Sevenoaks Local Plan

Local Plan Tests Report

June 2026

Sevenoaks District Council

SDC

Document history and status

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1.0	1.0	June 2026	Steven Timson (KCC) Hannah Gooden (SDC) Janice Burgess (NH)	Draft report for KCC, SDC and NH review.

Sevenoaks Local Plan

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Contents

Limitation Statement

The sole purpose of this report is to describe the processes by which 2042 Sevenoaks Local Plan Tests have been carried out using the Sevenoaks Local Transport Model. It should be noted that this report has been prepared for use of Sevenoaks District Council (SDC) and should be read in full with no excerpts out of context deemed to be representative of the report and its findings as a whole. This report has been prepared exclusively for Jacobs and Jacobs' end client (SDC) and no liability is accepted for any use or reliance on the report by third parties.

Several of the figures within this report have been generated in the PTV VISUM software using OpenStreetMap® open source data, licensed under the Open Data Commons Open Database License (ODbL) by the OpenStreetMap Foundation (OSMF). The data is available under the ODbL. For more information see:

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1. Introduction

1.1 Background

Sevenoaks District Council (SDC) is undertaking a Local Plan Review (LPR) for the district to address the latest Government standard methodology for calculating authorities' future housing numbers and extend the Plan period to at least 2042.

The current Sevenoaks District Core Strategy was adopted in 2011 and provides for the housing, employment and retail development needed for 2011-2026. The annual housing requirement will increase from the current Local Plan figure to up to approximately 1,164 homes/year from 2027 to 2042.

SDC needs to consider, and consult on, reasonable, alternative options for meeting housing and other development needs. As part of this process, SDC commissioned Jacobs to undertake transport modelling to gather evidence on the transport implications of the emerging draft LPR options.

The overall project objectives are to:

1. Assess the quality and capacity of transport infrastructure across the district and its ability to meet forecast demands – this can be developed through the traffic modelling proposed here.
2. Assess the cumulative impacts of the LP development options on the district's transport network – this can be developed through the traffic modelling proposed here.
3. Identify proposals and potential measures to mitigate the impacts of development to inform the infrastructure requirements associated with the LP. This should include, but is not limited to:
    a. Identification of potential measures to enable and achieve higher levels of sustainable transport mode share across the district.
    b. Identification of the potential barriers to the utilisation of sustainable transport modes across the district.
    c. Identification of potential intervention measures on the transport network

The Sevenoaks Local Transport Model has been checked and enhanced using available data to prepare it for developing forecast scenarios and undertaking spatial assessments. More information can be found in the local base model report[1].

1.2 Purpose of this Document

This Report outlines the assumptions, approach, and results of developing the Local Plan Tests. This aims to understand the likely impacts of the local plan development's traffic on the network.

Flow difference plots, junction level of service, link volume / capacity ratio and journey time comparison were extracted from the transport models to identify key junctions and links issues.

It should be noted that this report has been submitted in draft form and is expected to be updated to include the 2042 Local Plan with the Modal Shift scenario. In addition, the report is subject to

[1] Stage 2 Tonbridge and Malling and Sevenoaks - Local Model Validation Report v2.docx

review by Kent County Council (KCC) and National Highways (NH). Further revisions may be required in the final version, depending on feedback received from both parties.

1.3 Document Structure

Following this introduction, the structure of this report is as follows:

- **Chapter 2** – provides an overview of the methodology and assumptions;
- **Chapter 3** – provides an overview of the Local Plan Options;
- **Chapter 4** – presents the forecast results and analysis;
- **Chapter 5** – provides a summary and recommendations.

2. General Methodology and Assumptions

The overall methodology and assumptions used to develop the Local Plan tests follow the one for the Forecast Baseline and are summarised below. More details can be found in the *Reg19 Sevenoaks 2042 Forecast Baseline Report (DRAFT).*

- Uncertainty Log and Background Growth - Table 1 below presents the assumptions used in developing the future demand for the Local Plan options. These were consistent with the Forecast Baseline, and the only difference is the addition of the demand from Local Plan developments.

Table 1 Sevenoaks – 2042 Local Plan Uncertainty Log and Background Growth Assumptions

Area	Assumptions
Sevenoaks	**2042 Local Plan** – Forecast Baseline + Local Plan Developments
Neighbouring Authorities (Tonbridge and Malling, Tunbridge Wells, Gravesham, Dartford, East Sussex, Surrey and Southeast London)	As the growth assumptions used in the Forecast Baseline. TEMPro (with adjustment of the default Housing and Job assumptions to match updated housing need/LP targets where known). Committed development (and potentially larger LP sites close to District boundary) agreed on a case-by-case basis (and subtracted from TEMPro v8 to avoid double-counting).
Other Areas	As the growth assumptions used in the Forecast Baseline. TEMPro v8 growth was applied.

- Goods Vehicle Growth – As the Forecast Baseline. National Road Traffic Projections (NRTP) 2022 published by DfT for Southeast of England LGV and HGV was used. NRTP22 scenario 1 is the reference case based on central projections for GDP (OBR), for fuel prices and for population (ONS).

- Trip Generation – The trip rates extracted from TRICs for the Forecast Baseline were used to calculate the vehicular trips of the local plan developments for the AM and PM peaks.

- Trip Distribution - Base donor zone with similar land use in the vicinity of the new development was used to get a similar origin and destination information for each development to distribute vehicle trips around the network.

- Forecast Network Development – The 2042 Forecast Baseline network was used as starting point. More details are presented in the Section 3 for the network changes applied in Scenario 2.

3. 2042 Local Plan Scenarios

3.1 2042 Local Plan

The 2042 Sevenoaks Forecast Baseline was used as a starting point to develop the 2042 Local Plan. This includes the local plan developments provided by SDC. The locations of these developments are presented in Figure 1 to Figure 4. These local plan sites are modelled in addition to the committed developments included in the Forecast Baseline.

The origin and destination (departures and arrivals) trips for each development for the AM and PM peak were calculated using the trip rates extracted from TRICs for the 2042 Sevenoaks Forecast Baseline.

Base donor zone in the location of the new development has been used to get a similar origin and destination trip distribution pattern. This process has been done for each development to distribute vehicle trips around the network.

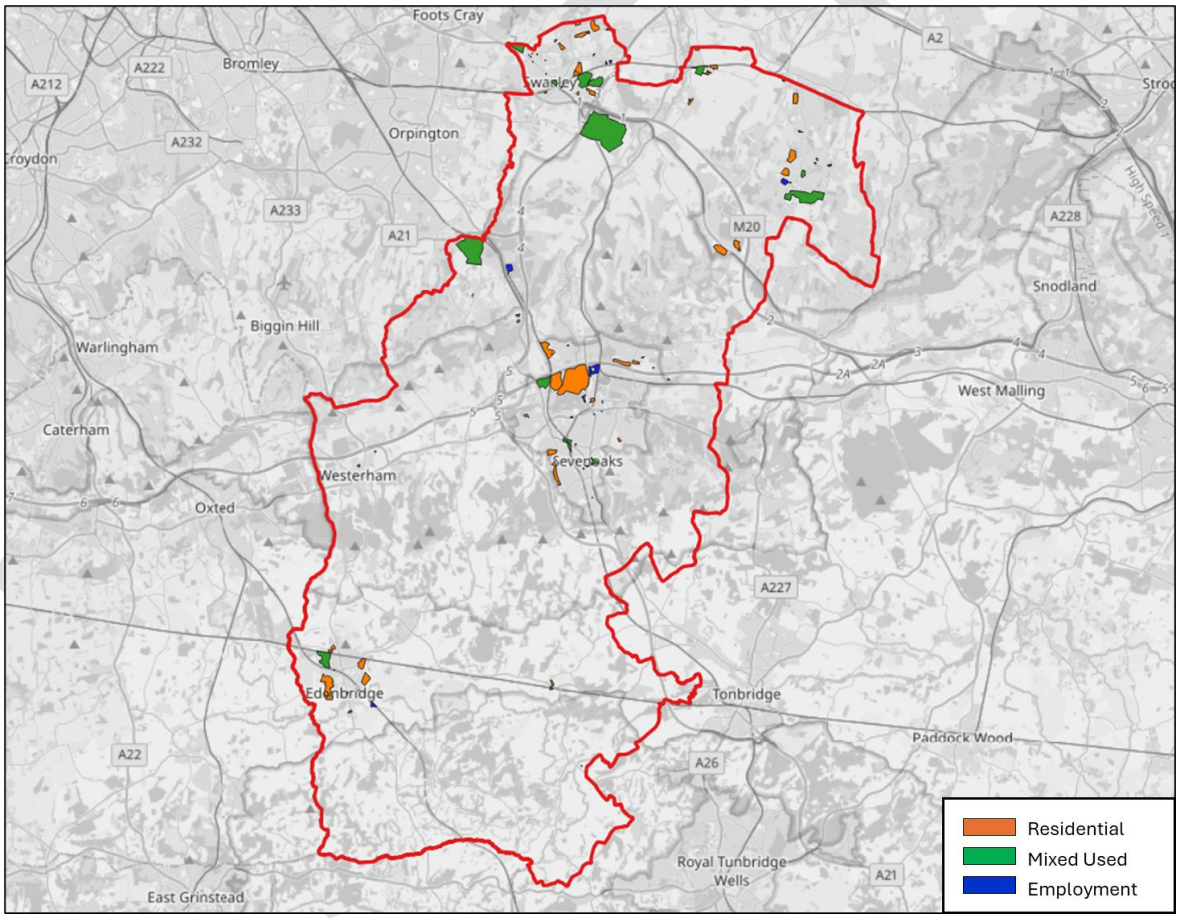

Figure 1 Location of Local Plan Developments – Sevenoaks District

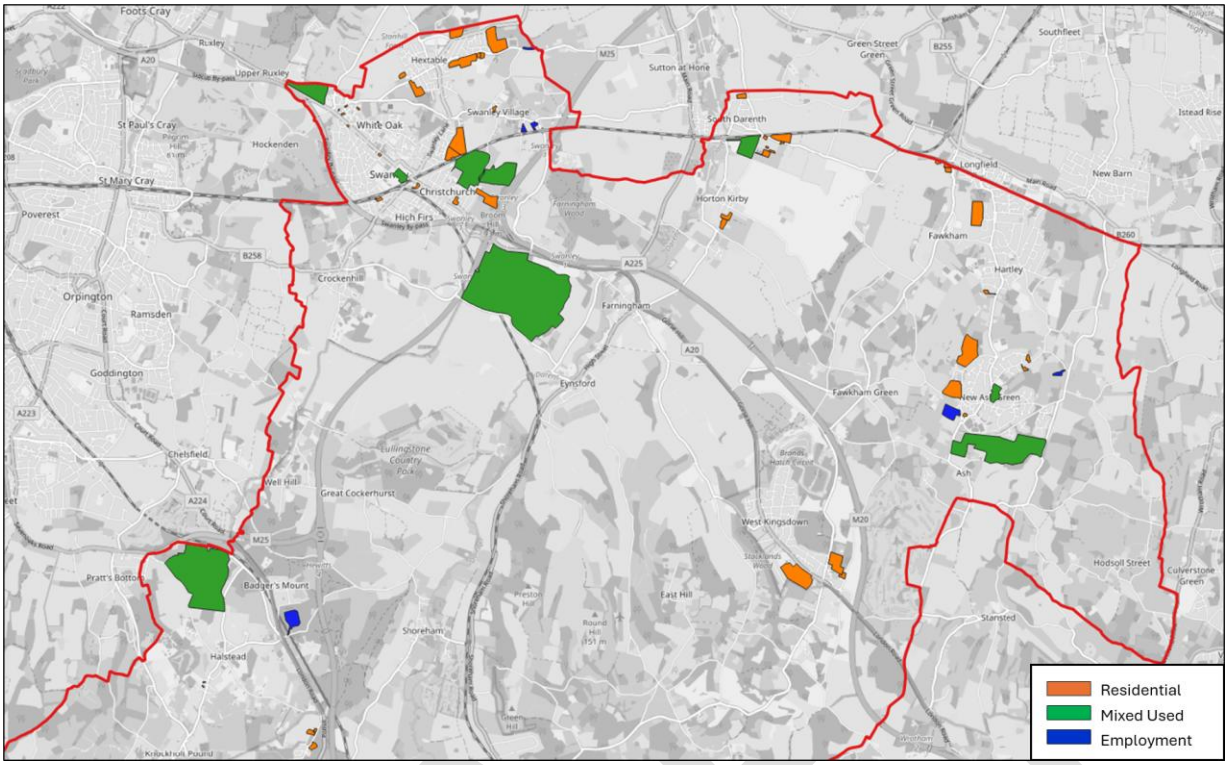

Figure 2 Location of Local Plan Developments – Swanley, Eynsford, New Ash Green and Halstead

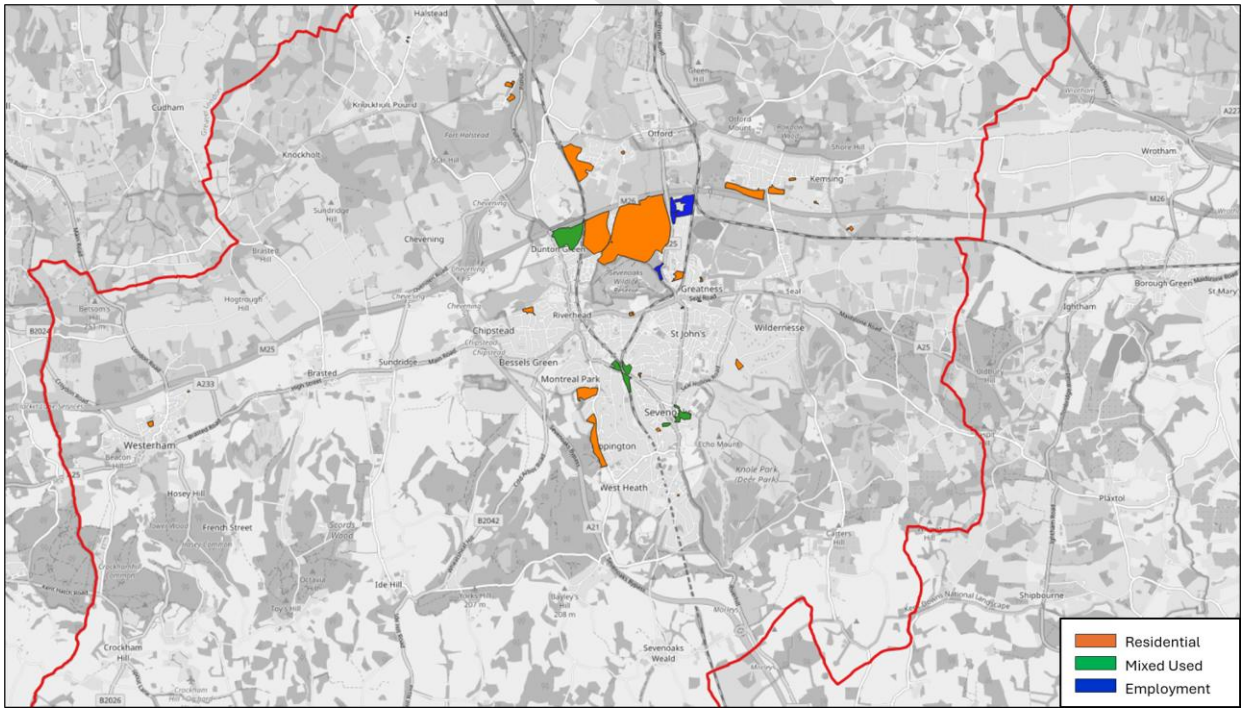

Figure 3 Location of Local Plan Developments – Sevenoaks and Otford

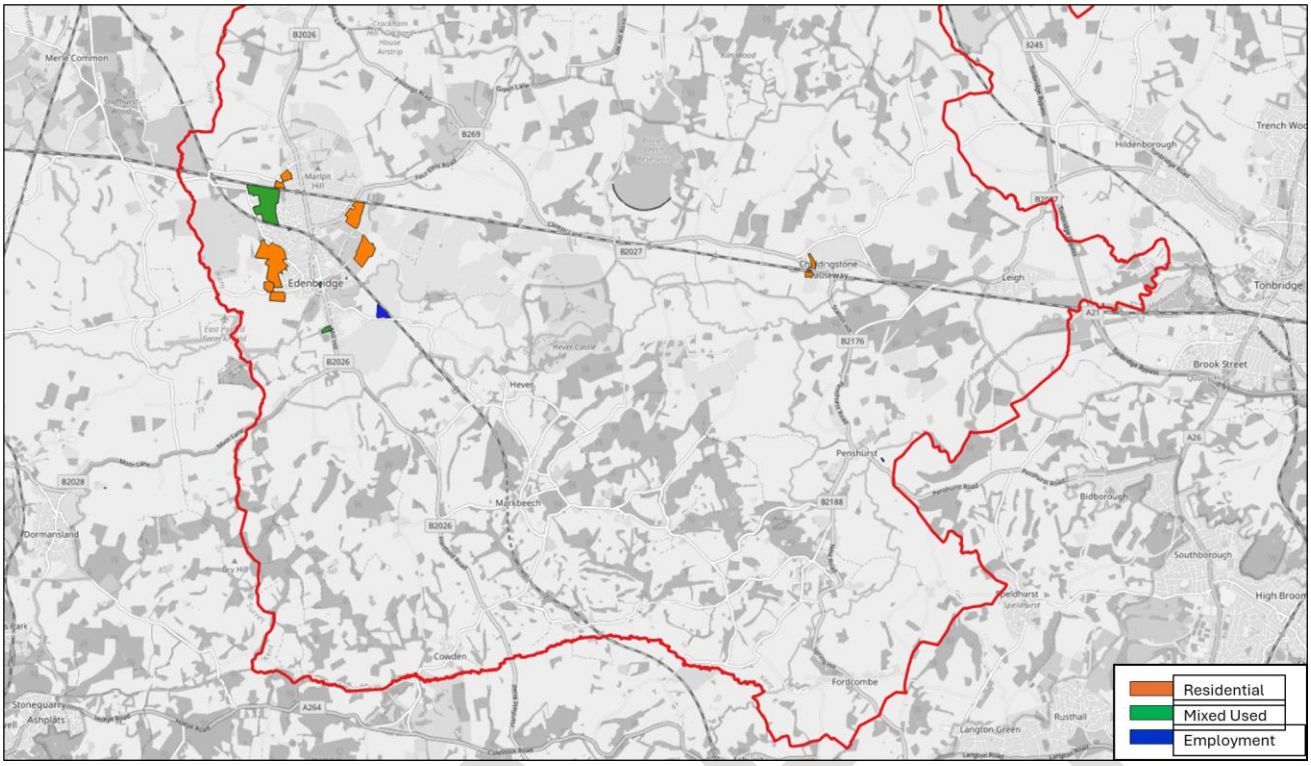

Figure 4 Location of Local Plan Developments – Edenbridge

3.2 M25 J3 Pedham Place Development Improvement Scheme

The Pedham Place development led improvement scheme at M25 J3 was also incorporated in 2042 Local Plan scenario. Figure 5 and Figure 6 show the network changes provided by the developer's consultant. The improvements include widening the roundabout and approaches to increase capacity. It should be noted that this is not a National Highways proposal. It was included in the transport modelling as part of the local plan scheme.

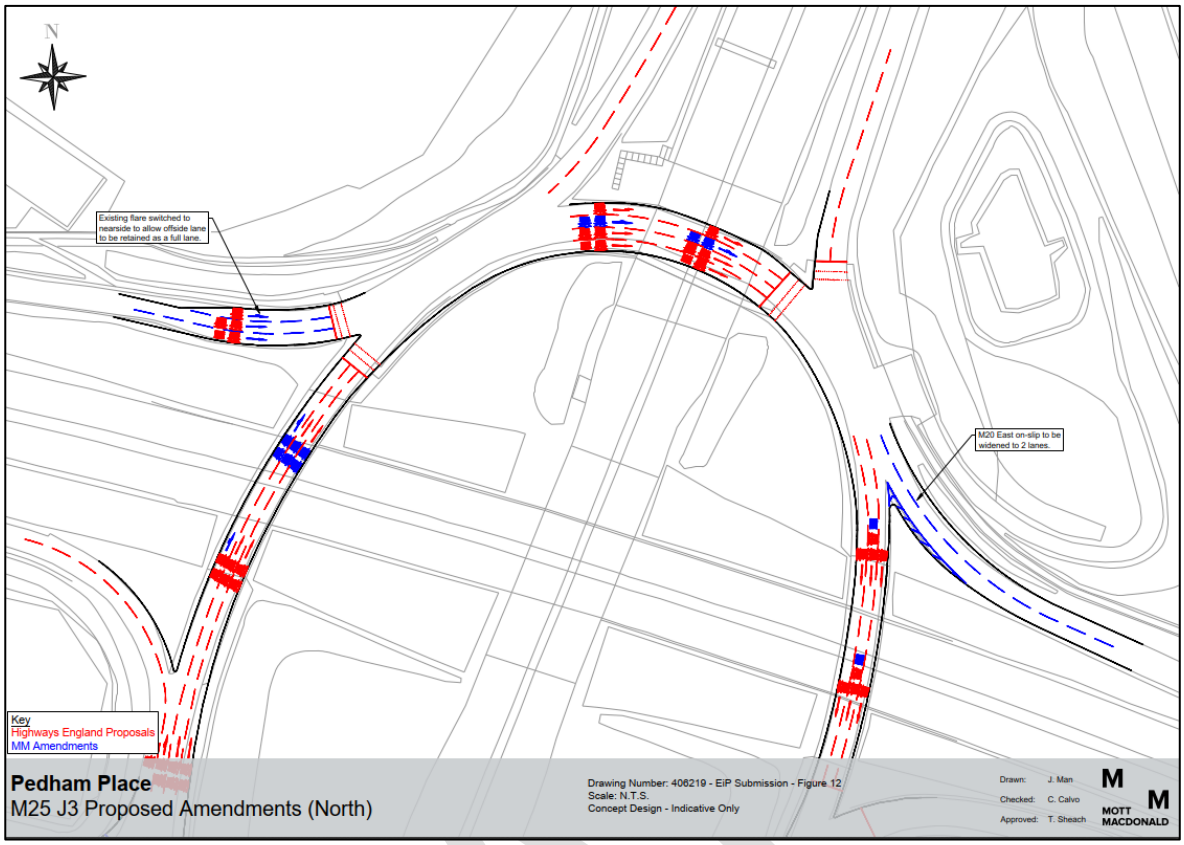

Figure 5 Local Plan Scheme at M25 J3 (North)

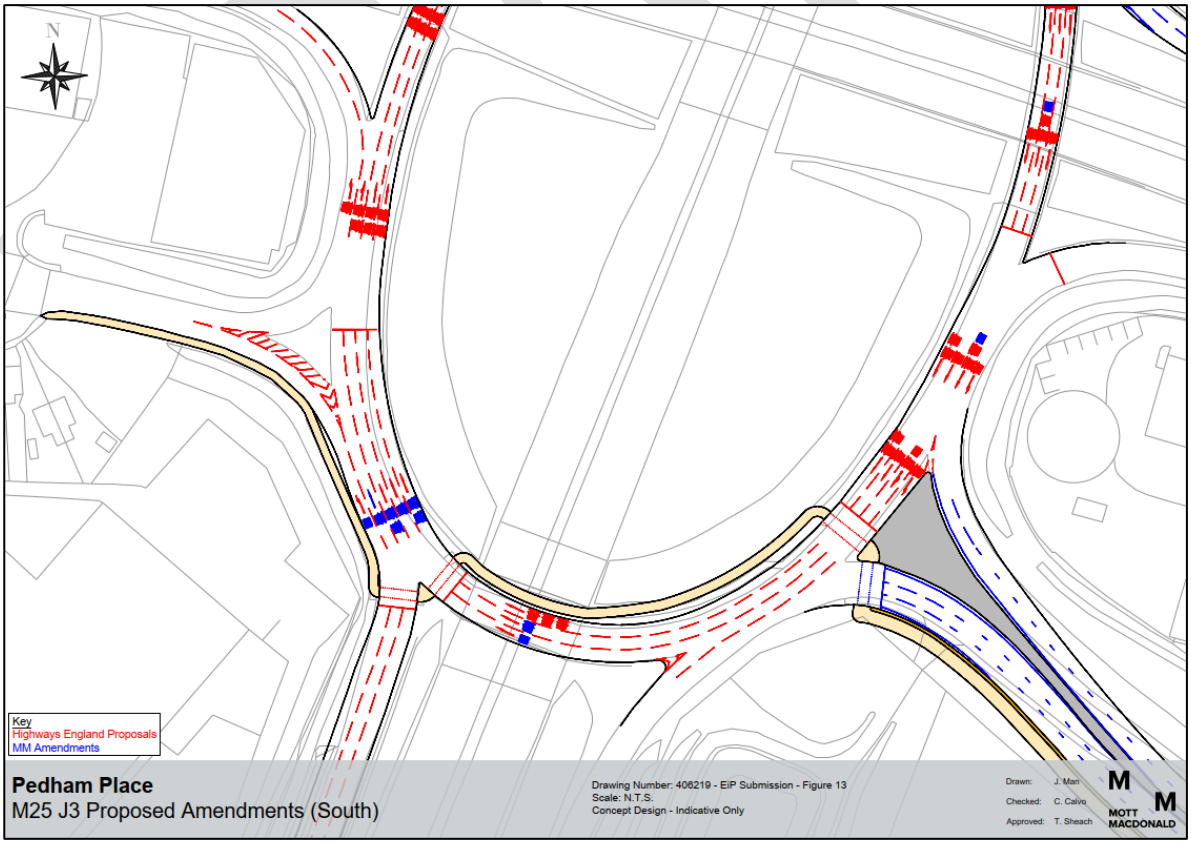

Figure 6 Local Plan Scheme at M25 J3 (South)

3.3 Summary of Dwelling Units

Table 2 below presents the estimated dwelling units considered for the 2042 Local Plan scenario.

Table 2 Summary of Dwelling Units

	2042 Local Plan Scenario
Completed Developments (from2019)	*2,509*
Extant Permissions	3,878
Windfall Sites	949
Proposed Site Allocation	12,348
Total (excluding completed developments)	**17,211**

4. Results and Analysis

4.1 Model Outputs Criteria

Junction Level of Service (LOS) and link Volume / Capacity (VOC) ratio indicators were used as criteria to identify the link and junction "hot spots" in the study area.

Level of service plots provide a qualitative measure of how good the present traffic situation is on a given junction. As actual flow will vary for different days and different times in a day, LOS relates the traffic service quality to a given flow rate of traffic. VISUM defines the LOS based on the mean delay experienced by each vehicle. Table 4-1 defines the LOS by six levels ranging from level A to level F.

A	Level A represents the best quality of traffic where the driver has the freedom to drive with free flow speed.
B	Level B represents good traffic quality where driver can reasonably maintain free flow speed and maneuverability within the traffic stream is slightly restricted.
C	Level C represents stable traffic flows, at or near free flow. Ability to manoeuvre through lanes is noticeably restricted and requires awareness.
D	Level D represents almost unstable traffic flows. Speeds slightly decrease as traffic volume slightly increase. On this level driver comfort decreases.
E	Level E represents unstable traffic flows, operating at capacity. Driver's level of comfort becomes poor.
F	Level F represents the worst traffic quality with forced or breakdown traffic flows. Travel time cannot be predicted, with generally more demand than capacity.

Table 4-1: Level of Service Description

On the other hand, volume / capacity is the ratio of assigned traffic volume to the modelled link capacity and the ranges used are set out below.

V/C Ratio	Description
<= 75%	Stable flow with acceptable delay
<= 85%	Approaching unstable flow but with tolerable delay
<= 100%	Unstable flow
> 100%	Over-capacity

Table 4-2: Level of Service Description

4.2 2042 Local Plan Scenario

4.2.1 Flow Difference Plots

Figure 7 to 14 show the flow difference plots (presented in total actual vehicles and considering blocking back and queue effect) for each peak period comparing the 2042 Local Plan Scenario and 2042 Forecast Baseline.

In the AM and PM peak period, significant traffic increases (greater than 100 vehicles per direction) are predicted on the following corridors.

Swanley, Eynsford, New Ash Green and Halstead

- M25
- A20
- M20
- B2173
- B258 Swanley Lane
- Highlands Hill
- Swanley Village Road
- Ash Road
- Sevenoaks Road
- A224 Orpington By-Pass

Sevenoaks Town and Otford

- M25
- A21
- A224 London Road
- A224 Morants Ct Road

Edenbridge Town

- Crouch House Road
- Hilders Lane
- Swan Lane
- B2027 Four Elms Road

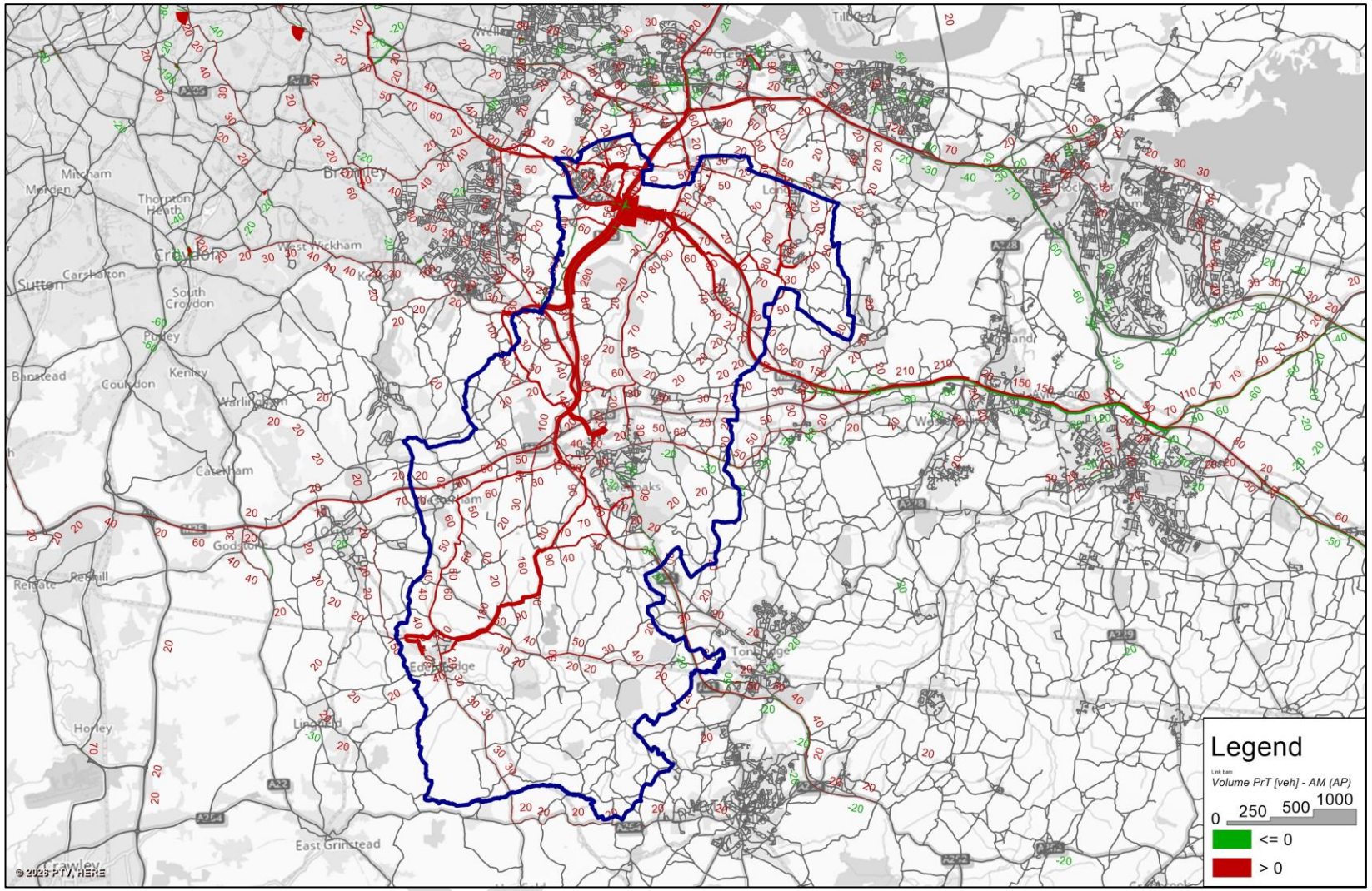

Figure 7 2042 Sevenoaks Forecast Baseline vs Local Plan Scenario AM Peak – Sevenoaks District

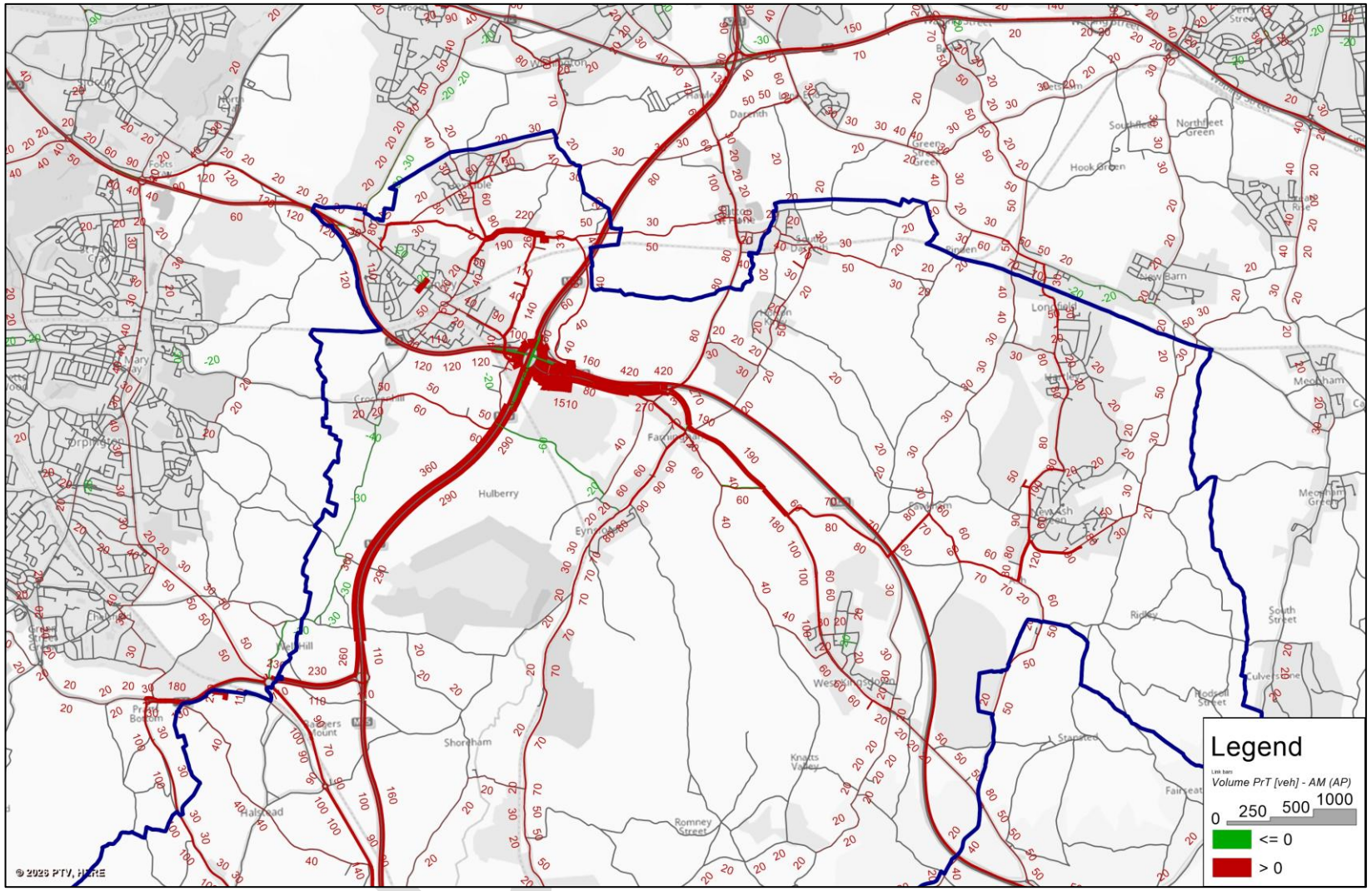

Figure 8 2042 Sevenoaks Forecast Baseline vs Local Plan Scenario AM Peak – Swanley, Eynsford, New Ash Green and Halstead

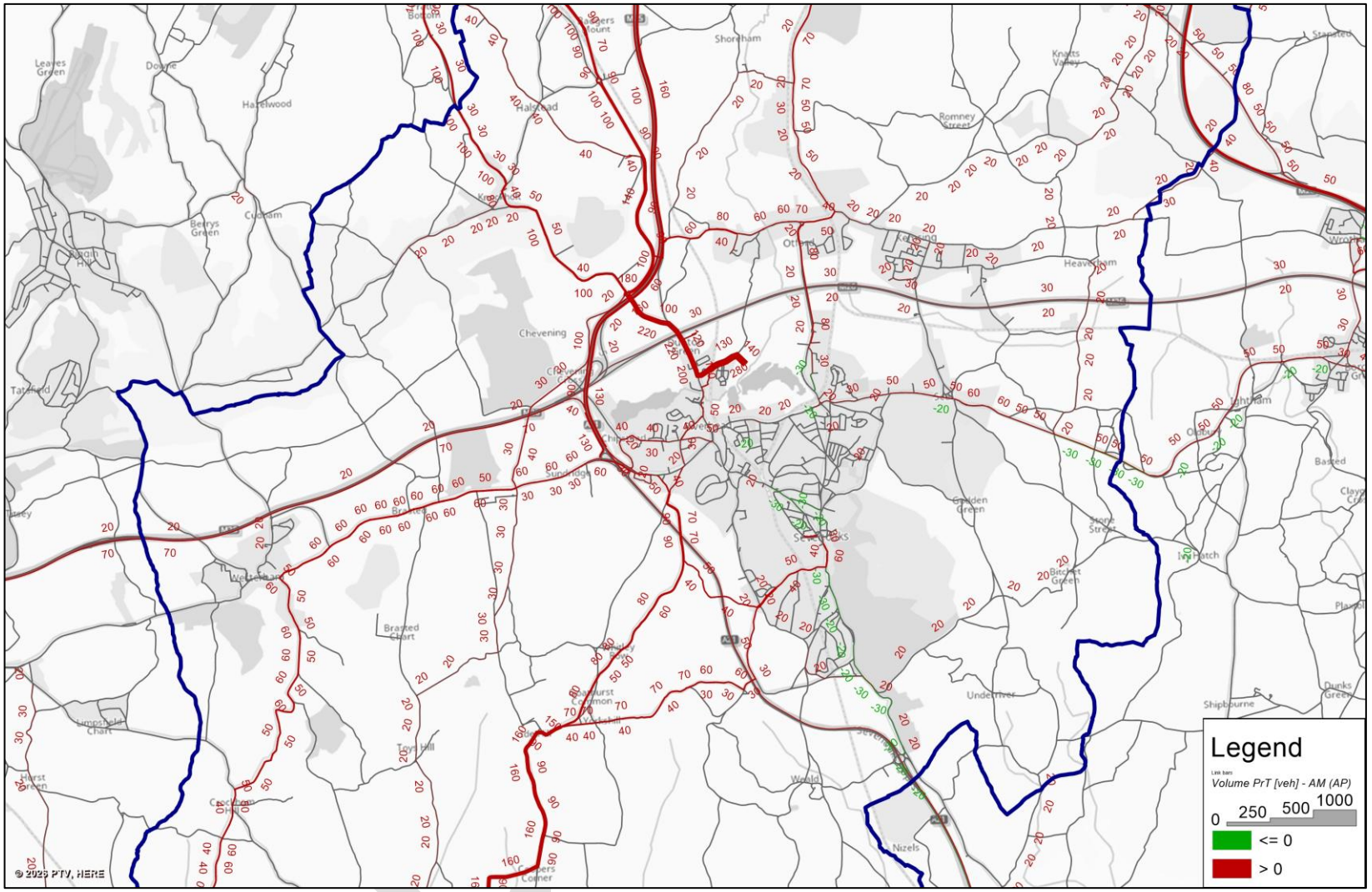

Figure 9 2042 Sevenoaks Forecast Baseline vs Local Plan Scenario AM Peak – Sevenoaks and Otford

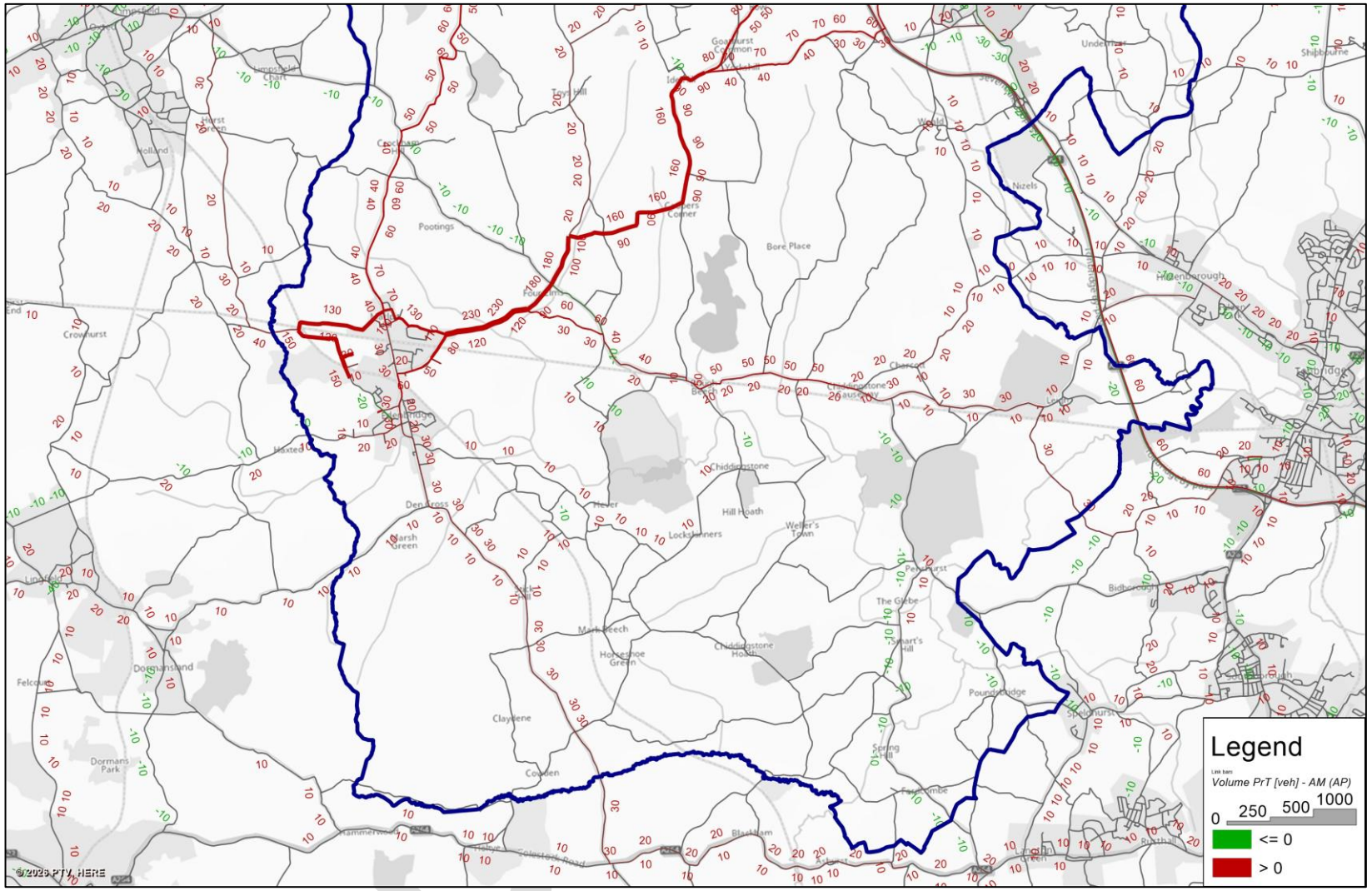

Figure 10 2042 Sevenoaks Forecast Baseline vs Local Plan Scenario AM Peak – Edenbridge

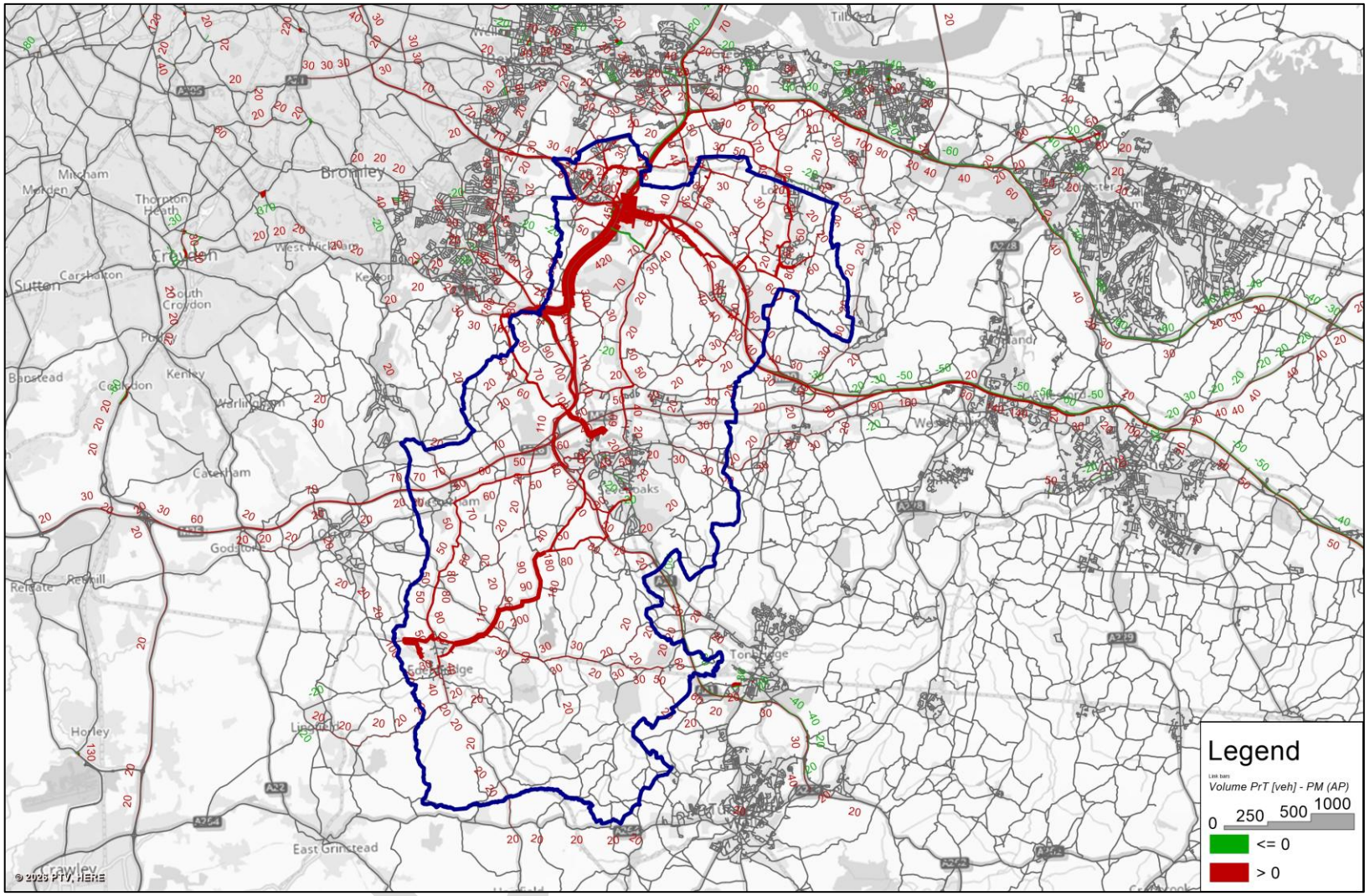

Figure 11 2042 Sevenoaks Forecast Baseline vs Local Plan Scenario PM Peak - Sevenoaks District

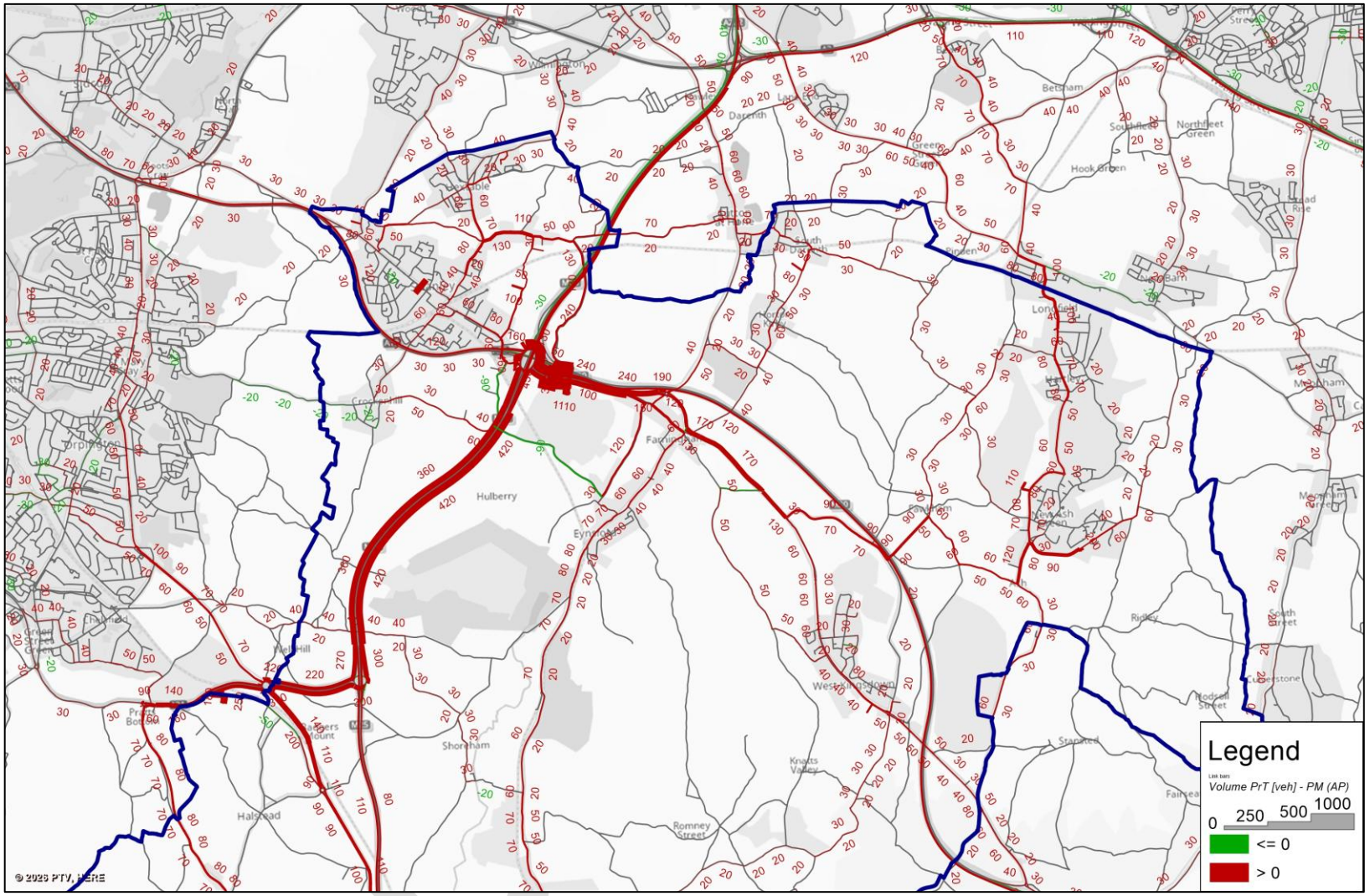

Figure 12 2042 Sevenoaks Forecast Baseline vs Local Plan Scenario PM Peak – Swanley, Eynsford, New Ash Green and Halstead

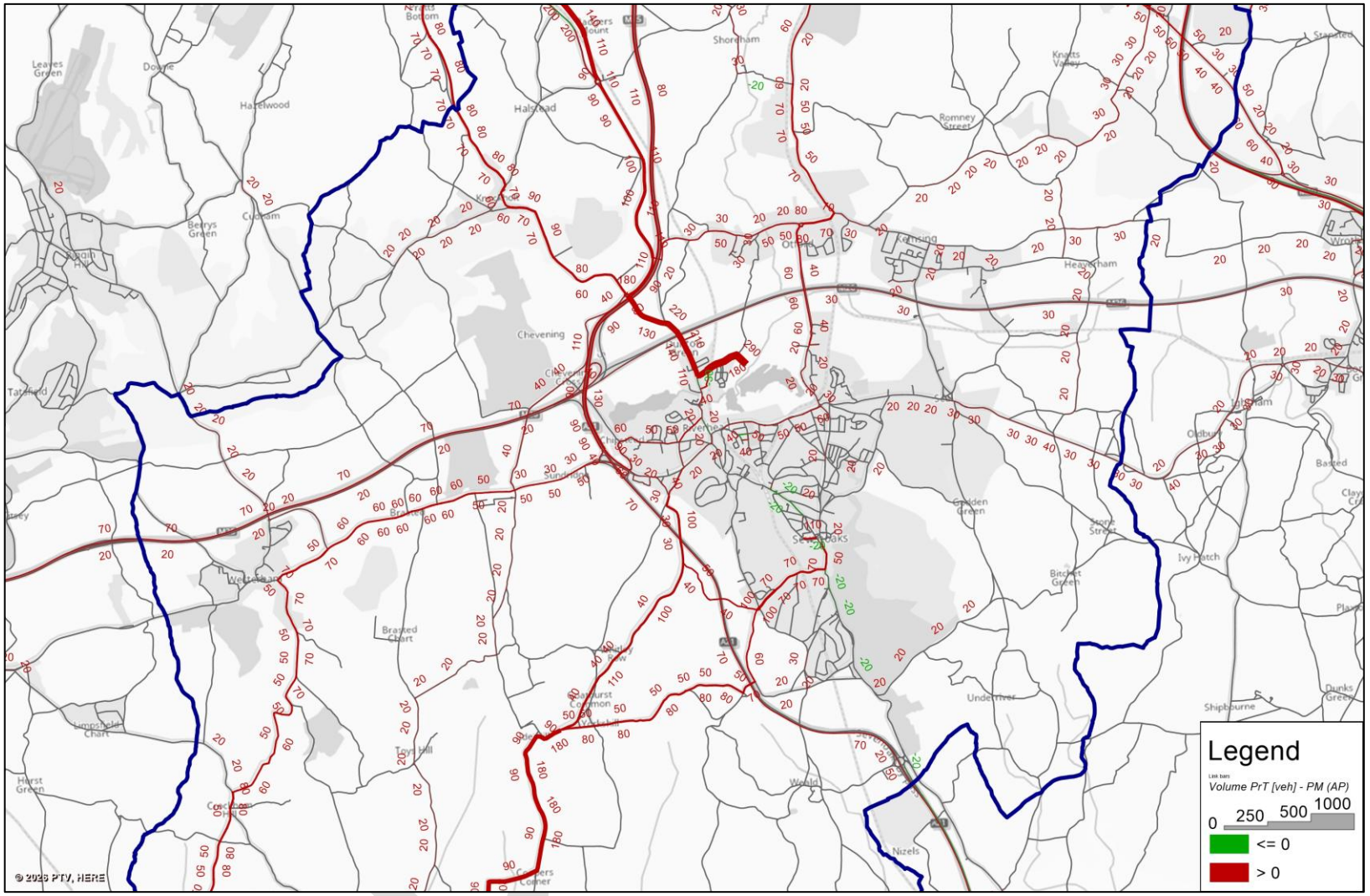

Figure 13 2042 Sevenoaks Forecast Baseline vs Local Plan Scenario PM Peak – Sevenoaks Town and Otford

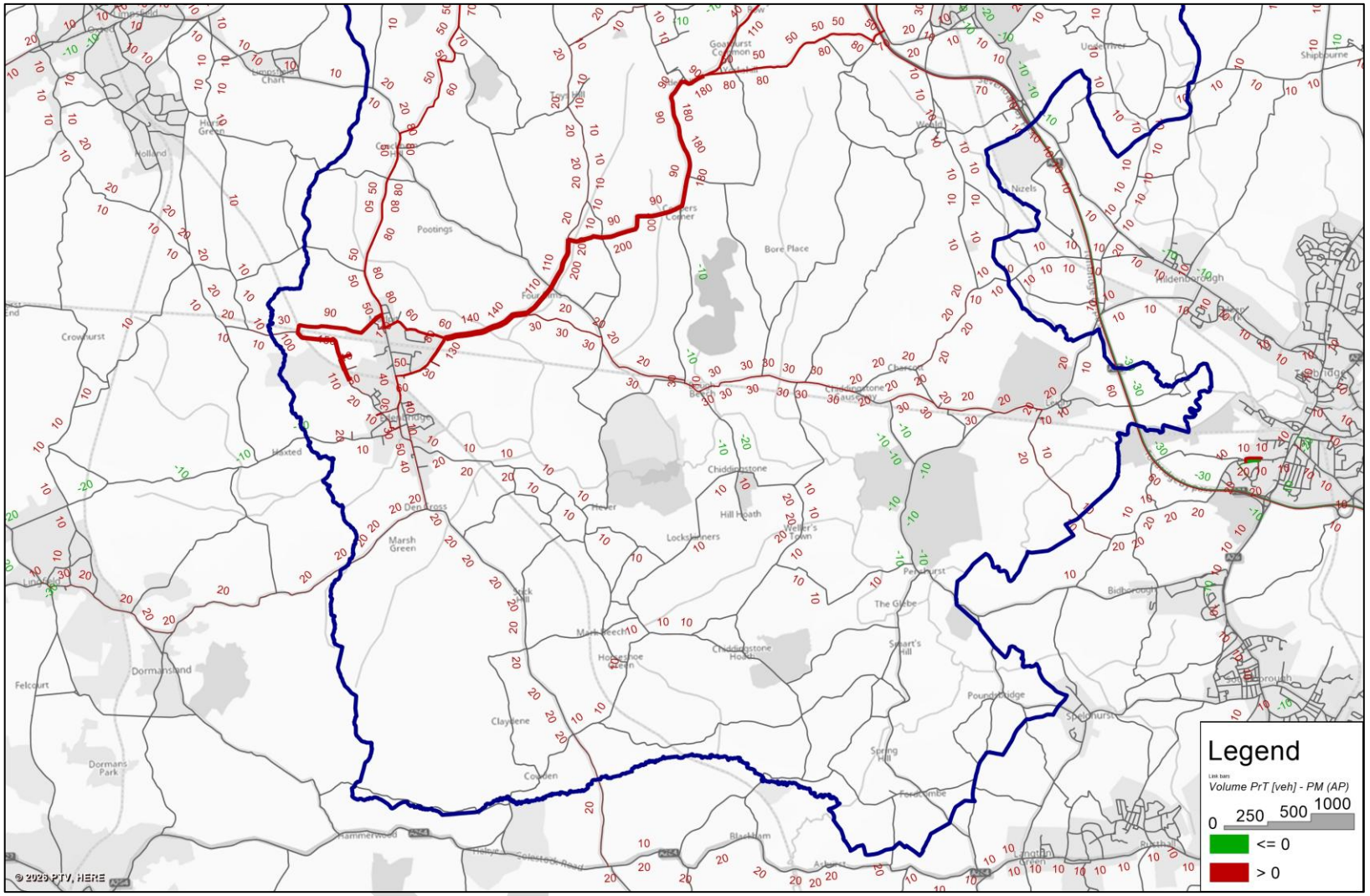

Figure 14 2042 Sevenoaks Forecast Baseline vs Local Plan Scenario PM Peak – Edenbridge

4.2.2 Junction and Link "Hot-Spots"

Figure 15 to Figure 22 present the junction LOS and link V/C ratios for the 2042 Local Plan scenario in the AM and PM peak periods. These results are summarised in Table 4-3.

Many of the junction and link "hot spots" identified in the 2042 Local Plan scenario are also present in both the 2019 Base Model and the 2042 Forecast Baseline. This indicates that network pressures already exist along several corridors within the district, even in the absence of Local Plan developments.

Table 4-3 identifies the locations of junctions and corridors operating at LOS E or F and/or with V/C ratios exceeding 85%. In several instances, link performance deteriorates further in the Local Plan scenario compared to the 2042 Forecast Baseline. This worsening is primarily attributable to forecast traffic growth associated with Local Plan sites.

In the northern part of the district, including Swanley, Eynsford, New Ash Green and Halstead, sections of the M25 between Junctions 3 and 4 (southbound) and the A20 Main Road exhibit increasing pressure, with V/C ratios exceeding 100%. In addition, the High Street / St Georges Road junction and M25 Junction 3 operate at LOS F under the Local Plan scenario.

Within Sevenoaks Town and Otford, several junctions that operate at LOS E or F in the 2042 Forecast Baseline show similar performance in the Local Plan scenario. However, this does not imply an absence of impact. In some cases, junctions are already operating at LOS F in the baseline scenario, which represents the lowest performance category; therefore, further deterioration is not reflected in the LOS metric despite increased demand.

A similar pattern is observed in Edenbridge, with the additional impact that the B2026 Main Road / Hilders Lane / Hillcrest Road junction is forecast to operate at LOS F in the Local Plan scenario.

It should be noted that the junction and link "hot spots" identified in this assessment, based on the strategic model, provide only a high-level indication of potential capacity constraints. Strategic modelling is inherently less detailed and is primarily intended to highlight locations where further, more detailed analysis may be required.

Accordingly, local junction modelling was undertaken as the next step to confirm whether capacity issues are likely to arise and to determine the extent of any impacts. This more detailed level of modelling incorporates refined network coding, including junction geometry, lane allocation, signal staging, and operational characteristics, which cannot be fully represented within the strategic model framework.

As a result, it is possible that not all junctions identified in Table 4-3 will ultimately be shown to experience significant operational issues or require mitigation once assessed using local junction models. The outcomes of the detailed modelling may therefore differ from the initial high-level findings presented here.

The undertaking of local junction modelling forms part of the Sevenoaks Local Plan evidence base and the results of this are documented in a separate report.

Area		Road /Junction	2019 Base	2042 Forecast Baseline	2042 Local Plan
Swanley, Eynsford, New Ash Green and Halstead	V/C >85%	Bartholomew Way	>85%	>100%	>100%
		High Street	>85%	>100%	>100%
		M25 between J3 and J4 Southbound	-	>85%	>100%
		A20 Main Road	-	>85%	>100%
	LOS E or F	High Street/St Georges Road	E	E	F
		M25 J3	F	E	F
		Hewitts Roundabout	F	F	F
Sevenoaks Town, and Otford	LOS E or F	A25 / Bradbourne Road	E	F	F
		Seal Road/Filmer Lane/ Seal Hollow Road	E	F	F
		Westerham Road/Larkfield Road	E	F	F
		A25 / Otford Road / St Johns Hill	F	A	A
		High Street/Pembroke Road	F	F	F
		Westerham Road/ A21 Onslip SB	F	F	F
		Station Road / Shoreham Road / Pilgrims Way E	E	E	F
		Westerham Road / Cold Arbor Road	-	E	E
		Worship Road / Witches Lane	-	E	E
		A25 London Road / Maidstone Road	-	E	E
		Morleys Roundabout	-	E	E
Edenbridge	LOS E or F	Mont St Aignan Way/Lingfield Road	F	F	F
		Mont St Aignan Way/Stangrove Road	F	F	F
		B2026 Station Road/High Street	E	E	E
		B2026Main Road / Hilders Lane / Hillcrest Road	-	-	F

Table 4-3: 2042 Local Plan List of Junction and Link "Hot Spots"

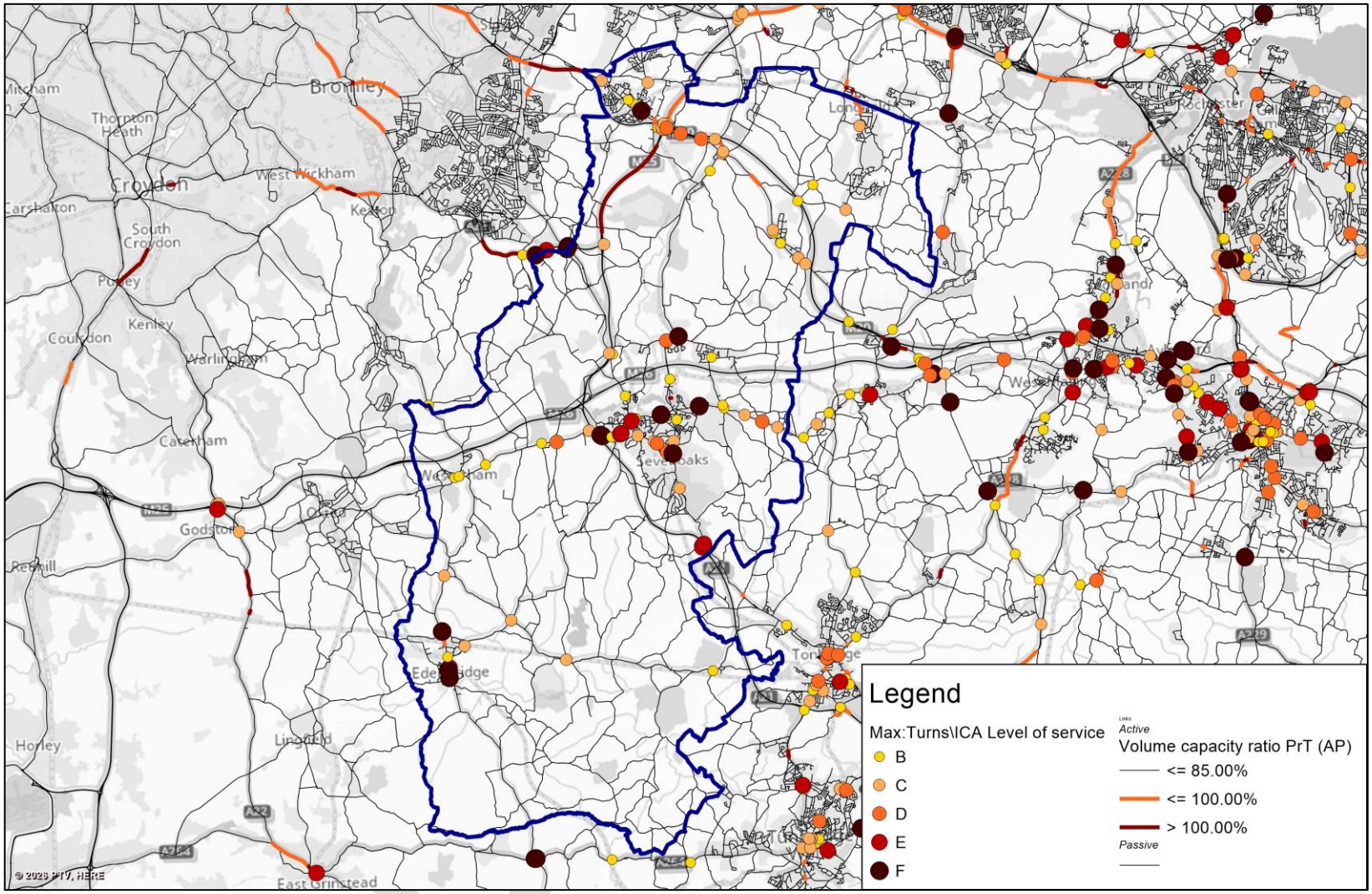

Figure 15 2042 LP Scenario Junction LOS and Link Volume Capacity Ratio AM Peak – Sevenoaks District

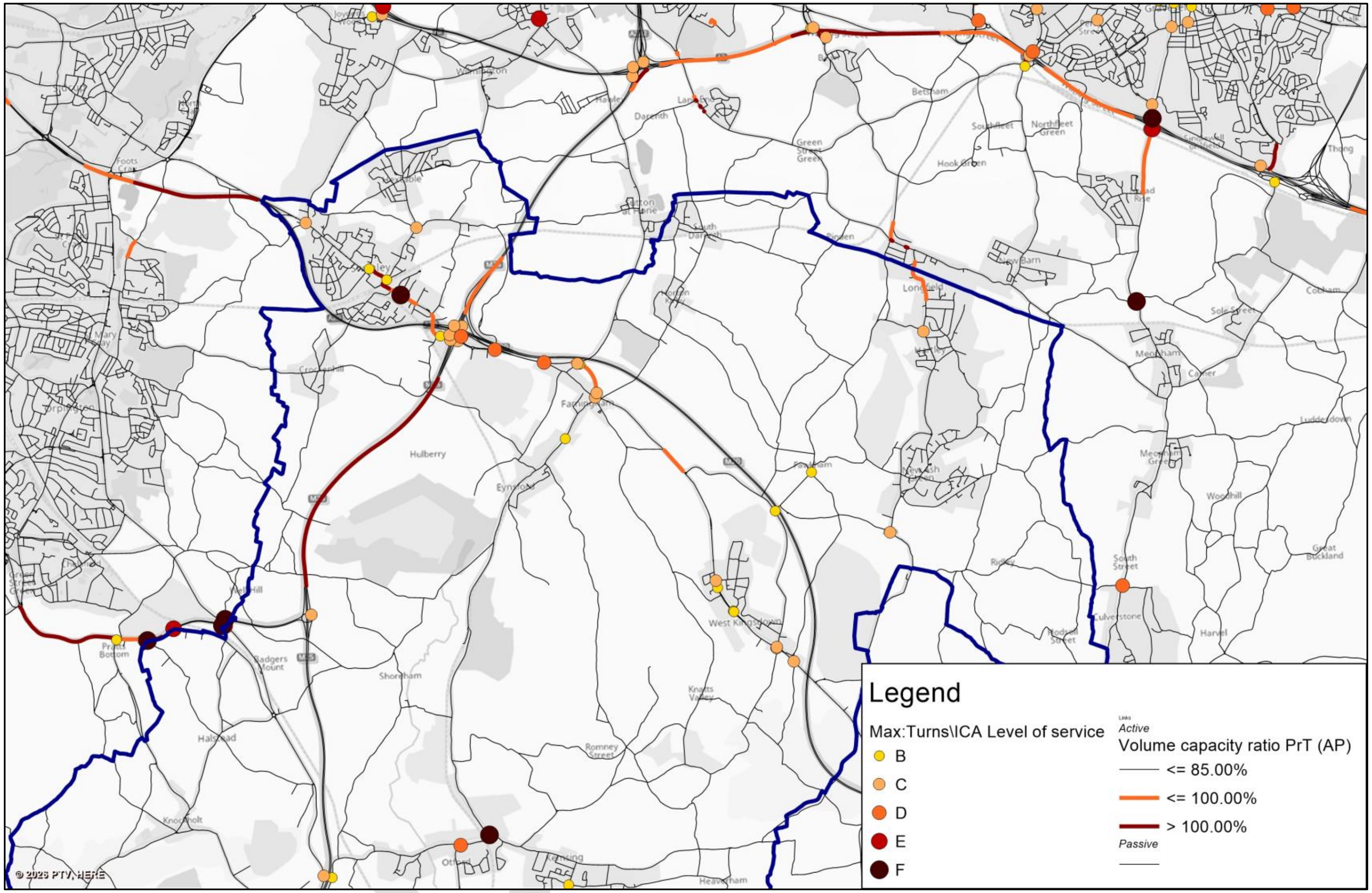

Figure 16 2042 LP Scenario Junction LOS and Link Volume Capacity Ratio AM Peak – Swanley, Eynsford, New Ash Green and Halstead

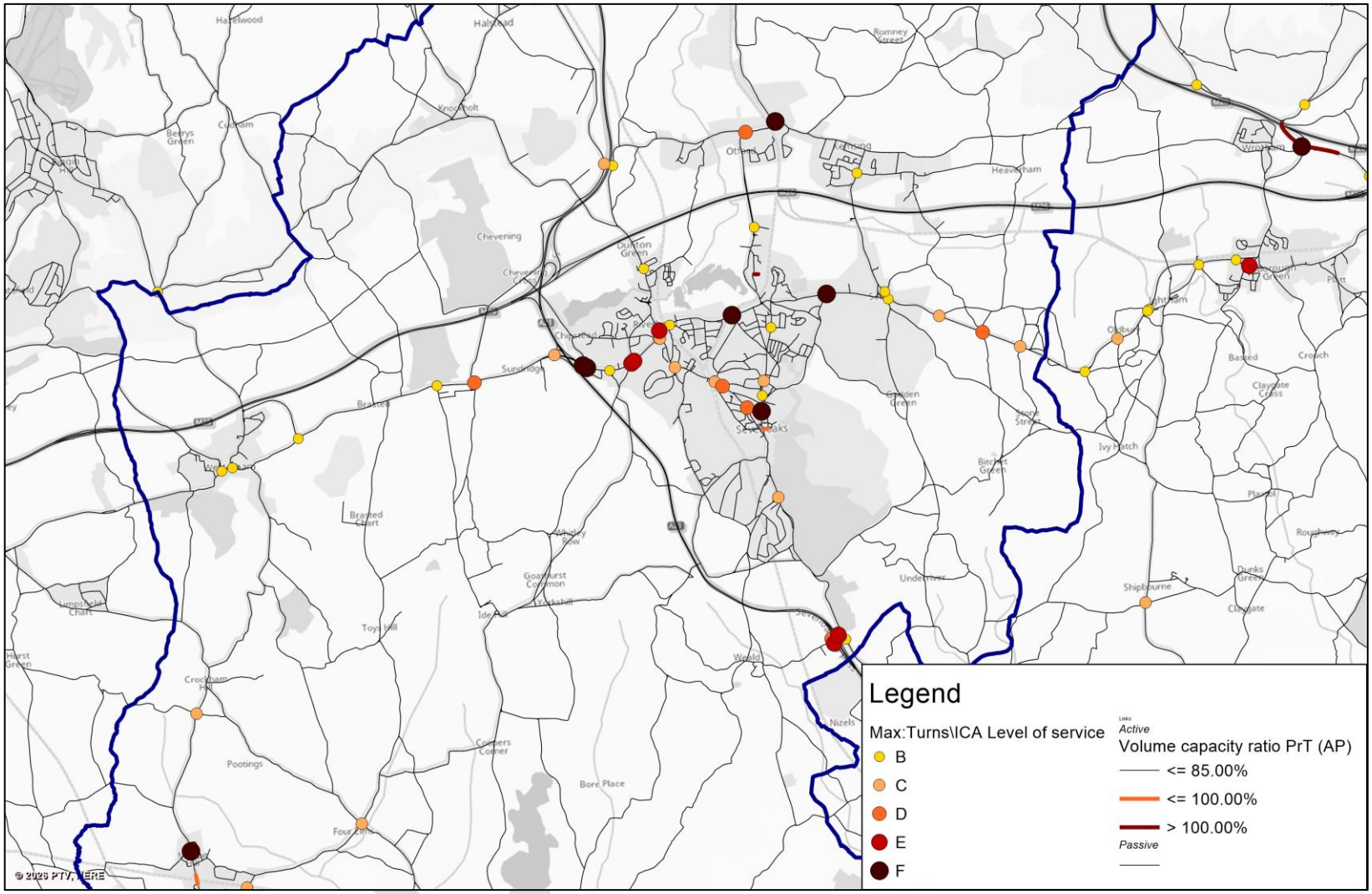

Figure 17 2042 LP Scenario Junction LOS and Link Volume Capacity Ratio AM Peak – Sevenoaks Town and Otford

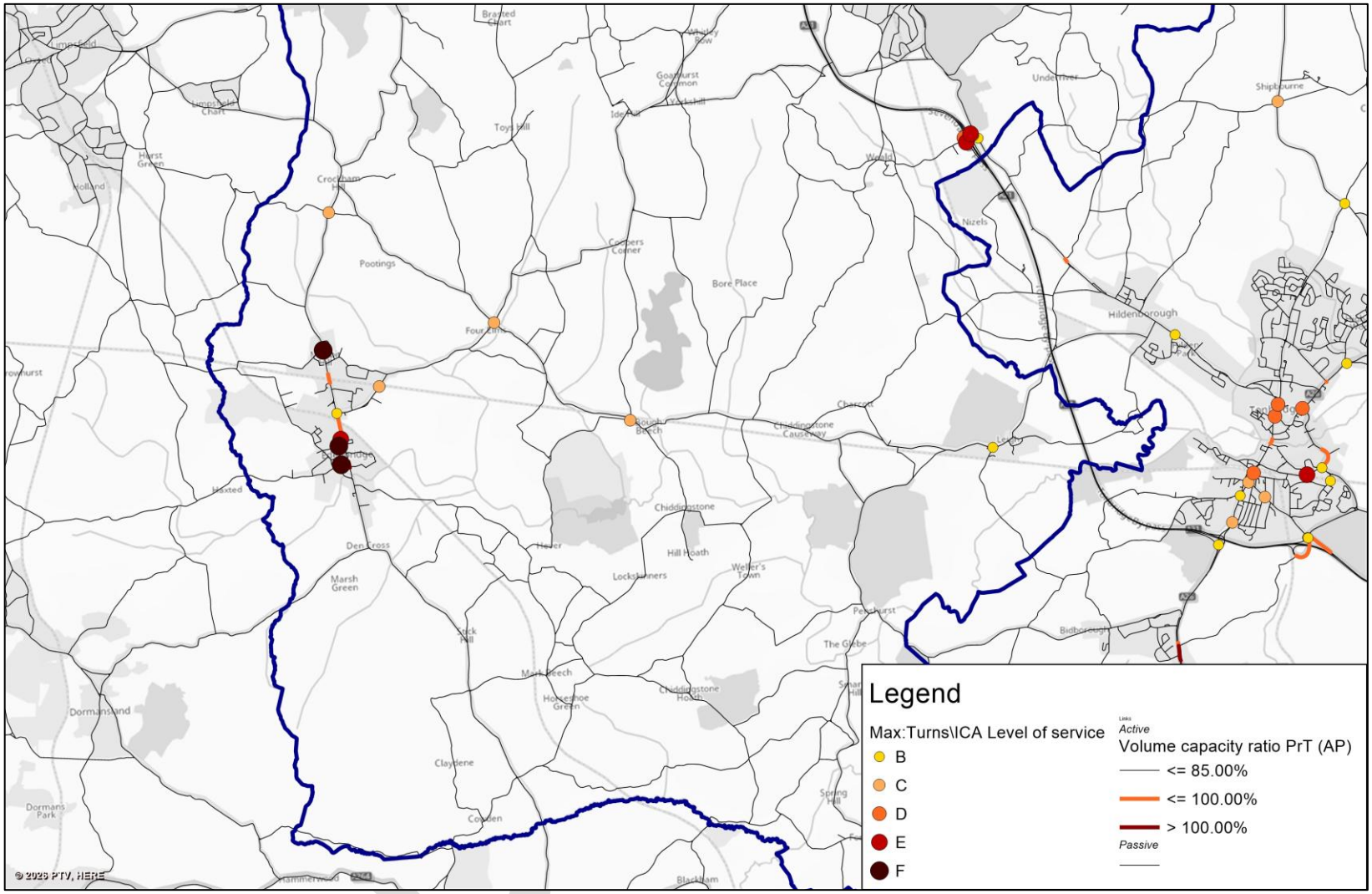

Figure 18 2042 LP Scenario Junction LOS and Link Volume Capacity Ratio AM Peak – Edenbridge

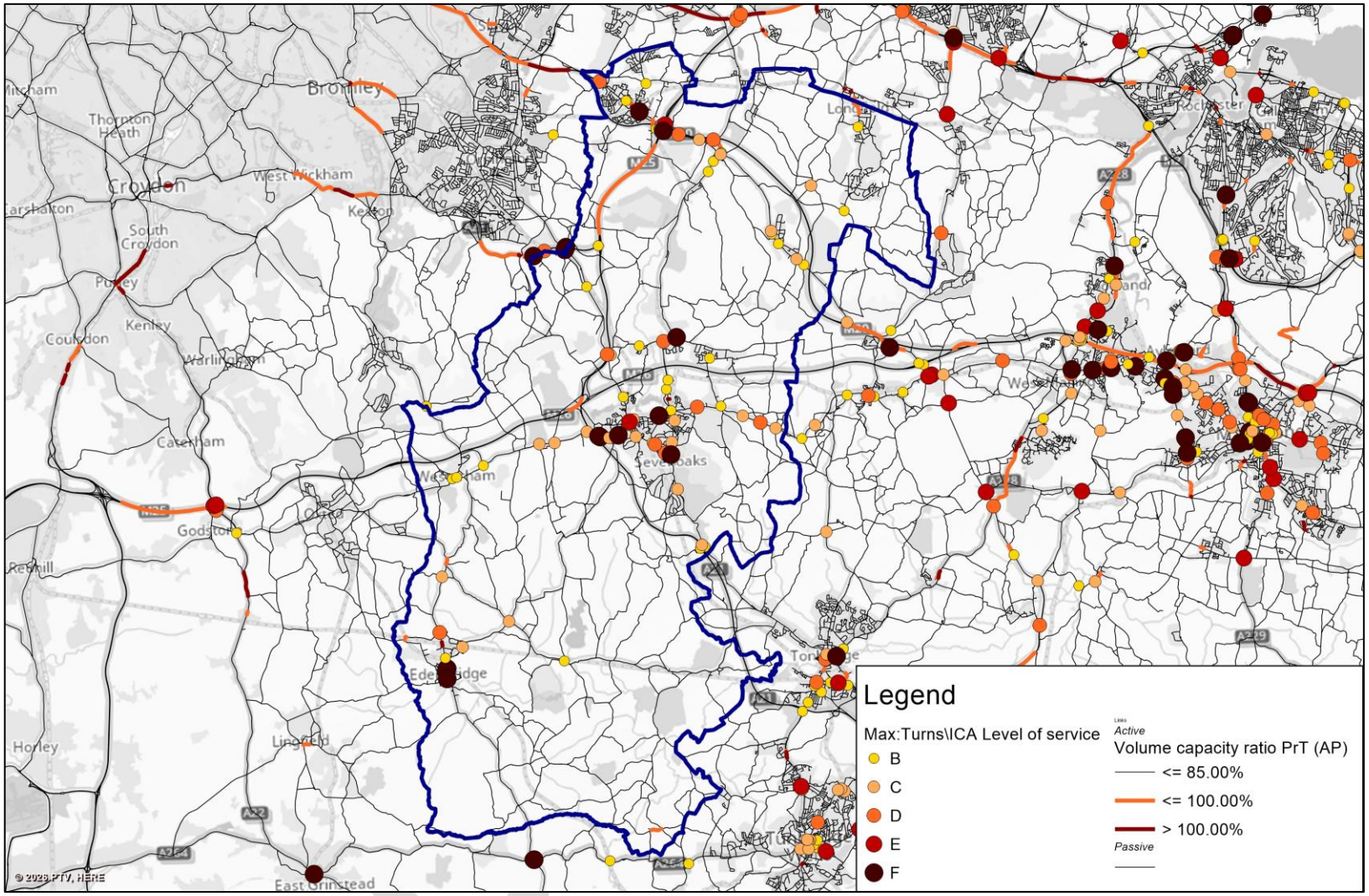

Figure 19 2042 LP Scenario Junction LOS and Link Volume Capacity Ratio PM Peak –Sevenoaks District

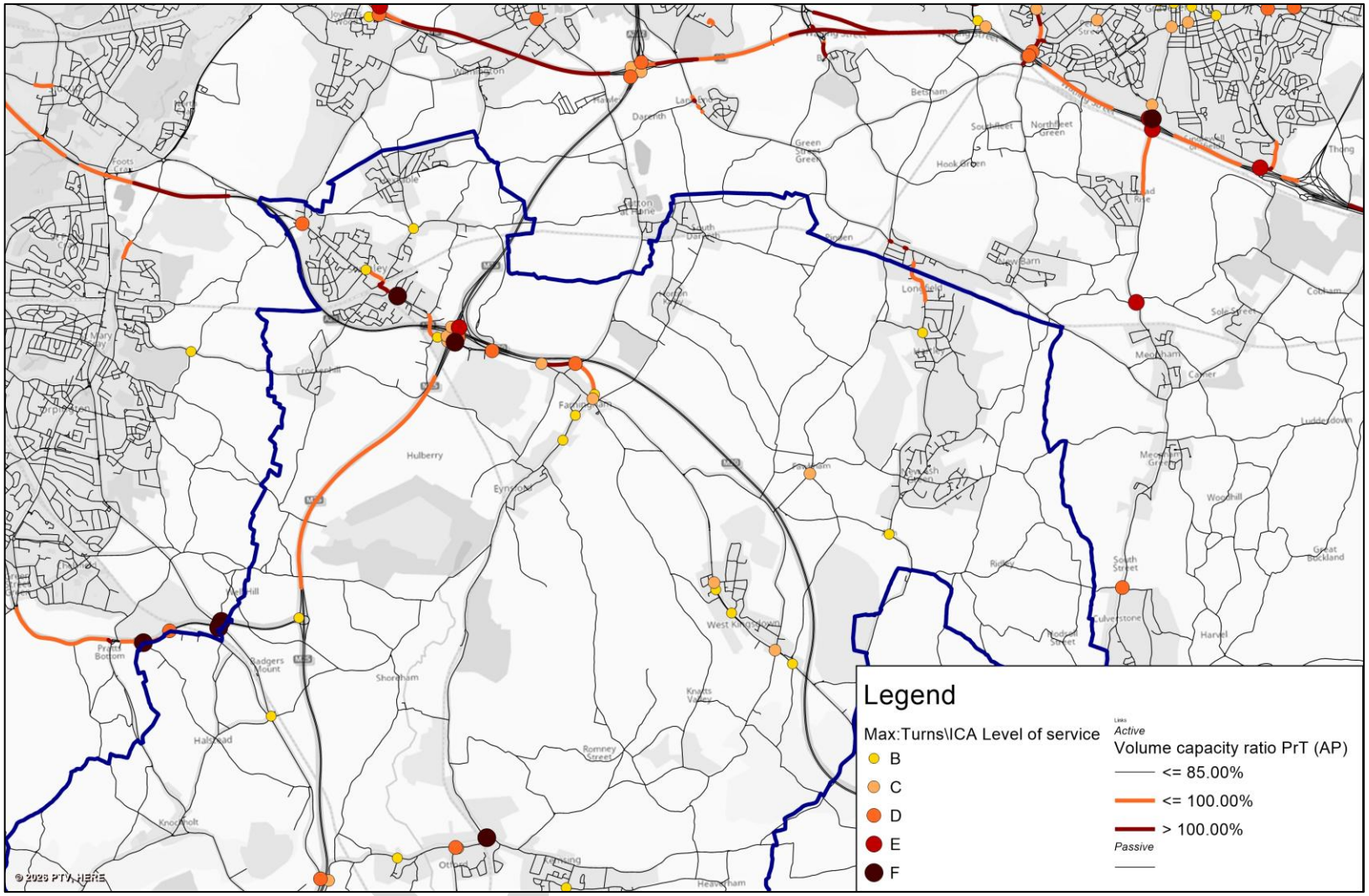

Figure 20 2042 LP Scenario Junction LOS and Link Volume Capacity Ratio PM Peak –Swanley, Eynsford, New Ash Green and Halstead

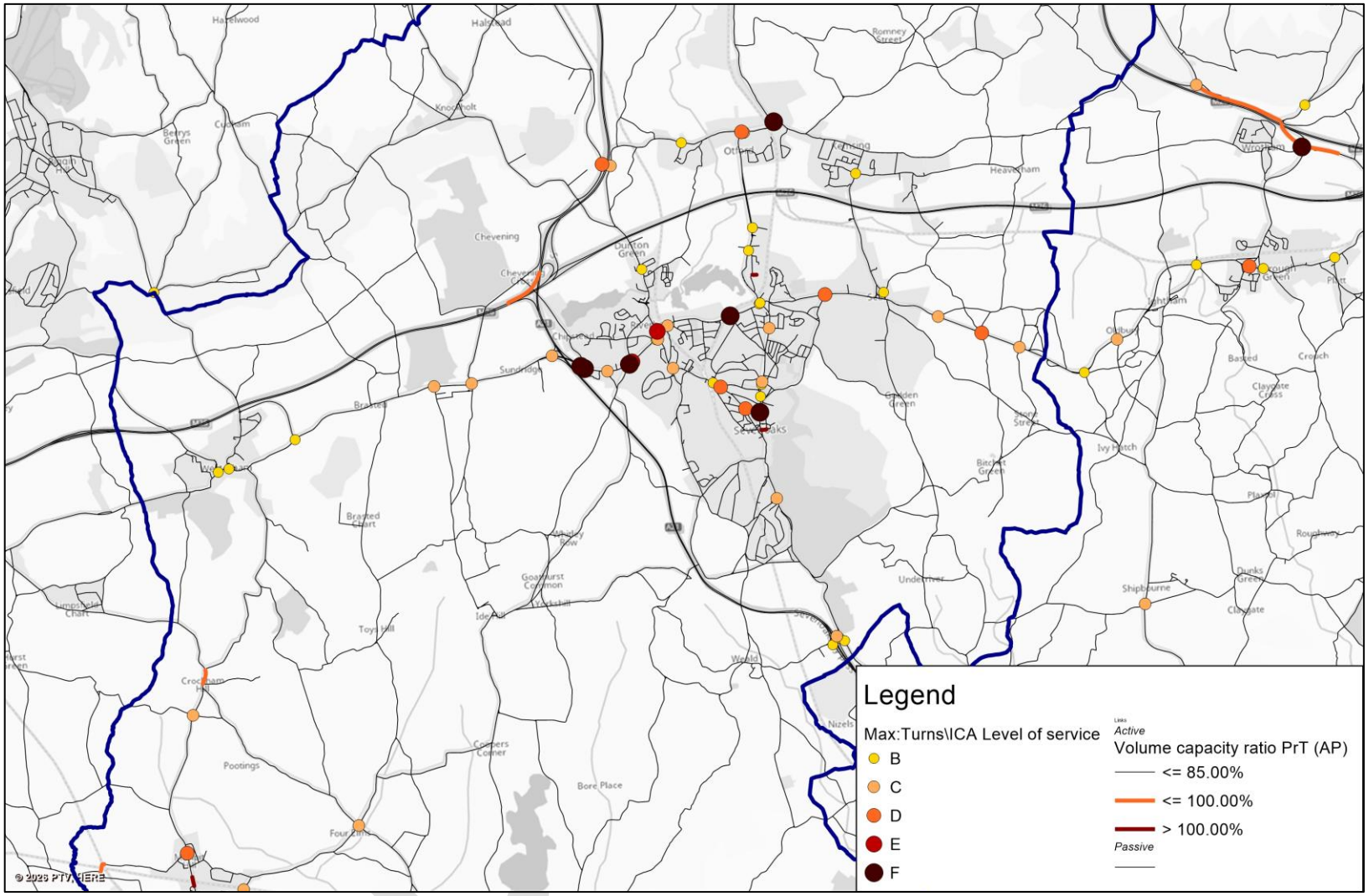

Figure 21 2042 LP Scenario Junction LOS and Link Volume Capacity Ratio PM Peak –Sevenoaks Town and Otford

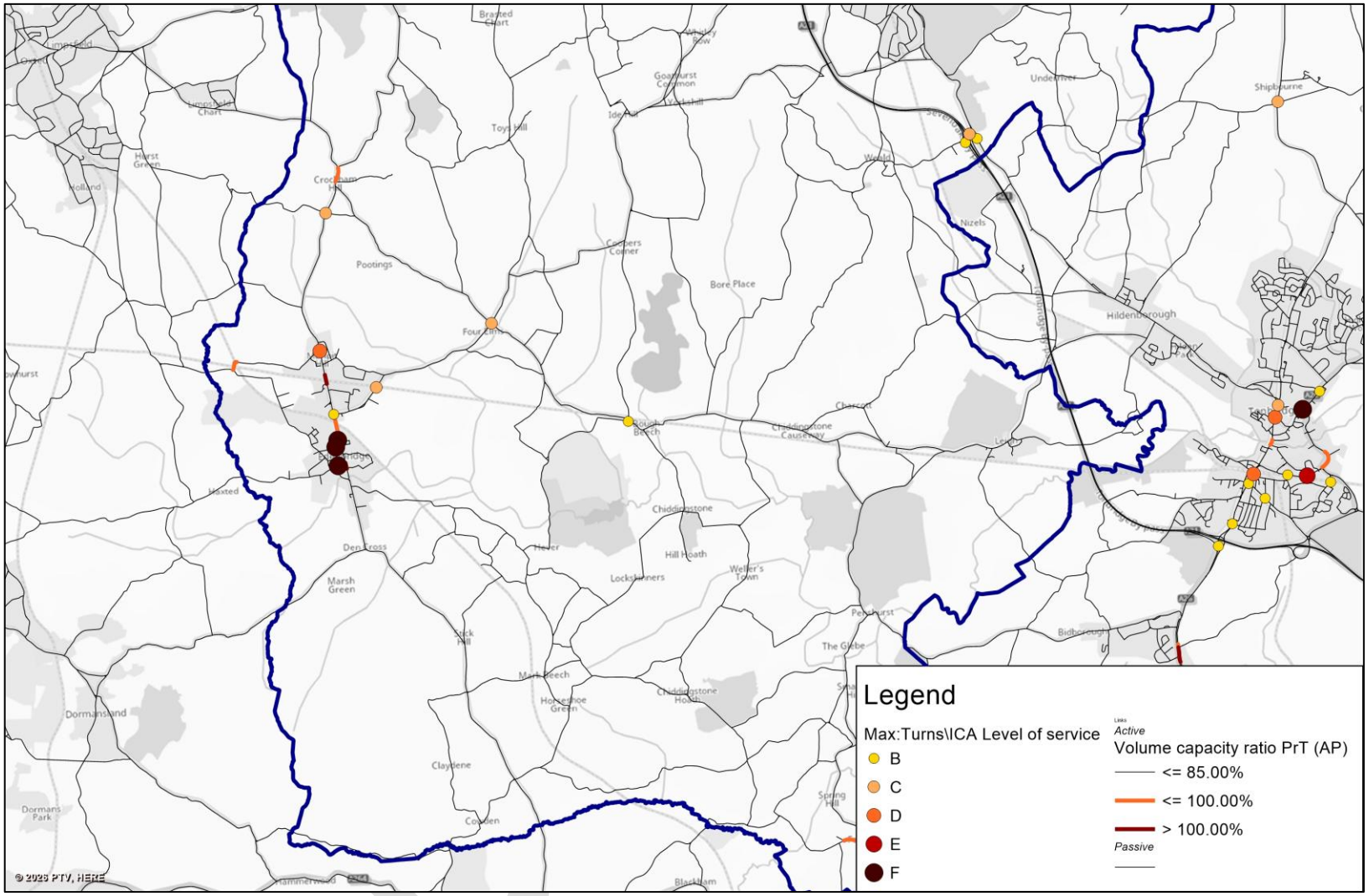

Figure 22 2042 LP Scenario Junction LOS and Link Volume Capacity Ratio PM Peak – Edenbridge

4.2.3 Journey Time Comparison

Figure 23 presents the routes considered for the journey time comparison. Detailed journey time comparison between the 2042 Local Plan Scenario and 2042 Forecast Baseline is shown in Table 4.

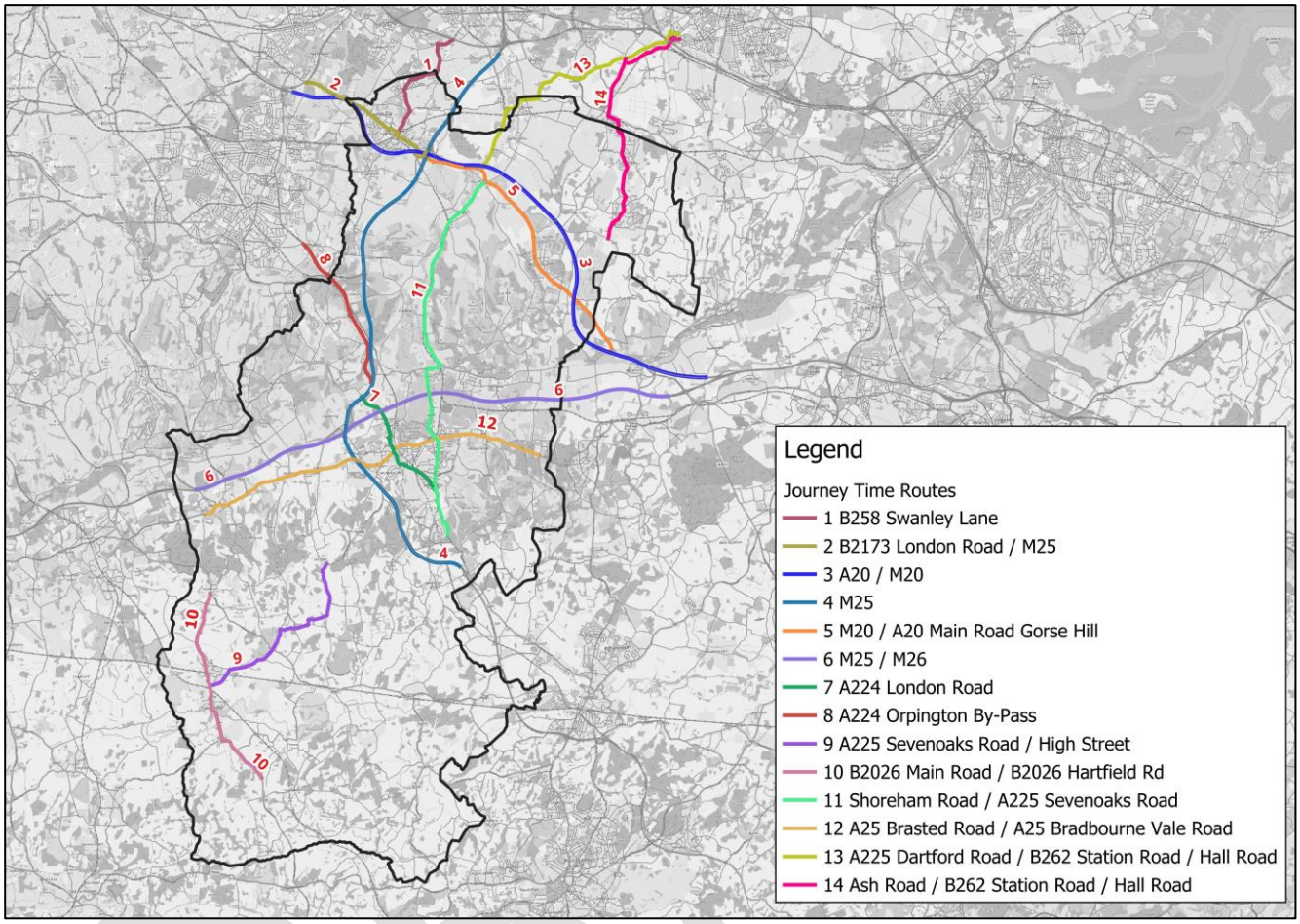

Figure 23 Journey Times Routes in Sevenoaks

Overall, the comparison of travel times between the 2042 Local Plan Scenario and the Forecast Baseline shows marginal differences (less than 10%). However, this may be due to the network already being congested in the Forecast Baseline.

Route 2 (B2173 London Road / M25) and Route 5 (M20 / A20 Main Road, Gorse Hill) experience the highest increases in journey times, ranging from 12% to 17% during the PM peak. This is likely attributable to additional traffic associated with the proposed Pedham Place development, as both routes are located in close proximity to the site.

Table 4: 2042 Forecast Baseline vs Local Plan Scenario Journey Time Comparison

Route	Description	Direction	2042 Baseline Model [min:sec]		2042 LP Test Sc 1 [min:sec]		Actual Difference [min:sec]		% Difference	
			AM	PM	AM	PM	AM	PM	AM	PM
1	B258 Swanley Lane	13_SB	07:06	07:10	07:15	07:22	00:09	00:12	2%	3%
	B258 Swanley Lane	13_NB	07:11	07:06	07:22	07:14	00:11	00:08	3%	2%
2	B2173 London Road / M25	14_EB	13:05	13:50	13:34	14:32	00:29	00:42	4%	5%
	B2173 London Road / M25	14_WB	17:18	15:57	17:09	17:48	00:09	01:51	-1%	12%
3	A20-M20	15_EB	12:18	13:38	12:22	13:41	00:04	00:03	1%	0%
	A20-M20	15_WB	13:15	11:19	13:27	11:21	00:12	00:02	2%	0%
4	M25	16_SB	16:32	15:03	16:54	15:26	00:22	00:23	2%	3%
	M25	16_NB	14:23	15:20	14:30	15:47	00:07	00:27	1%	3%
5	M20 / A20 Main Road Gorse Hill	17_SB	16:49	16:23	16:22	18:18	00:27	01:55	-3%	12%
	M20 / A20 Main Road Gorse Hill	17_NB	17:29	16:04	18:28	18:44	00:59	02:40	6%	17%
6	M25-M26	19_EB	10:52	11:59	10:53	12:00	00:01	00:01	0%	0%
	M25-M26	19_WB	11:54	11:14	11:56	11:16	00:02	00:02	0%	0%
7	A224 London Road	22_SB	09:26	11:15	10:12	11:25	00:46	00:10	8%	1%
	A224 London Road	22_NB	08:19	10:20	08:30	11:13	00:11	00:53	2%	9%
8	A224 Orpington By-Pass	24_NB	06:44	06:38	07:21	07:11	00:37	00:33	9%	8%
	A224 Orpington By-Pass	24_SB	06:35	06:43	06:49	07:11	00:14	00:28	4%	7%
9	A225 Sevenoaks Road / High Street	25_SB	08:53	08:47	09:10	09:22	00:17	00:35	3%	7%
	A225 Sevenoaks Road / High Street	25_NB	08:55	08:52	09:27	09:09	00:32	00:17	6%	3%
10	A224 Orpington By-Pass	26_NB	10:23	10:03	10:36	10:16	00:13	00:13	2%	2%
	A224 Orpington By-Pass	26_SB	10:13	10:37	10:25	10:56	00:12	00:19	2%	3%
11	Shoreham Road / A225 Sevenoaks Road	31_SB	22:33	21:46	23:09	22:04	00:36	00:18	3%	1%
	Shoreham Road / A225 Sevenoaks Road	31_NB	20:52	22:20	21:01	22:46	00:09	00:26	1%	2%
12	A25 Brasted Road / A25 Bradbourne Vale Road	32_EB	23:22	26:19	23:55	27:26	00:33	01:07	2%	4%
	A25 Brasted Road / A25 Bradbourne Vale Road	32_WB	26:22	23:43	27:04	25:10	00:42	01:27	3%	6%

Route	Description	Direction	2042 Baseline Model [min:sec]		2042 LP Test Sc 1 [min:sec]		Actual Difference [min:sec]		% Difference	
			AM	PM	AM	PM	AM	PM	AM	PM
13	A225 Dartford Road / B262 Station Road / Hall Road	33_SB	18:29	14:44	18:33	15:02	00:04	00:18	0%	2%
	A225 Dartford Road / B262 Station Road / Hall Road	33_NB	17:46	16:33	17:58	16:41	00:12	00:08	1%	1%
14	Ash Road / B262 Station Road / Hall Road	34_SB	19:00	16:03	19:10	16:26	00:10	00:23	1%	2%
	Ash Road / B262 Station Road / Hall Road	34_NB	19:18	16:24	19:35	16:42	00:17	00:18	1%	2%

5. Summary and Recommendations

This report outlines the methodology adopted to develop the 2042 Local Plan scenario, along with the approach used to identify key junction and link "hot spots" across the Sevenoaks district.

With the inclusion of additional demand associated with Local Plan developments, the model forecasts notable increases in traffic flows along several key corridors. These increases are particularly evident in Swanley, Eynsford, New Ash Green, Halstead, Sevenoaks Town, Otford, and Edenbridge.

Many of the junction and link "hot spots" identified in the 2042 Forecast Baseline persist under the 2042 Local Plan scenario. However, the additional growth generated by the proposed development sites further exacerbates capacity pressures, leading to a deterioration in performance at a number of junctions and along several corridors across the district.

The results of this assessment are summarised in the table below.

Area		Road /Junction	2019 Base	2042 Forecast Baseline	2042 Local Plan
Swanley, Eynsford, New Ash Green and Halstead	V/C >85%	Bartholomew Way	>85%	>100%	>100%
		High Street	>85%	>100%	>100%
		M25 between J3 and J4 Southbound	-	>85%	>100%
		A20 Main Road	-	>85%	>100%
	LOS E or F	High Street/St Georges Road	E	E	F
		M25 J3	F	E	F
		Hewitts Roundabout	F	F	F
Sevenoaks Town, and Otford	LOS E or F	A25 / Bradbourne Road	E	F	F
		Seal Road/Filmer Lane/ Seal Hollow Road	E	F	F
		Westerham Road/Larkfield Road	E	F	F
		A25 / Otford Road / St Johns Hill	F	A	A
		High Street/Pembroke Road	F	F	F
		Westerham Road/ A21 Onslip SB	F	F	F
		Station Road / Shoreham Road / Pilgrims Way E	E	E	F
		Westerham Road / Cold Arbor Road	-	E	E
		Worship Road / Witches Lane	-	E	E
		A25 London Road / Maidstone Road	-	E	E
		Morleys Roundabout	-	E	E
Edenbridge	LOS E or F	Mont St Aignan Way/Lingfield Road	F	F	F
		Mont St Aignan Way/Stangrove Road	F	F	F
		B2026 Station Road/High Street	E	E	E
		B2026Main Road / Hilders Lane / Hillcrest Road	-	-	F

Table 5-1: 2042 Local Plan List of Junction and Link "Hot Spots"

The comparison of travel times between the 2042 Local Plan scenario and the 2042 Forecast Baseline indicates only marginal differences overall. This may, in part, be attributable to the network already operating under congested conditions in the Forecast Baseline, thereby limiting the extent to which further increases in delay are reflected in journey time metrics.

Route 2 (B2173 London Road / M25) and Route 5 (M20 / A20 Main Road, Gorse Hill) experience the most notable increases in journey times, with rises ranging between 12% and 17% during the PM peak period. This increase is likely driven by additional traffic associated with the proposed Pedham Place development, given the close proximity of these routes to the site and their role in accommodating development-related trips.

In light of these findings, a number of junctions have been identified for further assessment through detailed local junction modelling. This subsequent stage of analysis will provide a more robust evaluation of operational performance, enabling confirmation of potential capacity constraints and the identification of any mitigation measures that may be required.

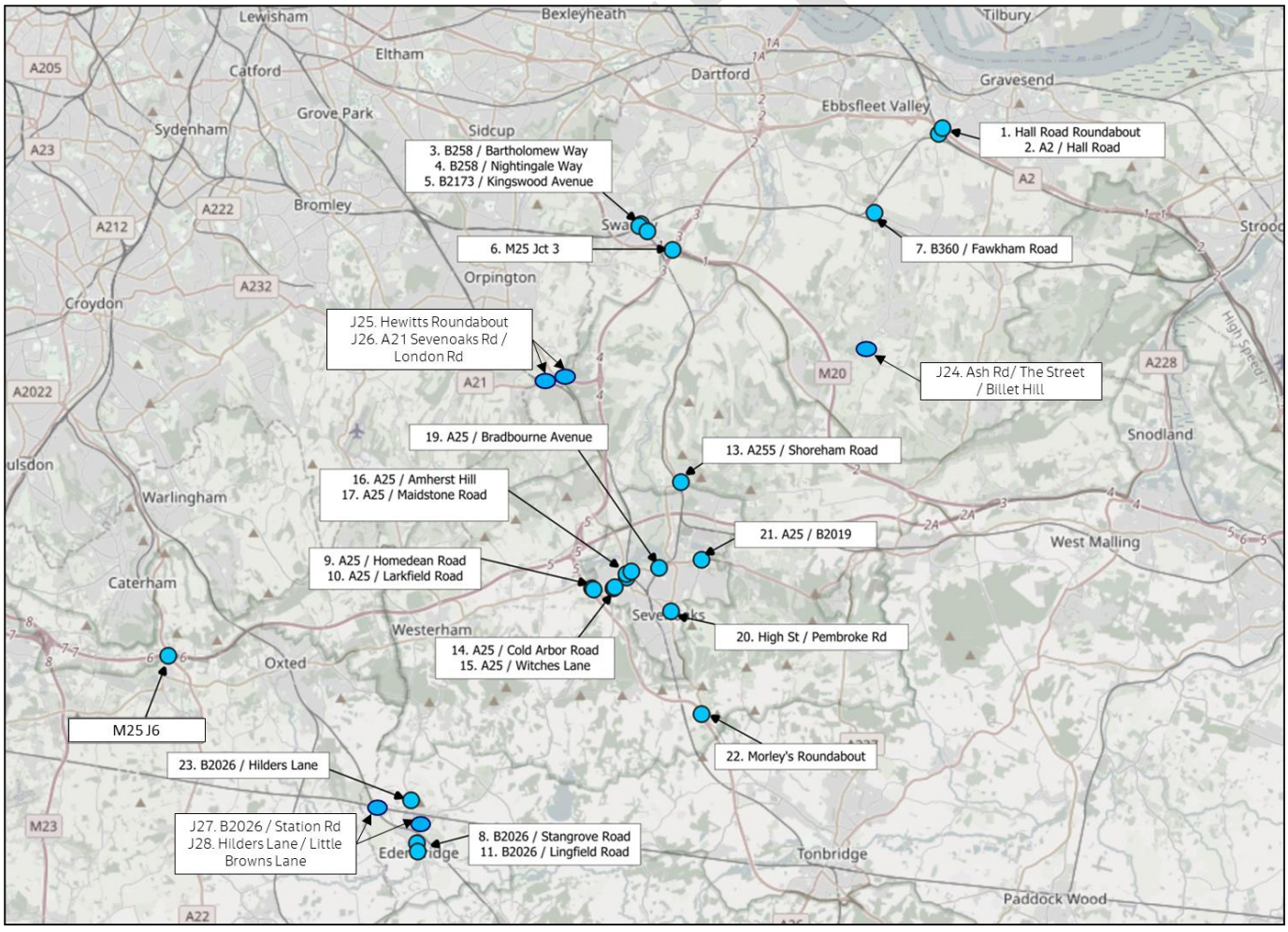

Figure 24 List of Junctions for Local Modelling

As mentioned earlier, the junction and link "hot spots" identified in this assessment, based on the strategic model, provide only a high-level indication of potential capacity constraints. Strategic modelling is inherently less detailed and is primarily intended to highlight locations where further, more detailed analysis may be required.

Accordingly, local junction modelling was undertaken as the next step to confirm whether capacity issues are likely to arise and to determine the extent of any impacts. This more detailed level of

modelling incorporates refined network coding, including junction geometry, lane allocation, signal staging, and operational characteristics, which cannot be fully represented within the strategic model framework.

As a result, it is possible that not all junctions identified in Figure 24 will ultimately be shown to experience significant operational issues or require mitigation once assessed using local junction models. The outcomes of the detailed modelling may therefore differ from the initial high-level findings presented here.

The undertaking of local junction modelling forms part of the Sevenoaks Local Plan evidence base and the results of this are documented in a separate report.

The assumptions guiding this analysis are based on the available information at the time of modelling. Should new or additional information come to light that could significantly affect the results presented in this report, further review should be considered.

Finally, as mentioned in the earlier section, this report has been submitted in draft form and is expected to be updated to include the 2042 Local Plan with the Modal Shift scenario. In addition, the report is subject to review by Kent County Council (KCC) and National Highways (NH). Further revisions may be required in the final version, depending on feedback received from both parties.