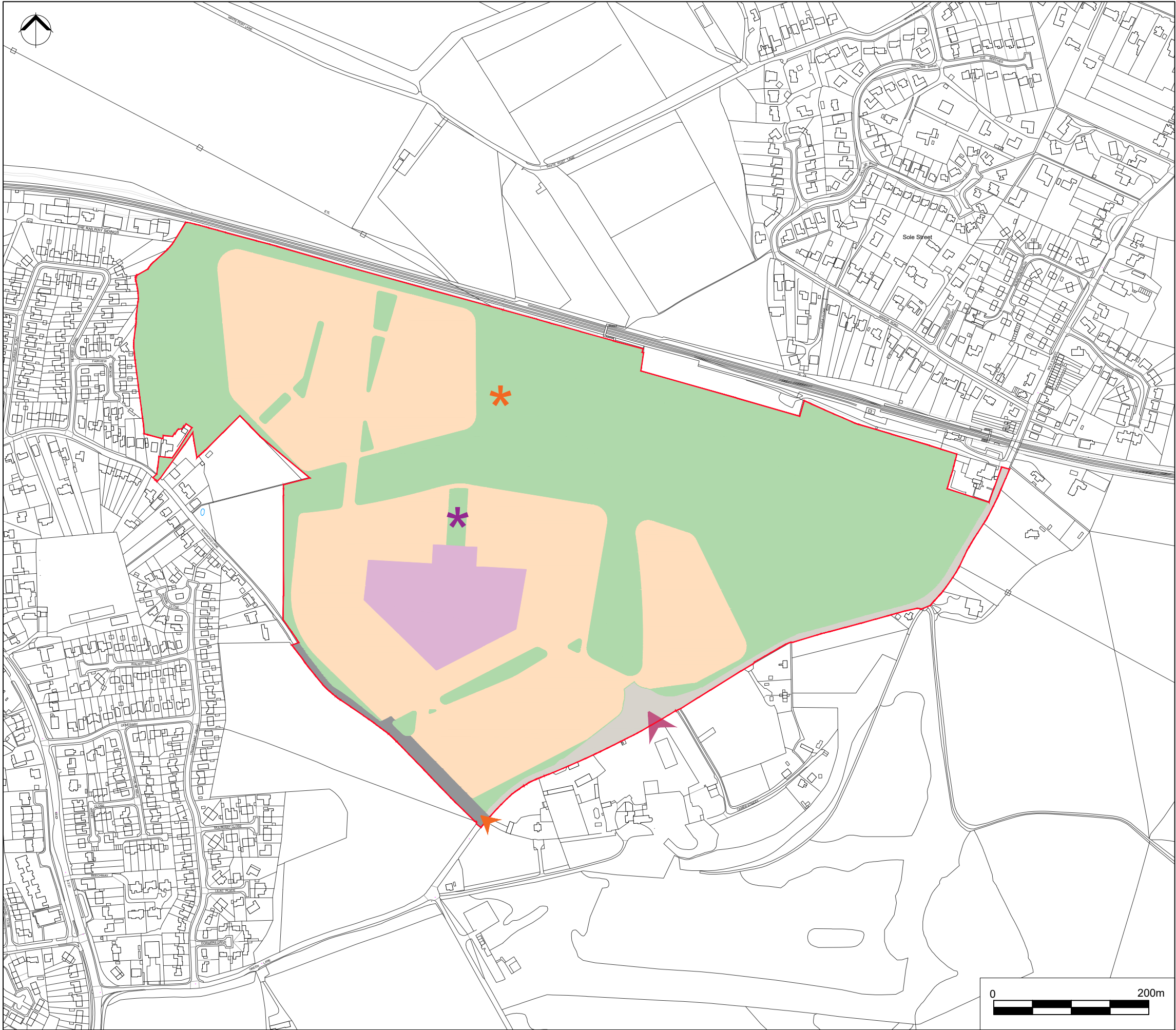




Appendix A

Proposed Masterplan and Movement Plan



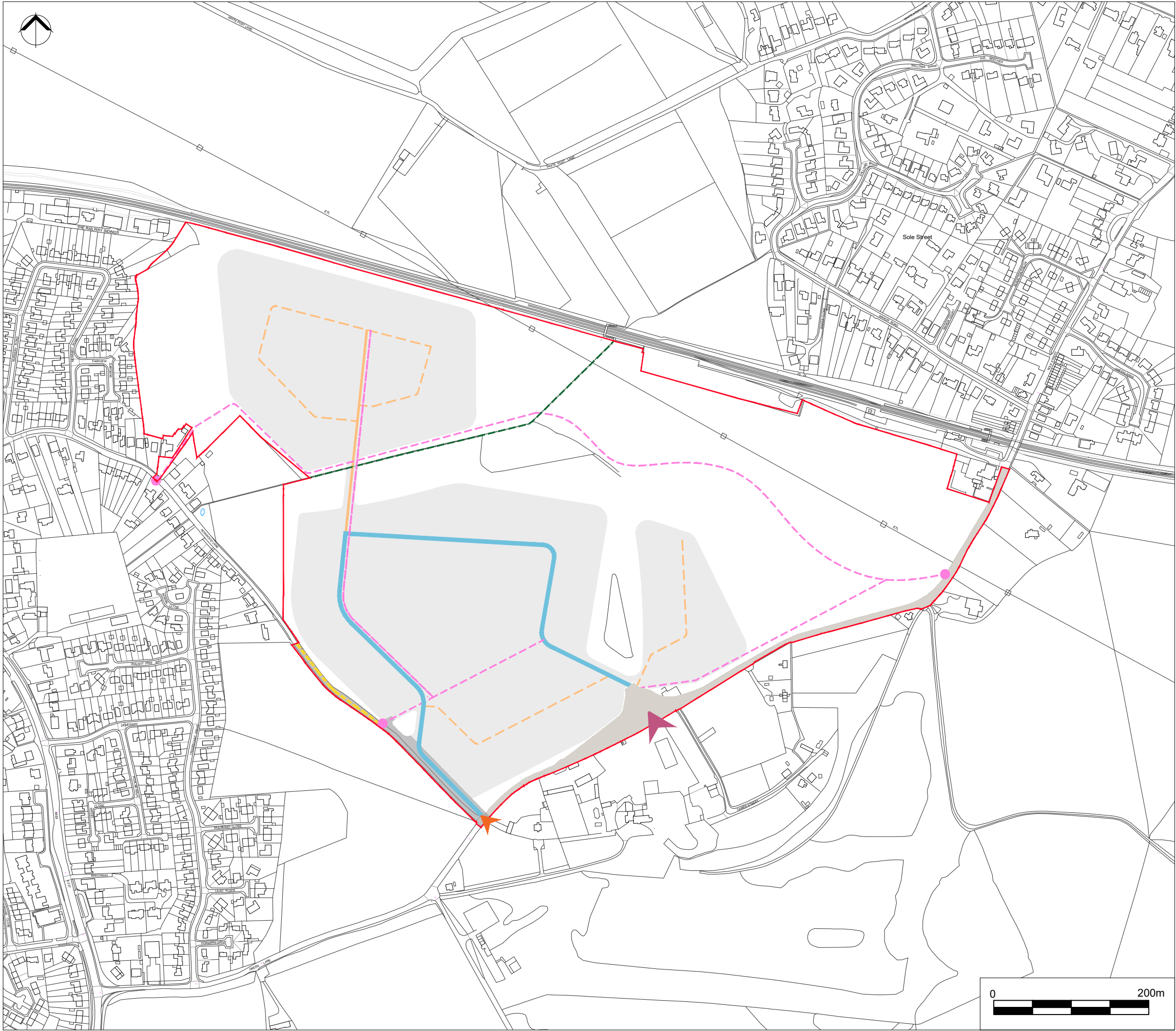
-  Planning Application Boundary - 44.32 ha
-  Residential parcels - up to 18.12 ha (725 homes at 40 dph)
-  Public Open Space to include areas of hard and soft landscape features, planting and Sustainable Drainage Systems
-  2FE Primary School site - 2.20 ha
-  General location of Local Centre including maximum 500 sqm of Class E uses
-  General location of Sports Pitches including a Club House with changing facilities, kitchen and rooms for community uses. Maximum 750 sqm.
-  Zone for improvements to Norwood Lane including a bus only / emergency access and an active travel route
-  Zone for improvements to Camer Road, including new access, visibility splays and a new pedestrian crossing point
-  Primary Access Point
-  Bus Only & Emergency Access Point

ICENI PROJECTS LIMITED
DA VINCI HOUSE
44 SAFFRON HILL
LONDON
EC1N 8FH

T 020 3640 8508
mail@iceniprojects.com

CLIENT			McManus Family		
PROJECT			Land between Meopham and Sole Street		
TITLE			Land Use Parameter Plan		
DRAWN BY		CHECKED BY			
MA		MP			
SCALE @ A3		DATE			
1:5000		22.09.2025			
PROJECT NO.		DRAWING NO.		REV.	
1000487		DL01		B	

iceni Projects accept no responsibility for any unauthorised amendments to this drawing. Only figured dimensions are to be worked to.



- Planning Application Boundary - 44.32 ha
- Development Area
- Zone for improvements to Norwood Lane including a bus only / emergency access and an active travel route
- Zone for improvements to Camer Road, including new access, visibility splay and a new pedestrian crossing point
- Primary Access Point
- Bus Only & Emergency Access Point
- Primary Loop Street to include bus route and active travel corridor - carriageway width up to 6.75m.
- Primary Street - carriageway width 5.5m
- Indicative Secondary Street - carriageway width 5.5m
- Indicative Active Travel routes, in line with LTN 1/20
- Active Travel access points
- Retained Existing Public Right of Way
- Closure of Norwood Lane for general traffic and implementation of new active travel route

- Notes:**
- Streets to include SuDS and tree planting.
 - Ensure active travel crossings are compliant to LTN1/20.
 - Limits of deviation +/- 5 metres either side on all movement routes shown on the plan.

ICENI PROJECTS LIMITED
DA VINCI HOUSE
44 SAFFRON HILL
LONDON
EC1N 8FH

T 020 3640 8508
mail@iceniprojects.com

CLIENT
McManus Family

PROJECT
Land between Meopham and Sole Street

TITLE
Movement and Access Parameter Plan

DRAWN BY	MA	CHECKED BY	MP
SCALE @ A3	1:5000	DATE	22.09.2025
PROJECT NO.	I000487	DRAWING NO.	DL02
		REV.	B

ICeni Projects accept no responsibility for any unauthorised amendments to this drawing. Only figured dimensions are to be worked to.



Appendix B

ATE Assessment Toolkit

The Assessment Report table will be populated upon entering text in columns D, E and F in the 'User input' sheet.

Please enter all relevant information in rows 4 to 12 below to complete your assessment.



Active
Travel
England

Active Travel England Planning Application Assessment Toolkit Appraiser Report

Site address	Land North of Camer Road, Meopham
Summary of proposal	"Outline planning application for up to 730 dwellings (Use Class C3), a new two-form entry primary school (Use Class F1), the provision of Public Open Space including sport and recreation facilities, alongside associated access, landscaping, parking, and infrastructure; with all matters reserved except for access."
ATE reference	
Local authority reference	
Local planning authority	Gravesham
Local highway authority	Kent
Completed by	Sarah Burbury
Date (DD/MM/YY)	05 February 2026
Application type	Outline planning permission
Model version	2.0

Assessment Report			
Criterion	Rating	Appraiser Comments	Relevant Policy & Guidance
1. Trip generation and assignment	Pass	A range of source data has been utilised including TRICS, Census, ONS Opinions and Lifestyle Survey and the DfT National Travel Survey. Commuting, education and leisure trips are considered. Trip generation assesses all modes throughout the AM peak, PM peak and daily considering the mode shift potential of the site. This assessment is included at Chapter 5 of the TA.	National Planning Policy Framework: 108, 114, 117; Planning Policy Guidance: Travel Plans, Transport Assessments and Statements; LTN 1/20: 14.3.6; ; Gravehsam Local Plan Core Strategy: CS11; Gravesham Local Plan First Review T1
2. Active travel route audit	Pass	A Walking and Cycling Audit has been undertaken and is appended to the TA, considering people walking, wheeling and cycling of all abilities. Maps, photographs and comments have been used to assess the key routes against the relevant criteria to inform potential improvements.	National Planning Policy Framework: 8, 74, 87, 96, 97, 108, 112, 114, 116; National Design Guide: 81, 82, 83, 119; National Model Design Code: 59i-ii, 64iv-vi (Part 1); M.1.ii, M.2, U.3 (Part 2); Planning Practice Guidance: Travel Plans, Transport Assessments and Statements; Active Design (Sport England): Principles 2, 3; Designing for Walking (CIHT); Inclusive Mobility; LTN 1/20; PAS 6463; ; KCC LTP5; Gravesham LCWIP

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Active
Travel
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Site address	Land North of Camer Road, Meopham		
Summary of proposal	"Outline planning application for up to 730 dwellings (Use Class C3), a new two-form entry primary school (Use Class F1), the provision of Public Open Space including sport and recreation facilities, alongside associated access, landscaping, parking, and infrastructure; with all matters reserved except for access."		
ATE reference			
Local authority reference			
Local planning authority	Gravesham		
Local highway authority	Kent		
3. Pedestrian access to local amenities	Pass	Distances to amenities are based on real-life walking / cycling distance as set out in Section 2.4 of the TA. The type and quality of route is assessed in the Walking and Cycling Audit. The proposed development will contribute to an improvement in local routes including 2m wide footways.	National Planning Policy Framework: 8, 74, 87, 96, 97, 108, 112, 114, 116; National Design Guide: 82, 83, 119; National Model Design Code: 59ii, 64iv-vi (Part 1); M.2, U.3 (Part 2); Active Design (Sport England): Principles 2, 3; Designing for Walking (CIHT); Inclusive Mobility; Manual for Streets: 4.4; PAS 6463; ; KCC LTP5; Gravesham LCWIP
4. Cycling accessibility	Pass	Information on the accessibility of the site by bicycle is assessed appropriately in Section 2.3 of the TA and the Walking and Cycling Audit. This shows a range of amenities, including Meopham Rail Station, are located within a cyclable distance of the site. The proposed development will contribute to an improvement in local routes with cycle facilities within the site provided in line with LTN 1/20.	National Planning Policy Framework: 8, 74, 87, 96, 97, 108, 112, 114, 116; National Design Guide: 82, 83, 119; National Model Design Code: 59ii, 64iv-vi (Part 1); M.2, U.3 (Part 2); Active Design (Sport England): Principles 2, 3; Inclusive Mobility; LTN 1/20; PAS 6463; ; KCC LTP5; Gravesham LCWIP
5. Access to public transport	Pass	The existing public transport services are summarised in Sections 2.6 and 2.7 of the TA. As set out in Chapter 4 of the TA, the proposed development will provide a new bus route through the site, with a bus stop located in the centre of the site to ensure all residential dwellings are within approximately 400m of the service. Improvements will also be made to the existing bus stop on Camer Road as well as to the pedestrian / cycle routes to Meopham and Sole Street Stations.	National Planning Policy Framework: 8, 74, 85, 87, 108, 116; National Design Guide: 81; National Model Design Code: 59i-ii (Part 1); M.1.ii, M.2 (Part 2); Active Design (Sport England): Principles 2, 3; Buses in Urban Developments (CIHT): A.4.1-A.4.5, B.2.3, B.7.2; Inclusive Mobility: Chapter 9; LTN 1/24; ; KCC LTP5

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Site address	Land North of Camer Road, Meopham		
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ATE reference			
Local authority reference			
Local planning authority	Gravesham		
Local highway authority	Kent		
6. Off-site transport infrastructure	Pass	As set out in Chapter 4 of the TA, the proposed development will provide a new bus route through the site, an active travel connection east towards Sole Street Station, a pedestrian crossing point to increase ease of access to Sole Street Station, a non-motorised user link on Norwood Lane which will be closed to vehicle traffic, a route to the north-west to connect to Norwood Lane as well as footpaths throughout the site. Cycle facilities within the site will be designed to LTN 1/20 as well as a mobility hub in the centre of the site.	National Planning Policy Framework: 108, 112, 114, 116; National Model Design Code: 59i-ii, 64iv-vi (Part 1); M.1.ii, M.2, U.3 (Part 2); Planning Practice Guidance: Planning Obligations; LTN 1/20: 14.3.12; ; KCC LTP5; Gravesham LCWIP
7. Site permeability	Pass	All active travel routes will be direct, well connected, well lit, attractive and overlooked. Cycle facilities will be designed in line with LTN 1/20, including segregated cycle routes and 2m wide footways. Routes connecting to the proposed residential dwellings and primary school will prioritise pedestrians and cyclists, with footways allowing easy end-of-trip routing to homes.	National Planning Policy Framework: 96, 108, 114, 116; National Design Guide: 82, 83, 119; National Model Design Code: Figure 11, 59i-ii (Part 1); M.1.i, M.1.iii, M.2 (Part 2); Active Design (Sport England): Principles 2, 3; Designing for Walking (CIHT); Inclusive Mobility; LTN 1/20; Manual for Streets: 4.2, 6.3, 6.4; Manual for Streets 2: 9.3, 9.4; PAS 6463; ; KCC LTP5; Gravesham LCWIP
8. Placemaking	Pass	The routes within the site will be designed in accordance with the Kent Design Guide and the Design for Gravesham Design Code, and will prioritise placemaking, walking and cycling. The provision of a primary school and commercial uses support the 15-minute neighbourhood principle.	National Planning Policy Framework: 8, 74, 87, 96, 97, 99, 108, 114, 116, 135, 136; National Design Guide; National Model Design Code: 51i, 59iii, 62i, 63, 64i-ii (Part 1); N.1.iii, M.3.i, I.1, P.1-3, U.1 (Part 2); Active Design (Sport England): Principles 4, 5, 6; Designing for Walking (CIHT); Inclusive Mobility; LTN 1/20; LTN 1/24: 4.6; Manual for Streets: 2.2.5, 5.7, 6.3, 6.4, 7.2.8-7.2.22, 8.3; PAS 6463; ; KCC LTP5; Kent Design Guide; Design for Gravesham Design Code

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ATE reference			
Local authority reference			
Local planning authority	Gravesham		
Local highway authority	Kent		
9. Cycle parking and trip-end facilities	Pass	Cycle parking will be provided in line with Kent SPG 4 and facilities designed in accordance with LTN 1/20. Detailed information on cycle facilities will be secured by condition.	National Planning Policy Framework: 114, 116; National Design Guide: 85; National Model Design Code: 59iv (Part 1); M.3.ii (Part 2); Active Design (Sport England): 7.1, 8.2; Inclusive Mobility: 7.4; LTN 1/20: Chapter 11; Manual for Streets: 8.2; Manual for Streets 2: 2.5.4; PAS 6463: 5.2.3; ; Kent SPG 4; Gravesham Local Plan Core Strategy: para 5.5.39; Gravesham Local Plan First Review: T9, P3.
10. Travel planning	Pass	A Framework Travel Plan in accordance with KCC guidance is submitted setting out mode shift targets which encourage sustainable travel.	National Planning Policy Framework: 114, 117; Planning Practice Guidance: Travel Plans, Transport Assessments and Statements; Active Design (Sport England): 2.4; ; KCC Transport Assessment & Travel Plan Guidance

Appendix C

Walking and Cycling Audit

Land North of Camer Road, Meopham: Walking and Cycling Audit

Ref: 211206-09 – Appendix C

Date: February 2026

Section 1: Introduction

The McManus Family ('the applicant') has appointed The Transportation Consultancy Ltd ('ttc') to support an outline planning application for a new residential-led mixed-use development at Land North of Camer Road, Meopham ('the site'). Gravesham Borough Council (GBC) are the local planning authority with Kent County Council (KCC) as the highway authority.

This appendix provides a walking and cycling audit of five key routes that have been identified as being likely to be used by future residents on the site to access a range of services and facilities within Meopham. The audit was undertaken on 13th August 2025.

The site is located to the east of Hook Green / Meopham and to the south-west of Sole Street and is bordered by the Medway railway line to the north, Camer Road to the south-east and Norwood Lane to the south-west. The north-west boundary is marked by the rear gardens of the properties along Nursery Road within the village of Hook Green.

Sole Street Station is located at the north-east corner of the site, with Meopham Station to the north-west of the site as well as Gravesend approximately 4km to the north.

Figure 1.1 overleaf illustrates the site in its local context.

Figure 1.1 Local Site Location



There is a Public Right of Way (PRoW) that bisects the site, connecting the north and south-west boundaries (Footpath NS192).

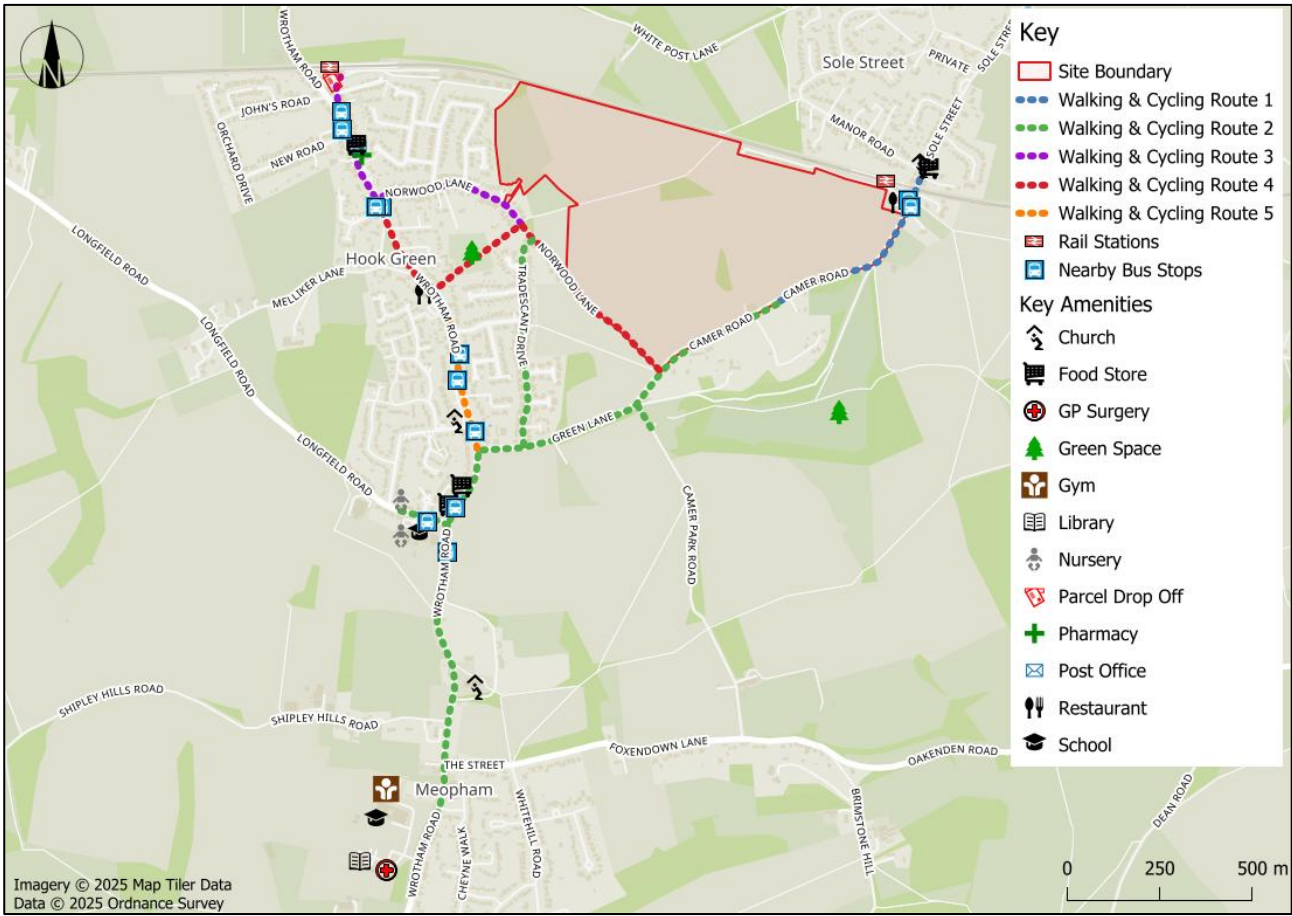
Meopham has a range of facilities in the vicinity of the site and is also connected to key nearby settlements.

The five identified routes to local facilities and services from the site are as follows:

- Route 1: Site to Sole Street Station, Sole Street Bus Stops, The Railway Inn (Sole Street), The Little Shop and Saint Mary's Church Room;
- Route 2: Site to Camer Park Country Park, Tesco Express, Costcutter, Wrotham Road Bus Stops, Meopham Community Academy, Playpen Pre-school, Mini Meophams Nursery, Saint John the Baptist Meopham, Meopham Leisure Centre, Meopham Secondary School, Meopham Library and Meopham Medical Clinic;
- Route 3: Site to Meopham Pharmacy, Meopham Station Post Office, Morrisons Daily, Wrotham Road Bus Stops, InPost Locker and Meopham Station;
- Route 4: Site to Judson's Recreation Ground, Wrotham Road Bus Stops and Bartellas; and
- Route 5: Site to Saint John the Baptist Meopham and Wrotham Road Bus Stops.

Figure 1.2 overleaf shows the walking and cycling routes assessed to the key amenities.

Figure 1.2 Walking and Cycling Routes



Section 2: Walking and Cycling Audit

Route 1: Site to Sole Street Station, Sole Street Bus Stops, The Railway Inn (Sole Street), The Little Shop and Saint Mary's Church Room

Route 1

Segment 1: Site to Sole Street Station



Camer Road is only provided with a footway on one side of the road from the Royal Hounds Dog Park north towards Sole Street Station. As such, this may present accessibility constraints for non-motorised road users, especially those with mobility impairments.

Until approximately 75m south of The Railway Inn, the speed limit is national speed limit so may create feelings of stress when vehicles are present. However, at this point, the speed limit then reduces to 30mph.



On the eastern footway, the vegetation is overgrown in some locations, thereby restricting the available width. This may cause issues for those with wheelchairs or pushchairs.

Camer Road is not provided with street lighting which, while this does not present an issue during daylight hours, during darkness, may present safety concerns for some road users.

There is no formal crossing point for access to Sole Street Station which may present accessibility issues for those with mobility impairments.



A cycle parking shelter, with space for ten bikes (five Sheffield stands) is provided at the station entrance.

Considering the facilities within Sole Street Station itself, there is step-free access to platform 1 for services towards London, however there is no step-free access to platform 2 for services away from London or between platforms.

As part of the proposed development, a number of improvements will be provided to this segment including:

- A reduction in speed limit to 30mph on Camer Road;
- A connection east towards Sole Street Station through the country park extension to a pedestrian crossing

Route 1	
	point on Camer Road including a dropped kerb with tactile paving; and • A pedestrian crossing point across Camer Road to the south of Sole Street Station with dropped kerbs and tactile paving.
Segment 2: Sole Street Station to The Little Shop	
  	Footways are provided on both sides of Sole Street, with dropped kerbs and tactile paving provided to allow ease of access for all users to Saint Mary's Church Room. However, there is a lack of dropped kerbs on the eastern side of the road across a residential access which may present accessibility issues for those with reduced mobility. Sole Street is not provided with street lighting which, while this does not present an issue during daylight hours, during darkness, may present safety concerns for some road users.

Route 2: Site to Camer Park Country Park, Tesco Express, Costcutter, Wrotham Road Bus Stops, Meopham Community Academy, Playpen Pre-school, Mini Meophams Nursery, Saint John the Baptist Meopham, Meopham Leisure Centre, Meopham Secondary School, Meopham Library and Meopham Medical Clinic

Route 2

Segment 1: Site to Wrotham Road



In this location, along the site frontage, Camer Road has no footway or cycleway which presents accessibility constraints for non-motorised road users, especially those with mobility impairments. At Camer Park Road, a footway is provided on the southern side of the road which measures approximately 1.2m in width, providing sufficient space for people to walk two abreast.



The road is subject to the national speed limit so may create feelings of stress when vehicles are present. Approximately 75m east of Tradescant Drive, the speed limit reduces to 30mph, in keeping with the residential nature of the area. It is in this location that pedestrians are required to cross from the southern to the northern side of the road. As this is a location when vehicle speed's will be changing, this may reduce feelings of safety for pedestrians.



The footway is uneven in places meaning not all users, including those using mobility scooters, may be accommodated. Shade and shelter is provided by foliage to protect from inclement weather.

A dropped kerb is provided at the junction with Tradescant Drive allowing those with reduced mobility to cross the road.

Future residents would also be able to use the PRow which connects Norwood Lane to Tradescant Drive. While the route is of sufficient width (approximately 2m), the route is not permitted to be used by cyclists.

As part of the proposed development the speed limit along Camer Road will be reduced to 30mph which will create a safer environment for pedestrians.

Route 2

Segment 2: Green Lane to Meopham Community Academy



Wrotham Road is a 30mph road meaning a safer environment is created for pedestrians and cyclists.

Footways are provided on both sides of the road, with dropped kerbs and tactile paving provided at a number of locations, including to the north of the Camer Parade shops to allow pedestrians to easily cross onto the other side of the road.

The route features active frontages, including local shops, to provide things to see and do as well as natural surveillance which contribute to feelings of safety. It is however noted that there is no cycle parking available for visitors at the Camer Parade shops.

A pelican crossing is provided on Longfield Road to allow parents and children to safely cross to access the school.

At the Wrotham Road / Longfield Road junction, extensive railings are provided. Whilst this may provide some safety features for parents and children, it also acts to significantly limit crossing opportunities, with pedestrians unable to safely use the crossing island in the centre of Longfield Road.

Route 2

Section 3: Meopham Community Academy to Meopham Secondary School



Footways continue on both sides of Wrotham Road, with some sections benefitting from a grass verge separating the carriageway from pedestrians, creating a more pleasant environment for users.



Dropped kerbs, with tactile paving in some locations, are provided at crossing points allowing those with reduced mobility to easily cross.

The footways are of a sufficient width for the majority of the route, with some exceptions including outside The George Inn where railings are provided. Whilst this may provide safety benefits, it also significantly reduces available width, making it harder for those with pushchairs, wheelchairs or mobility scooters to pass.

A signalised pedestrian crossing is provided to the north of Meopham Secondary School allowing students and other visitors to easily cross. However, on the western side of the road, steps are provided down to the footway which would present accessibility issues for those with reduced mobility.



In addition, the footway on the western side of Wrotham Road is paved in this location, resulting in an uneven, cracked surface, which may present a trip hazard.

Route 3: Site to Meopham Pharmacy, Meopham Station Post Office, Morrisons Daily, Wrotham Road Bus Stops, InPost Locker and Meopham Station

Route 3

Segment 1: Site to Wrotham Road



On Norwood Lane, a footway is provided on the northern side of the road approximately 100m east of Nursery Road, at the property named 'Alston' until Wrotham Road. As such, there is a short section where no footway is provided. However, given the environment of the road, with a 30mph speed limit and low levels of traffic, this is a conducive environment for non-motorised users to be within the carriageway.

Norwood Lane is not provided with street lighting and, whilst this is not an issue during daylight, during hours of darkness, this may affect feelings of safety for both pedestrians and cyclists. Nonetheless, passive surveillance is provided by the residential properties fronting the road.

Some crossing points are provided with dropped kerbs, but there is a lack of tactile paving which may be a hindrance for non-motorised road users.

As part of the proposed development, a section of Norwood Lane to the north of the proposed secondary access will be restricted from vehicle traffic and will provide a dedicated pedestrian and cycle route.

In addition, a route to the north-west to connect to Norwood Lane will be provided which will provide a pedestrian and cycle link.

Route 3

Segment 2: Wrotham Road to Meopham Station



Continuous footways are present on both sides of Wrotham Road and, whilst there are higher levels of traffic than on Norwood Lane, the 30mph speed limit, reinforced with road markings, enhances feelings of safety.



Street lighting is provided at infrequent intervals, however there are good levels of passive surveillance, with houses and shops overlooking the route, contributing to feelings of safety.

In order to access the shops, including pharmacy, post office and food store, only stepped access is provided, limiting access for those with reduced mobility. It is also noted that there is no cycle parking provided for visitors in this location.

Upon the approach to Meopham Station, pedestrian infrastructure becomes less consistent, with a lack of dropped kerbs and continuous footways.



Within the station car park, cycle parking is provided for 20 bicycles (ten Sheffield stands) under a cycle shelter, thereby encouraging active travel by future residents. A parcel locker is also provided in this location.

Considering the facilities within Meopham Station itself, there is step-free access to platform 1 for services towards London, however there is no step-free access to platform 2 for services away from London or between platforms.

Route 4: Site to Judson's Recreation Ground, Wrotham Road Bus Stops and Bartella's

Route 4

Segment 1: Site to Wrotham Road



The PRow which connects from Norwood Lane to Judson's Recreation Ground varies between 0.9m – 1.35m in width. The footway is relatively flat however given the route is fenced on both sides and in some locations vegetation from gardens encroaches, pedestrians may feel less safe. As the route is a public footpath, cyclists are not permitted to use the route.



Upon reaching Judson's Recreation Ground, users must travel across the grassed surface of the park as there are no formal, tarmacked surfaces provided. This may make it more challenging for those in wheelchairs or with a pushchair to navigate this section of the route. There is a lack of lighting in the park so users may feel less safe in hours of darkness.



Users then continue on a flat, tarmacked route to Wrotham Road. Whilst there is no footway in this location, as the road only provides access to the park and scout hut, there are limited vehicular movements.

Route 4

Segment 2: Wrotham Road to Bartella's



While there is a dropped kerb at the access to the recreation ground, there is not a dropped kerb on the western side of Wrotham Road to allow direct access to Bartella's.



Wide, flat footways are provided on both sides of Wrotham Road, with dropped kerbs across Pine Rise to allow ease of crossing for those with reduced mobility.

In order to cross the road to the northbound bus stop, there are dropped kerbs provided by driveways, however there are no dedicated crossing points with tactile paving. Given the width of the road in this location, this may make those with reduced mobility feel less safe when crossing.

Route 5: Site to Saint John the Baptist Meopham and Wrotham Road Bus Stops

Route 5	
Segment 1: Site to Wrotham Road	
	Segment 1 of Route 5 is the same as Segment 1 of Route 4.
Segment 2: Wrotham Road to Saint John the Baptist Meopham	
  	Footways are provided on both sides of Wrotham Road, with dropped kerbs and tactile paving provided across Denesway. A crossing island with dropped kerbs and tactile paving is provided to allow pedestrians to access the northbound bus stop as well as the church. While a crossing island is provided to cross the road, in order to access the church, pedestrians use a small section of footway on Huntingfield Road, which does not have dropped kerbs. As such, those with reduced mobility or with a pushchair would find this section of the route more challenging to navigate. Whilst there are no dedicated cycle facilities on Wrotham Road, the road is flat and suitable for cycling.