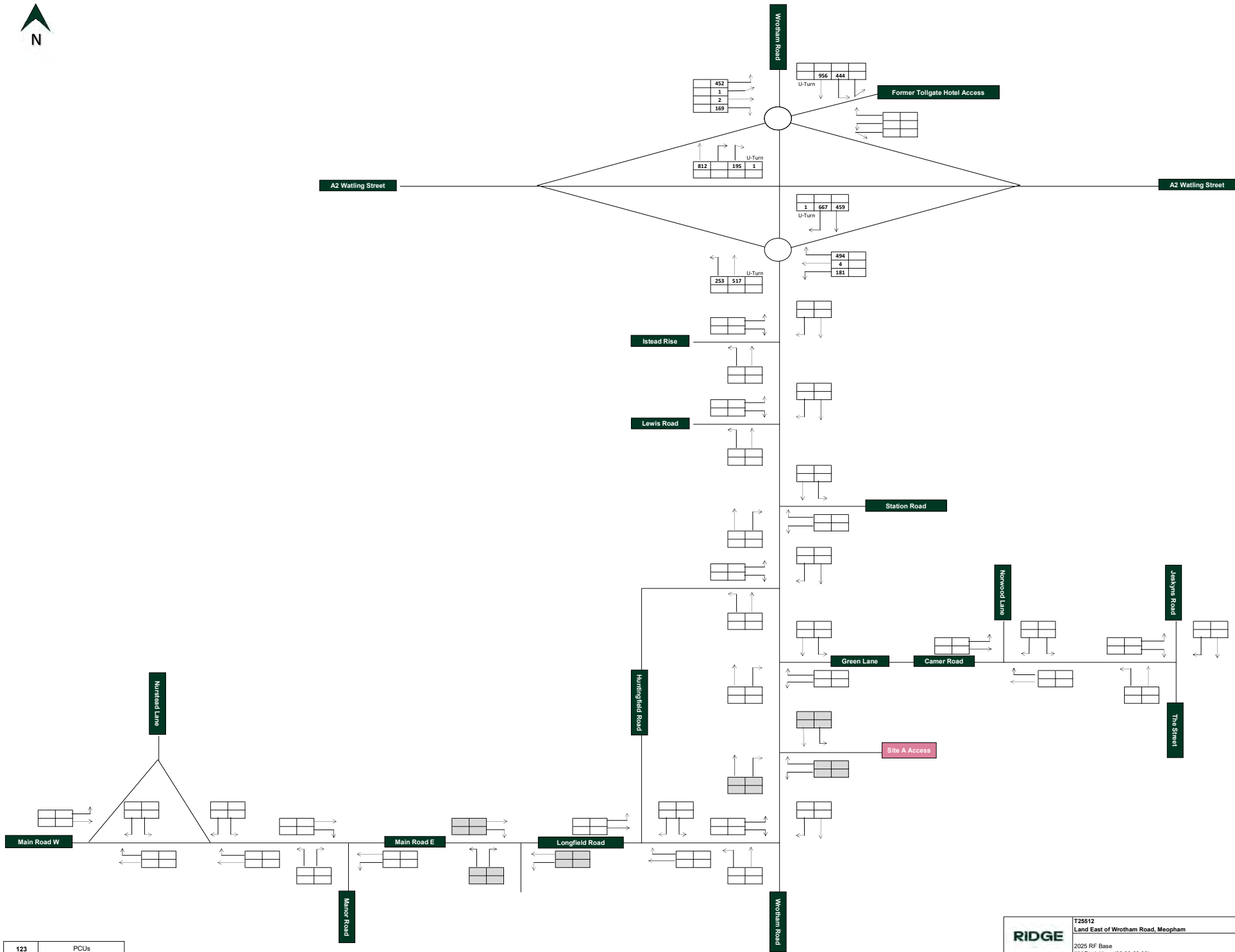
Please note my working hours are Mon – Fri 0800 - 1430

From: Zhao, Yingnan <Yingnan.Zhao@jacobs.com>
Sent: 13 February 2026 13:59
To: Matthew Johnson <Matt@hubtransportplanning.co.uk>; Angela Coull - GT TRA

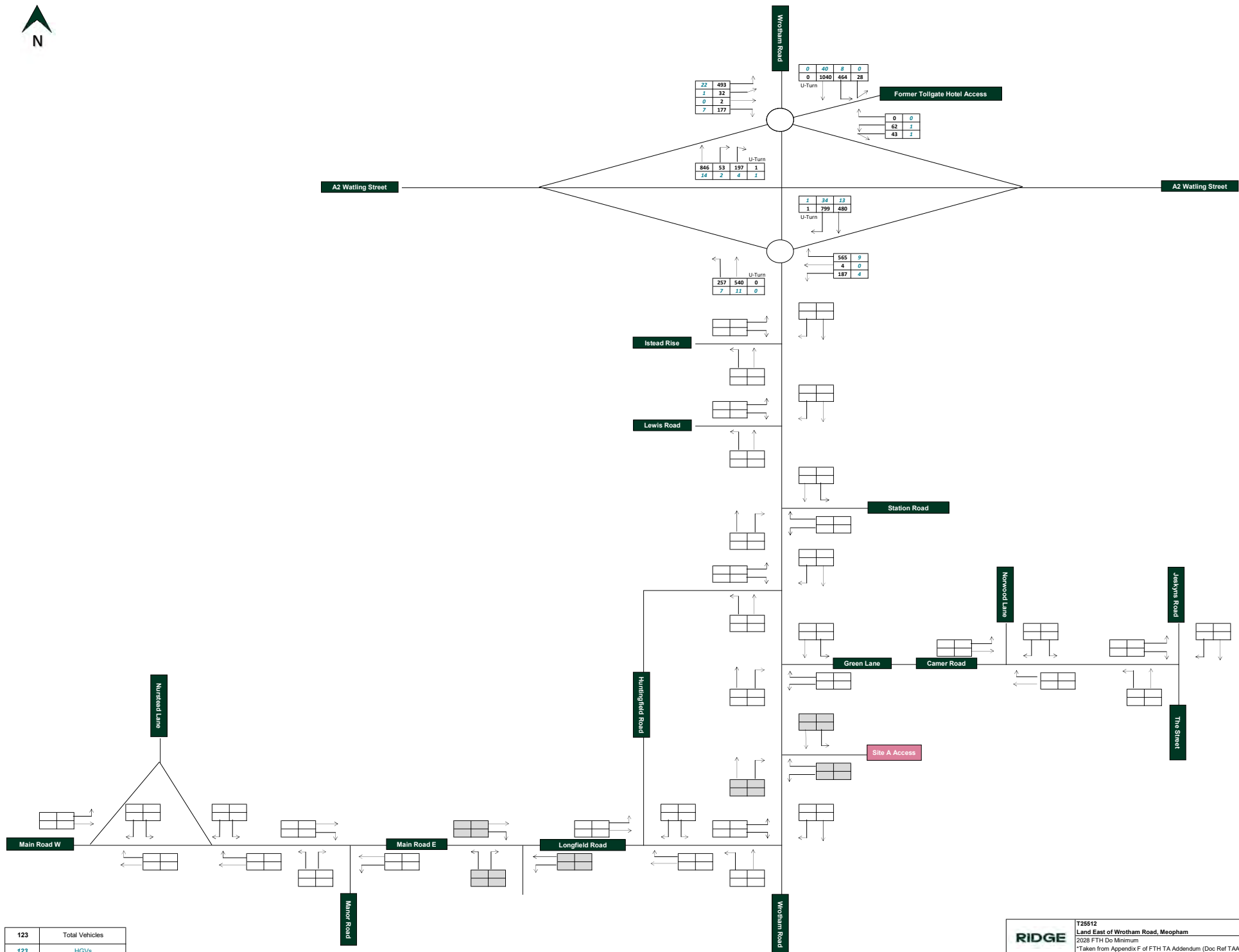
**APPENDIX H NETWORK FLOW DIAGRAM – 2028 FTH DO
MINIMUM ASSESSMENT**





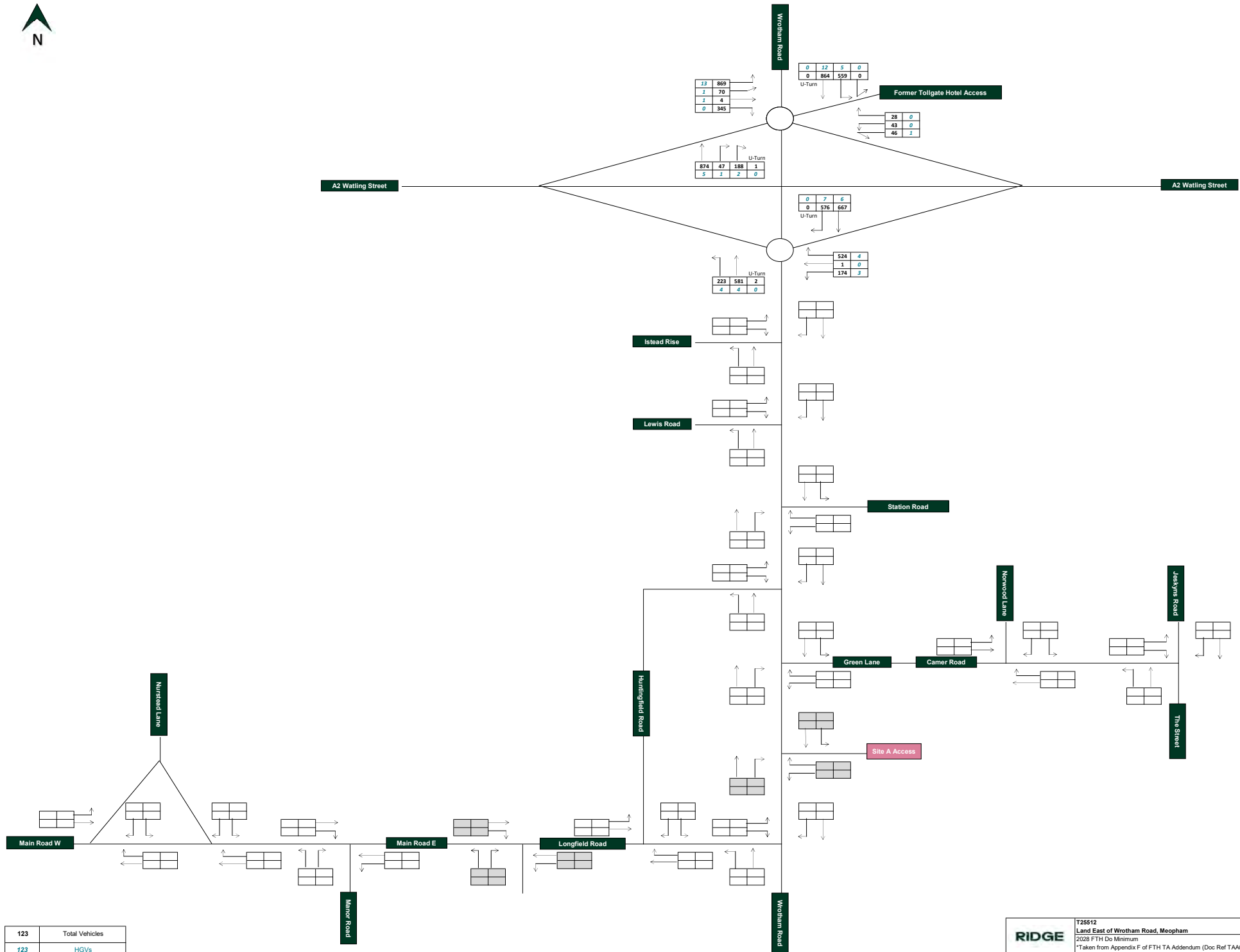






123	Total Vehicles
123	HGVs

RIDGE	T25512
	Land East of Wrotham Road, Meopham
	2025 FTH Do Minimum
	*Taken from Appendix F of FTH TA Addendum (Doc Ref TAA01)
AM Peak Hour (08:00-09:00)	



123	Total Vehicles
123	HGVs

RIDGE	T25512
	Land East of Wrotham Road, Meopham
	2028 FTH Do Minimum
	*Taken from Appendix F of FTH TA Addendum (Doc Ref TAA01)

PM Peak Hour (17:00-18:00)

