



Walking & Cycling Audit in support of a Residential Development

At

Woodlands Farm
Wrotham Road
Meopham
Kent
DA13 0RQ

Jamie Finch FCIHT, FIHE
July 2026
Revision [0]
Job No: 6348



Walking & Cycling Audit Woodlands Farm, Meopham

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Walking & Cycling Audit
Woodlands Farm,
Meopham

Amendments

Revision	Date	Description
0	28 th July 2026	First Issue

References

Reference	Title
A	National Planning Policy Framework (NPPF) (2024)
B	Planning Practice Guidance (2016)
C	Gravesham Local Plan (2014)
D	Gear Change – A bold vision for cycling and walking (DFT 2020)
E	Kent Vehicle Parking Standards (2025)
F	Transport Assessment & Travel Plan Guidance (2025)
G	Kent Local Transport Plan 5 (2024)
H	Transport Statement for Woodlands Farm (RSPD – July 2026)



Walking & Cycling Audit Woodlands Farm, Meopham

Introduction

This Walking & Cycling Audit has been prepared alongside a Transport Statement in support of a planning application for the benefit of residential development of up to 67 new homes at Woodlands Farm, Wrotham Road, Meopham, Kent, DA13 0RQ. A Site Location Plan and the Route Plan is included within the appendices of this report.

The purpose of the audit is to assess the suitability of existing walking and cycling routes between the proposed development and local facilities, identifying any deficiencies which may affect accessibility.

The assessment has been undertaken having regard to:

- Kent County Council Transport Statement Guidance
- Manual for Streets (MfS)
- Manual for Streets 2
- Local Transport Note 1/20
- National Planning Policy Framework (NPPF)

Development Description and Location

The proposed development is located at Woodlands Farm, Wrotham Road, Meopham, Kent, DA13 0RQ.

The location of the proposed site is at grid reference 563478, 162215 as shown in the location plans in the appendices.

The On-Site Development Proposals

The development proposals are for the benefit of a planning application for residential development of up to 67 new dwellings at Woodlands Farm, Wrotham Road, Meopham, Kent, DA13 0RQ.

The access arrangement for Woodlands Farm is existing and provided at 1 location, which involves the adaption of an existing junction and reprioritising a section on Newlands Lane.



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The internal development road network consists of a 5.5m wide spine road, with secondary streets at 4.8m wide. Each of the on-site roads have the benefit of a 2m footway on one or both sides, to ensure good pedestrian connectivity on site.

A new 2.5m wide country footpath has been proposed off site to improve pedestrian connectivity between the development and the local shopping facilities located to the north.

Whilst an existing footway is present along Wrotham Road, a mature tree obstructs part of the route, preventing access for wheelchair users and those with pushchairs. The proposed footpath provides an alternative, accessible route, improving pedestrian permeability and encouraging sustainable travel to nearby facilities. The proposed arrangement is illustrated on Drawing RSPD 6348-04 – Proposed New 2.5m Country Footpath, included within the appendices of the transport statement which this report accompanies.

Whilst it is acknowledged that the proposed footpath is not lit, this is consistent with the general area as the A227 highway through this route is also unlit.

Parking (including EV parking) for the development will be in accordance with the requirements set out in the Gravesham Parking Standards, which is set out in more detail in the transport statement.

In addition to the above, it is proposed that the applicant will provide cycle storage for the residents, either in a cycle storage area or space within the garden sheds to store a bicycle.

This incentive fully supports the vision of central government by actively encouraging people to reconsider their choice in modes of transport to promote healthier lifestyles and a healthier environment.

Local Key Locations Summary Tables

To summarise key locations both locally and on the wider network a table has been provided below, giving details of local facilities and transportation infrastructure with their respective distances and time to access via different modes of sustainable travel. We have also included car journeys to demonstrate that travel by private motor vehicle is short and sustainable.



Walking & Cycling Audit Woodlands Farm, Meopham

Proposed Development Location: DA13 0RQ

Grid Reference: 563478, 162215

<i>Destination</i>	<i>Distance (miles)</i>	<i>Walking Time (min)</i>	<i>Cycling Time (min)</i>	<i>Car Time (min)</i>
<i>Culverstone Green Primary School</i>	0.5 miles	12 min	3 min	1 min
<i>Meopham Secondary School</i>	2.4 miles	51 min	15 min	5 min
<i>Meopham Dental Care</i>	1.7 miles	36 min	8 min	4 min
<i>Meopham Medical Centre</i>	2.4 miles	50 min	15 min	5 min
<i>Maidstone Hospital</i>	12.4 miles	-	-	19 min
<i>Morrisons Supermarket, Gravesend</i>	6.2 miles	-	27 min	13 min
<i>Culverstone Post Office, Post Office</i>	0.5 miles	10 min	3 min	1 min
<i>Saint John the Baptist, Meopham</i>	2.7 miles	55 min	16 min	6 min
<u><i>Average Distance/Time</i></u>	<u>2.34 miles</u>	<u>35.6 min</u>	<u>12.4 min</u>	<u>5 min</u>

**(Hospital statistics removed from averages as this is typically only for emergencies)*

*** (Journey times may differ depending on the route and mode of travel)*

The table above presents a variety of key locations and journey times for each mode of travel and also presents the average distance and time the journeys would take, which demonstrates that all of the facilities and services that would be needed are within a reasonable range and that daily needs can be met sustainably for all modes of travel.



Walking & Cycling Audit Woodlands Farm, Meopham

Walking & Cycling Route Assessment Methodology

Survey Date: The Survey was undertaken on the 27th July 2026

Weather: The weather at the time of the survey was sunny and dry

Surveyor: Jamie Finch FCIHT, FIHE

Survey Time: the time of the survey was approximately 14:30

Walking routes were assessed between the site and key local destinations using recognised walking distances. Cycling routes were also assessed to determine their suitability for cyclists of varying abilities.

The following aspects were considered:

- Safety
- Directness
- Comfort
- Accessibility
- Attractiveness

Walking Audit

The below table provides a general summary of the observations made during the site visit. This should be read in conjunction with the photographic audit report contained in the appendices.

Infrastructure Assessment

<i>Item</i>	<i>Assessment</i>	<i>Comments</i>
<i>Footway Provided</i>	<i>Yes / No</i>	<i>There are multiple footways in the areas and options along the route.</i>
<i>Footway Width</i>	<i>Good / Moderate / Poor</i>	<i>Footpath widths range from 1m wide to 2.5m wide.</i>
<i>Surface Condition</i>	<i>Good / Moderate / Poor</i>	<i>Surface types range from road planings to full asphalt finishes. Whilst there was some minor cracking to the footpaths, they were trip free.</i>
<i>Trip Hazards</i>	<i>None / Minor / Significant</i>	<i>No trip hazards seen.</i>



Walking & Cycling Audit Woodlands Farm, Meopham

Gradient	Suitable / ~~Moderate~~ / ~~Steep~~	The entire walked route was very accessible and gradients were only slight
Lighting	~~Good~~ / ~~Moderate~~ / Poor	No lighting present, except for the footpath adjacent to the recreation ground on White Post Lane.
Personal Security	Good / ~~Moderate~~ / ~~Poor~~	There were no personal security concerns
Crossing Facilities	~~Adequate~~ / Limited / ~~None~~	There are limited formal crossing facilities in this area, except for outside the primary school.
Dropped Kerbs	Yes / Partial / ~~No~~	There are dropped kerbs but lack tactile paving.
Tactile Paving	~~Yes~~ / ~~Partial~~ / No	Only tactile paving at the crossing by the primary school.
Obstructions	~~None~~ / ~~Minor~~ / Significant	One significant obstruction being the oak tree on the east side of the A227, which blocks the current footpath.
Vegetation	~~None~~ / Minor / Significant	Minor vegetation growth, but can easily be cut back for new footpath proposals if needed.
Accessibility	~~Good~~ / Moderate / ~~Poor~~	Current accessibility is classified as moderate for walking but would be poor for disabled users at present.
Wayfinding	Good / ~~Moderate~~ / ~~Poor~~	Very good options for walking routes in the area.

Walking Audit Summary

The general availability of walking routes is very good and can add healthy variety into daily walking. However, the large oak tree that currently obstructs the footpath on the east side of the A227 limits the potential for upgrading this footpath route. If this tree was to be removed, a footpath route could be upgraded to provide a valuable link to the village for people of all abilities. Alternatively a country footway link through the recreation ground could provide similar value.



Walking & Cycling Audit Woodlands Farm, Meopham

Cycling Audit

The below table provides a general summary of the observations made during the site visit. This should be read in conjunction with the photographic audit report contained in the appendices.

Infrastructure Assessment

<i>Item</i>	<i>Assessment</i>	<i>Comments</i>
<i>Cycle Facility Type</i>	<i>Highway</i>	<i>The current cycling route would be along the A227.</i>
<i>Surface Quality</i>	<i>Good / ~~Moderate~~ / ~~Poor~~</i>	<i>Asphalt roadway was in good condition at the time of the visit.</i>
<i>Width</i>	<i>Good / ~~Moderate~~ / ~~Poor~~</i>	<i>Approximately 7.3m minimum.</i>
<i>Traffic Speed</i>	<i>Low / ~~Moderate~~ / ~~High~~</i>	<i>Short section of 40mph and moving into a 30mph zone further into Culverstone Green.</i>
<i>Traffic Volume</i>	<i>~~Low~~ / ~~Moderate~~ / High</i>	<i>High traffic flows due to the road being the A227.</i>
<i>Junction Safety</i>	<i>Good / ~~Moderate~~ / ~~Poor~~</i>	<i>Crashmap interrogation over the last 5 years does not indicate any clusters of incidents around local junctions.</i>
<i>Visibility</i>	<i>Good / ~~Moderate~~ / ~~Poor~~</i>	<i>Very good visibility throughout the local network for cyclists.</i>
<i>Lighting</i>	<i>~~Good~~ / ~~Moderate~~ / Poor</i>	<i>No lighting on the carriageway in the area.</i>
<i>Signing</i>	<i>Good / ~~Moderate~~ / ~~Poor~~</i>	<i>Signing is good and in line with expectations.</i>
<i>Maintenance</i>	<i>Good / ~~Moderate~~ / ~~Poor~~</i>	<i>Highway surfacing is in good condition.</i>
<i>Personal Security</i>	<i>Good / ~~Moderate~~ / ~~Poor~~</i>	<i>No concerns for personal safety.</i>

Cycling Audit Summary

Cycling access to the main strategic network is immediate from the application site and the routes around the area are plentiful and with a good quality surface. However, the road being the A227 is often busy and is also unlit throughout the village area.



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Public Transport Network

Existing bus stops are located on Wrotham Road approximately 75m and 120m from the site, providing access to bus services including the 306, 308, 416 and 695 routes. These services provide convenient connections to surrounding settlements including Gravesend, Bluewater, Vigo, Sevenoaks, Cobham and Rochester.

Meopham Railway Station is located approximately 6.0km to the north-east of the site, which is fully accessible by bus and provides regular Southeastern services to London Victoria, London Blackfriars, Ashford International and Dover Priory, offering convenient connections to the wider rail network. The 306 and 308 bus services provide direct links to Meopham Railway Station, with up to nine services operating daily.

Public Rights of Way

There are several public rights of way footpaths in the area, which provide both connectivity between desired destinations, but also provide leisure, exercise and attractive places to visit and walk through. These public rights of way can be seen on available ordnance survey mapping or on the Kent County Council KLIS Map.

Recommended Local Improvements

For the benefit of the development and its accessibility to bus services in each direction, a crossing point could be provided near to the junction of Newlands Lane.

One key improvement would be for the footpath from the proposed development along the east side of the A227 along to the north end of the Culverstone Green recreation ground where the asphalt footpath commences, be upgraded to a 1.8m wide footway. This would require the removal of the large oak tree, as mentioned earlier in the report. However, photographs show where this tree has already been struck by vehicles in the past and the loss of this tree, when considering the potential benefits of improving pedestrian safety and connectivity between these two points is significant.



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Another recommended local improvement would be to provide a formalised tactile crossing for pedestrians at the junction of White Post Lane, so onward walking routes to the Culverstone Green School bus stop is more accessible to everybody.

Conclusion

This Walking & Cycling Audit has been prepared alongside a Transport Statement in support of a planning application for the benefit of residential development of up to 67 new homes at Woodlands Farm, Wrotham Road, Meopham, Kent, DA13 0RQ.

The purpose of the audit is to assess the suitability of existing walking and cycling routes between the proposed development and local facilities, identifying any deficiencies which may affect accessibility.

The general availability of walking routes is very good and can add healthy variety into daily walking. However, the large oak tree that currently obstructs the footpath on the east side of the A227 limits the potential for upgrading this footpath route. Suggestions to overcome this have been made in this report.

Cycling access to the main strategic network is immediate from the application site and the routes around the area are plentiful and with a good quality surface. The road being the A227 is often busy and is also unlit throughout the village area, but local services and other sustainable modes of transport are within reasonable cycling distance.

Overall, we would consider the proposed site to be within a sustainable location and is within reasonable reach of public transport and local facilities.

A photographic record of the walking and cycling audit is also contained in the appendices of this report.



Walking & Cycling Audit Woodlands Farm, Meopham

Appendices

- APP A - Site Location Plan
- APP B - RSPD 6348-05 Walking & Cycling Route Plan
- APP C - Photographic Walking & Cycling Audit



APPENDIX A

Site Location Plan

MAGIC

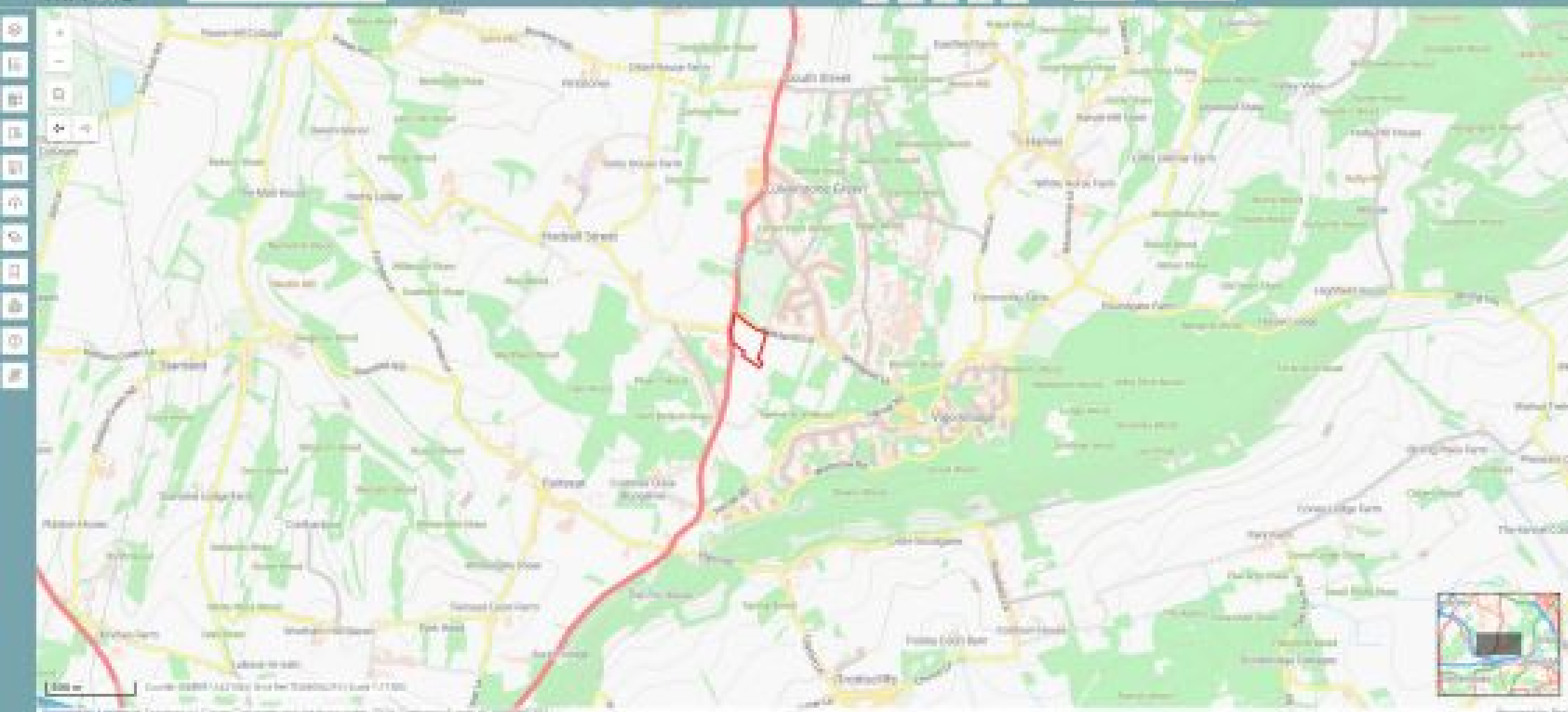
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APPENDIX B

RSPD 6348-05 WALKING & CYCLING ROUTE PLAN



SCALE 1:2000

0m 40m 80m 120m 160m 200m



No.	Revision/Issue	Date

Project Name and Address
WOODLANDS FARM WROTHAM ROAD MEOPHAM, GRAVESEND
Description
WALKING & CYCLING ROUTE PLAN

Project
6348
Date
28/07/2026
Scale
1:2000 @ A1

Sheet
05

FOR PLANNING



APPENDIX C

PHOTOGRAPHIC WALKING & CYCLING AUDIT



Jamie Finch FCIHT, FIHE
RSPD

WOODLANDS FARM - WALKING & CYCLING AUDIT

6348

Monday, 27 July 2026

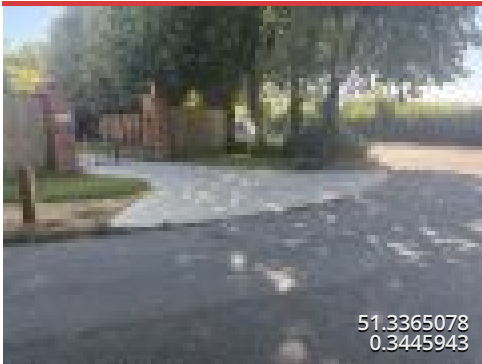
Prepared For Woodlands Farm

56 Items Identified



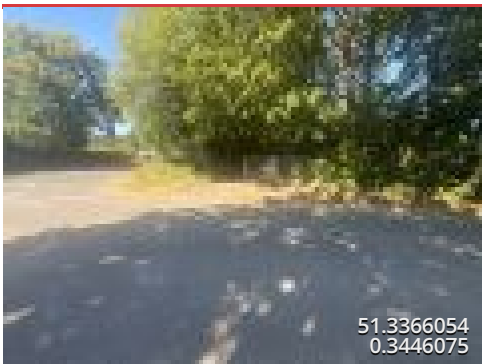
ITEM 1

Current carriageway width walking along Newlands Lane to the junction is measured at exactly 2.5 m wide



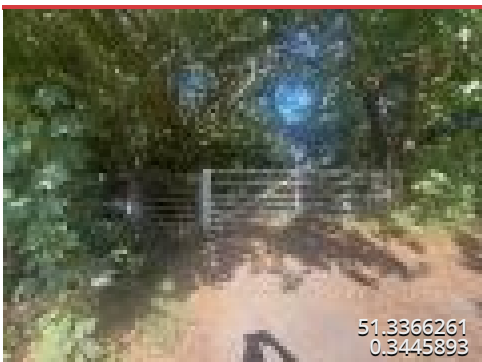
ITEM 2

Approximate location of the proposed crossing point for the benefit of a new development



ITEM 3

This is the approximate destination of the proposed crossing point mentioned in item 2



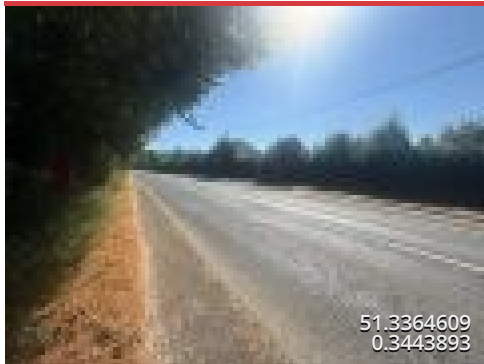
ITEM 4

This is an existing pedestrian and vehicular access gateway into parkland. This will be covered later in the report.



ITEM 5

There is an existing footpath which heads south out of Newlands Lane to the Royal Mail postbox outside the boundary. This footpath is approximately 1m wide and it appears to be more of a road planing footpath.



ITEM 6

The postbox can be seen on the left-hand side of the photo whereas on the opposite side of the road is a bus stop with a bus shelter. There are no formal crossing points currently to get to the bus stop on the other side of the road. This footpath continues to the south along the 40 mile an hour speed limit road. From where the junction of Hodsoll Street is there is only a foot way of the east side of the road.



ITEM 7

Starting back from the junction of Newlands Lane now heading in a northerly direction, the footway continues on the east side of the road, whereas it terminates on the other side of the road opposite the junction of Newlands lane



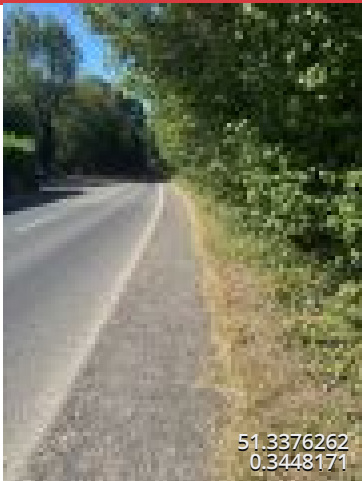
ITEM 8

Approximately 75 yards to the north there is a bus stop on the east side of the A227. This does not have the benefit of a bus shelter. The footway width remains consistent at approximately 1 m and remains as a road planings surface. However, at the point where the bus stop is this has been laid to a tarmac surface



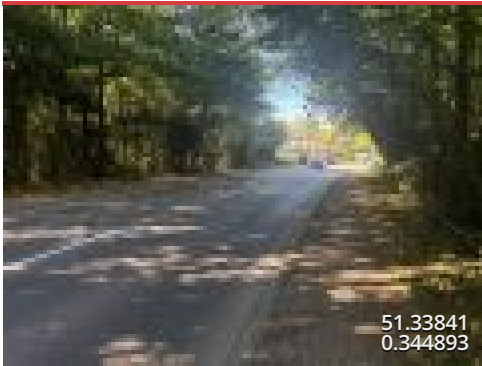
ITEM 9

Where the bus stop is located, a footpath has restarted on the west side of the road which was measured at 1.8 m wide



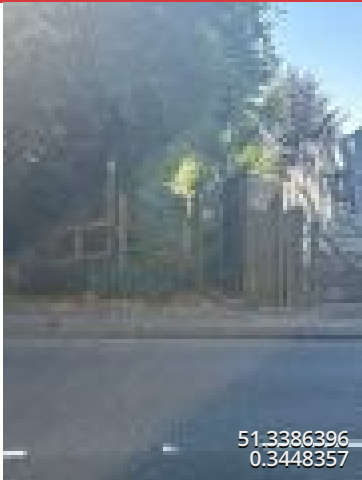
ITEM 10

During this audit, a young cyclist was observed riding along the footway shown in the photo



ITEM 11

Approaching the 30 mph speed limit the footpath on the east side is increasing in width to around 1.2 m wide and the footway on the west side of the road continues also



ITEM 12

Just as you enter the 30 mph speed limit zone there is a public right of way marked as route SD 250



ITEM 13

At the same location there is a parking layby opposite the cottages. The footway width remains at approximately 1 m and is still road planings as the surface.



ITEM 14

At the end of the layby, the footpath reduces in width significantly due to the presence of a large oak tree



ITEM 15

This oak tree appears to have been struck several times by moving vehicles and is therefore likely to be posing as a hazard to road users



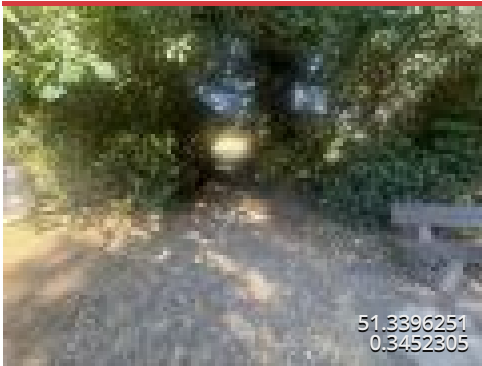
ITEM 16

Once the oak tree has been passed, the footway formed is a trodden path with no formal surface. This is loosely protected by a series of wooden posts. Whereas on the other side of the road the footway is laid to tarmac with a width of around 1.8 m wide.



ITEM 17

Along this trodden path footway there is an existing park bench which would be suitable for people to take a short break and alongside this is a little bin which will help reduce dropped litter



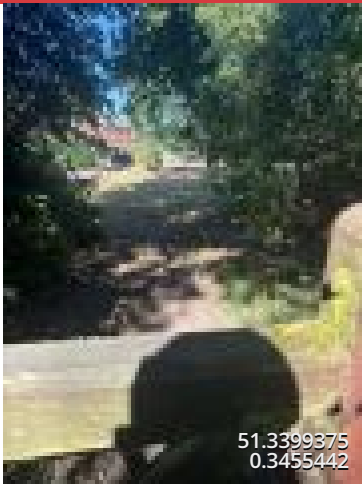
ITEM 18

Just next to the park bench is an informal pedestrian access through to the Culverstone recreation ground



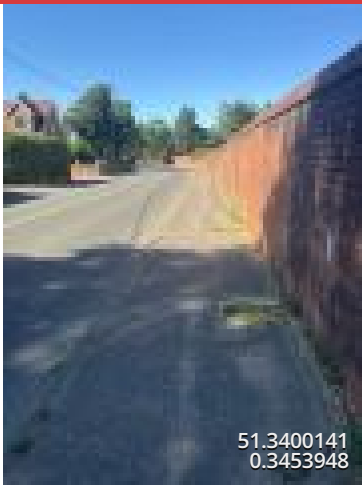
ITEM 19

At the end of this informal path there is a brick wall where a formal tarmac footpath commences which is measured at 1.8 m wide. Alternatively, there is a gateway to the right hand side which leads through to Mountfield Close



ITEM 20

Currently, there is no formal footway from the gateway through to the footway at Mountfield Close



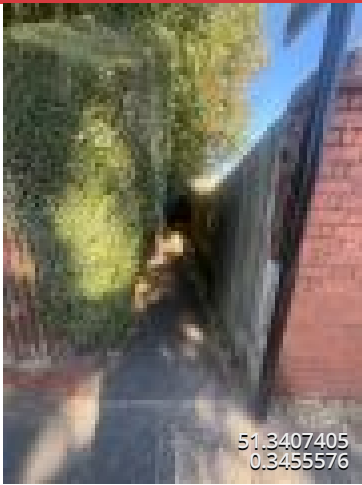
ITEM 21

Continuing along the 8227 towards the shop and post office, the footway is on both sides of the road both of which are finished to tarmac and both have a width of around 1.8 m wide although this measurement does fluctuate slightly on the west side of the road



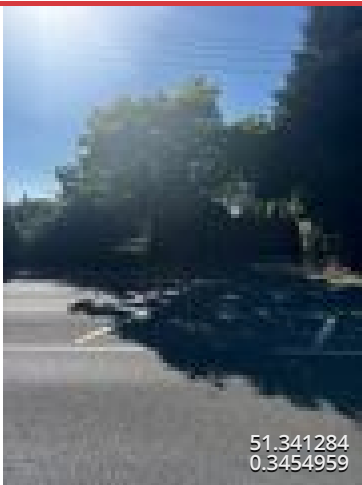
ITEM 22

Photograph showing footpath link called Carters Hill Walk



ITEM 23

This is a picture of the entrance to a footpath called Carters Hill walk which joins with White post Lane at the other end



ITEM 24

Another public Wright of way named NS301 is just adjacent to a driveway and at this point the footpath on the other side of the road terminates. The footpath on the east side of the road continues.



ITEM 25

A fuel station is located a little further along the road which has a small convenience store which is currently partnered with co-op.



ITEM 26

On the east side of the road is a convenience store/mini supermarket which also has the benefit of a post office and 24 hour post Pickup and drop-off facility. There is parking available from a layby at the front of the shop but also a small car park at the rear.



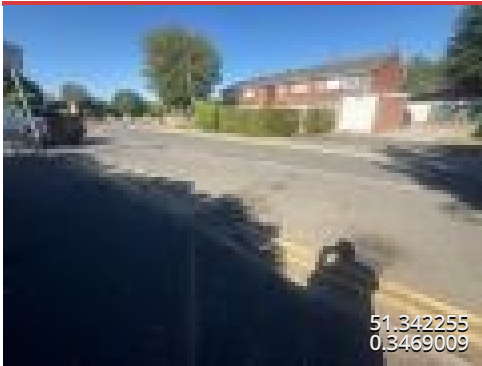
ITEM 27

It should be noted that throughout the routes observed so far in this audit there is no streetlighting present anywhere, even in the village centre.



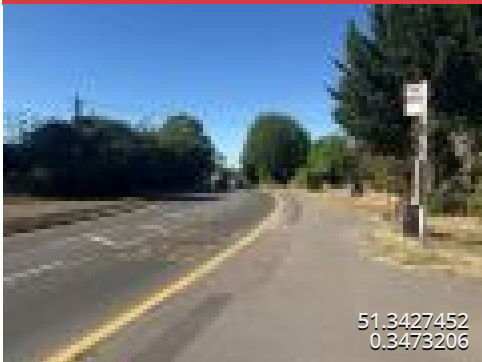
ITEM 28

Pedestrian guard rail is present on the approach to White post Lane



ITEM 29

To get to the other side of White Post Lane there is currently no formal pedestrian crossing point. However, people do have the benefit of the dropped curbs which are opposite each other which serve the first driveways coming into White Post Lane.



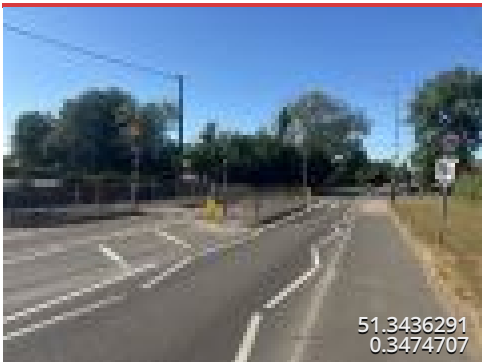
ITEM 30

Just north of White Post Lane in Culverstone Green there is another bus stop Which has the benefits of a bench and litter bin but does not have a bus shelter



ITEM 31

The bus stop on the west side of the road does have a bus shelter with a bench and litter bin and there is a nearby crossing point which also serves the nearby Culverstone Green Primary School



ITEM 32

This image shows a two stage zebra crossing with a pedestrian refuge Island in the middle of the road



ITEM 33

Some of the red blister tack tiles are damaged where it appears there may have been over running of HGV vehicles



ITEM 34

The walking and cycling audit terminate at the junction of Willow walk



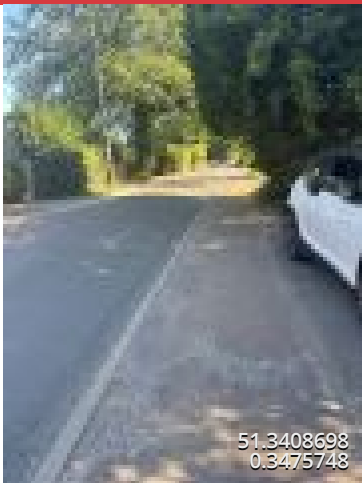
ITEM 35

Now walking in a southerly direction along White post line footpath is only one side however is up to approximately 2.5 m in some parts



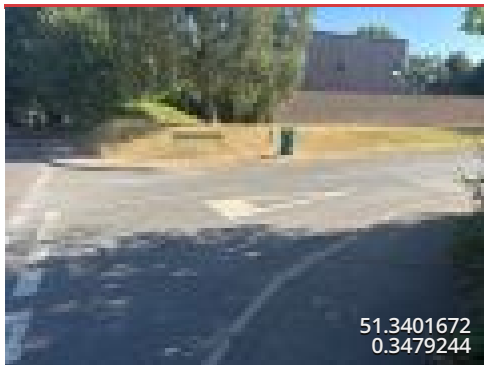
ITEM 36

This shows the other end of Carters Hill walk. It is at this point that the footpath terminates outside another property called Woodlands but continues southerly along White Post Lane on the opposite side of the road. However, there is no formal pedestrian crossing point.



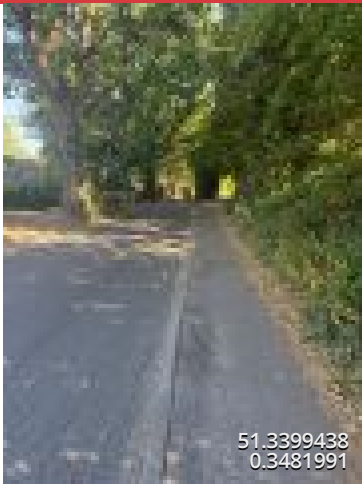
ITEM 37

Where this footway continues along white post laying the footway width is approximately 1.6 m wide and is laid to a tarmac finish



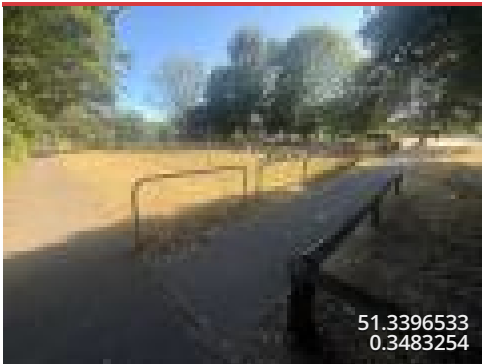
ITEM 38

Where the road crossing is at the junction of Mountfield Close there is a dropped crossing for pedestrians however does not have the benefit of blister paving



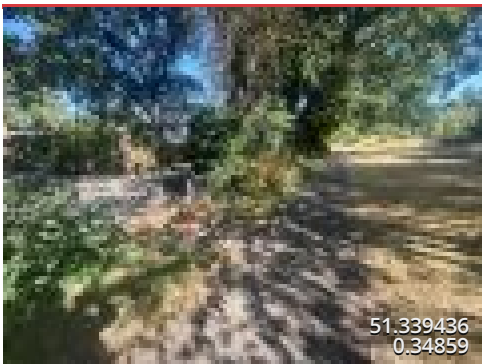
ITEM 39

The footpath continues along White Post Lane but goes off to the right hand side on the opposite side of the roadside hedge which is adjacent to Culverstone Green recreation ground.



ITEM 40

The footway shown to the right leads into Culverstone Green recreation ground and car park whereas the footpath to the left continues along White Post Lane



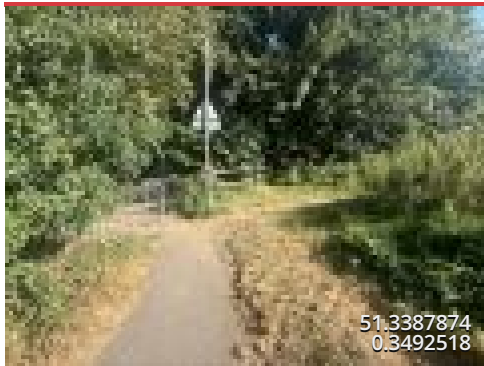
ITEM 41

Along the footpath by the Culverstone Green recreation ground and opposite a property called Spinny Ridge, there is a short set of steps which lead down onto White post Lane where there are some existing pedestrian guard rails. A similar arrangement occurs again approximately 20 pieces further down this footpath.



ITEM 42

This footpath appears to be the only formally lit part of the walked network that I have seen during this audit so far



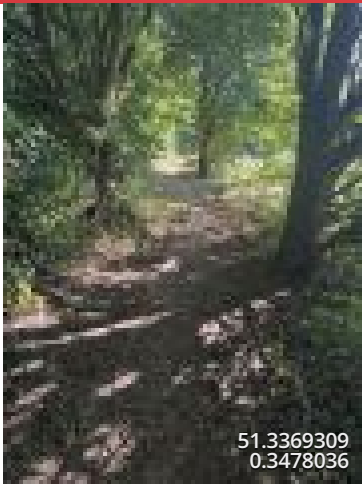
ITEM 43

At the end of this footway you can either continue straight ahead rejoining White post Lane where there is no footpath. Or you can turn right and walk along a public right of way NS273 along the edge of Culverstone Green recreation ground. Photograph shown in the next item.



ITEM 44

Photograph shows mature trees either side of the footpath which is just one of many walked routes through this recreation ground. However, none of the routes have any formal surfacing



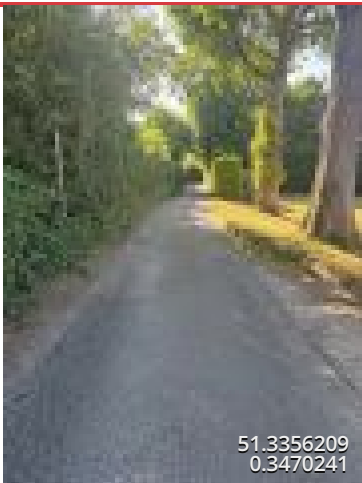
ITEM 45

Continuing in the same general direction, there is a more recognisable trodden path which follows closely to the Woodland boundary



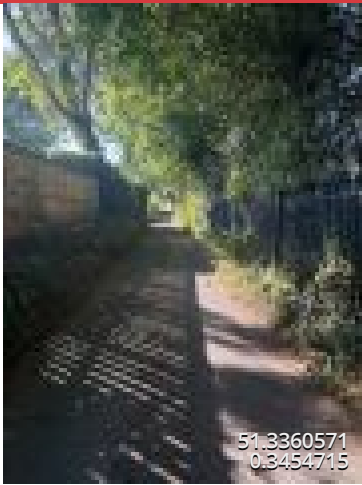
ITEM 46

This footpath NS273 leads onto a narrow but surfaced footpath which runs between houses. Surfacing material is like a type one road stone which leads out adjacent to somebody's driveway opposite Newlands farm.



ITEM 47

The walking route, then back along Newland Lane towards the applicants property Woodlands farm is a narrow road with no footpath



ITEM 48

This photo shows the boundary of the applicants land on the left-hand side and the junction of Newlands Lane with the 227 wrotham Road at the end



ITEM 49

Starting again at the Gateway opposite the applicants land at Woodlands farm which leads into Culverstone Green Park



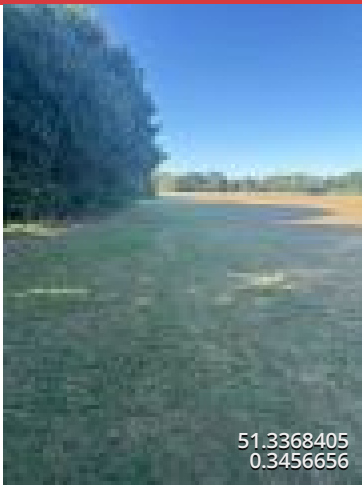
ITEM 50

Firstly, a very short section of trodden path however intentional on the basis there is a pedestrian gateway at the beginning of the route



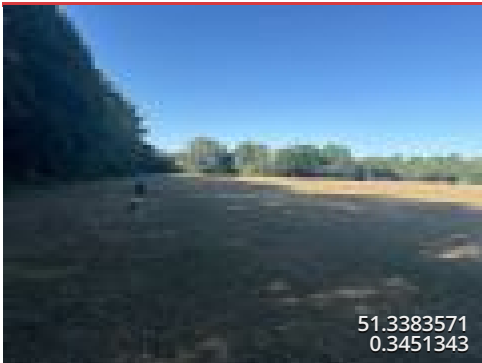
ITEM 51

This route immediately opens out into the recreation ground



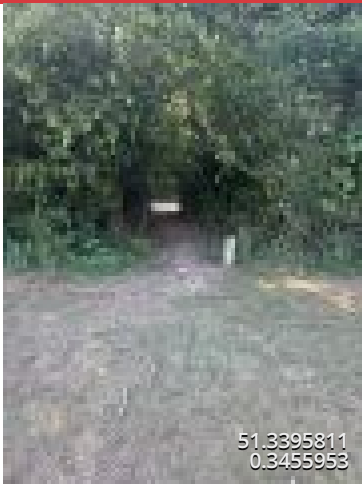
ITEM 52

The assumed walking route would be on the left-hand side close to the boundary of the woodland



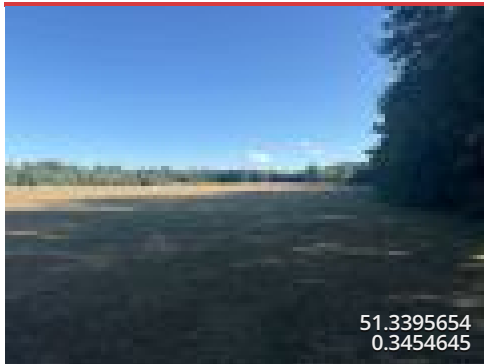
ITEM 53

Walking further along this route through Culverstone Green Park there is a park bench and litter bin both located in a well shaded location. Should anyone wish to rest during their walk.



ITEM 54

At the north end of Culverstone Green Park, there is a short connection between the park and the informal path behind the wooden posts adjacent to the A227 which then almost immediately linked back up to a 1.8 m footpath adjacent to the brick wall



ITEM 55

It should be noted that along the entirety of the walked route taken during this audit there were no parts of the walk that were physically challenging as the route is generally flat and level throughout



ITEM 56

To recap from item 54 the formal tarmac footway recommences almost immediately after exiting Culverstone Green Park