

# Lower Thames Crossing

## 7.9 Transport Assessment Appendix I Policy Compliance

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# Lower Thames Crossing

## 7.9 Transport Assessment

### Appendix I Policy Compliance

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# 1 Policy compliance

## 1.1 Compliance with national policy

- 1.1.1 This TA has been written in accordance with the requirements in Section 9 of the National Planning Policy Framework (NPPF) (MHCLG, 2021) for an assessment of the transport impacts of a proposed development.
- 1.1.2 The compliance of the Project with the Government’s vision for national networks, as set out in the National Policy Statement for National Networks (NPSNN) (DfT, 2014), is covered in detail in Appendix A of the Planning Statement (Application Document 7.2). Table 1.1 sets out the chapters in the TA which are relevant to particular sections of the NPSNN. Compliance with other national policies are considered in Table 1.2.
- 1.1.3 The NPSNN provides the specific policies to guide individual development brought under it. In contrast the NPPF makes clear that it is not intended to contain specific policies for Nationally Significant Infrastructure Projects (NSIPs) where quite particular considerations can apply.

**Table 1.1 Policy compliance with NPSNN**

Policy reference	TA reference
Chapter 2 sets out the Government’s vision for national networks, including around areas such as capacity, reliability, safety and linking communities.	Chapter 3: The Project, which sets out the benefits of the Project in terms of improving the operation of the SRN and providing additional highways capacity. Chapter 9: Road safety, states that as part of the Project’s safety and security the new road would include technology to manage traffic and provide better information to drivers, including variable message signs to display variable speed limits, travel information, hazard warnings and both advisory and mandatory signage to drivers.
Chapter 3 sets out the importance of the national road network with regards to accessibility for pedestrians and cyclists.	Chapter 7: Operational assessment, in particular 7.11 and 7.12, which demonstrate that the Project would improve connectivity and accessibility for WCH through the creation of new and improved PRoW, and that there would be no impact on existing coach and bus services on the local road network during the operation of the Project.
Chapter 4 sets out that a local transport model should be produced to support proposals.	Chapter 5: Methodology, which describes the LTAM that has been developed as a simulation of the transport system in the Lower Thames area. The LTAM has been used to develop forecasts and the results for low and high growth scenarios which are contained in the ComMA, Appendix C: Transport Forecasting Package (Application Document 7.7).

Policy reference	TA reference
<p>Chapter 5 sets out that applicants should address adverse effects on the transport network, and that proposals should take account of local policies and schemes. It also sets out that a Travel Plan should be produced to mitigate impacts.</p>	<p>Chapter 4: Policy and guidance, which outlines the national, regional and local policies considered in the TA.</p> <p>Chapter 7: Operational assessment, which includes an assessment of the transport impacts on the strategic and local road network as a result of the Project.</p> <p>Chapter 8: Construction assessment, which includes an assessment of the construction impacts on the strategic and local road network as a result of the Project.</p> <p>Chapter 10: Management of impacts, outlines the proposed measures to manage potential adverse effects during the operation and construction of the Project. This includes details of the Framework Construction Travel Plan (Application Document 7.13) and the site specific travel plans that would be developed by the Contractors for each compound or ULH (or compounds or ULHs where these are closely located with similar levels of accessibility).</p> <p>Specific responses to NPSNN Chapter 5 are set out below.</p>
<p>5.203 Applicants should have regard to the policies set out in local plans, for example, policies on demand management being undertaken at the local level.</p>	<p>The Planning Statement (Application Document 7.2) includes a full assessment of the compliance of the Project with the local planning policy framework of the nine 'host' local authorities.</p>
<p>5.204 Applicants should consult the relevant highway authority, and local planning authority, as appropriate, on the assessment of transport impacts.</p>	<p>Sections 4.5 to 4.8 of this TA set out the consultation on the assessment of transport impacts with the relevant highway authorities and local planning authorities.</p> <p>The Statement of Engagement (Application Document 5.2) provides details of the informal engagement that has taken place, including that with the relevant highway and local authorities and how the comments received have been taken into account in developing the Project.</p>
<p>5.205 Applicants should consider reasonable opportunities to support other transport modes in developing infrastructure. As part of this [...] the applicant should provide evidence that as part of the project they have used reasonable endeavours to address any existing severance issues that act as a barrier to non-motorised users.</p>	<p>Sections 6.7 to 6.11 set out the current baseline for other transport modes, including railways, waterways and canals, bus and coach networks, and WCH. The impact of construction on these transport modes is addressed in Sections 8.10 and 8.11. The impact of operation on these transport modes is addressed in Sections 7.11 to 7.13.</p> <p>These sections demonstrate how the Project has considered and addressed severance issues resulting from its construction and operation. The Project also includes improvements to existing connections used by WCH, and generates approximately 37km of new or improved routes for WCH north of the River Thames and nearly 19km of new or improved routes south of the River Thames. The Project Design Report (Application Document 7.4) describes the new and improved routes, and how these would address existing severance issues.</p>

Policy reference	TA reference
<p>5.206 For road and rail developments, if a development is subject to EIA and is likely to have significant environmental impacts arising from impacts on transport networks, the applicant's environmental statement should describe those impacts and mitigating commitments. In all other cases the applicant's assessment should include a proportionate assessment of the transport impacts on other networks as part of the application.</p>	<p>An Environmental Impact Assessment (EIA) was carried out for the Project, which identifies and assesses the impacts arising from the Project and the proposed mitigation measures, the results of which are reported in the ES (Application Document 6.1 to 6.3).</p> <p>The TA includes an assessment of the transport impacts on the strategic and local road network as a result of the Project. The significant environmental Impacts arising from these impacts are addressed in the ES (Application Document 6.1 to 6.3).</p>
<p>5.208 Where appropriate, the applicant should prepare a travel plan including management measures to mitigate transport impacts. The applicant should also provide details of proposed measures to improve access by public transport and sustainable modes where relevant, to reduce the need for any parking associated with the proposal and to mitigate transport impacts.</p>	<p>The Framework Construction Travel Plan (Application Document 7.13) sets out a framework with regard to the implementation of travel planning for the movement of personnel to and from the construction worksites and compounds (including the Utility Logistics Hubs (ULH)) during the construction phase of all works related to the Project.</p> <ul style="list-style-type: none"> <li>The key aim of the FCTP is to minimise adverse local disruption or traffic impacts on the highway network from worker and visitor travel to and from construction worksites, and construction compounds and ULHs, by reducing the number of single-occupancy vehicle trips and encouraging the uptake of sustainable and active modes of travel.</li> </ul>
<p>5.209 For schemes impacting on the Strategic Road Network, applicants should have regard to DfT Circular 02/2013 <i>The Strategic Road Network and the delivery of sustainable development</i> (or prevailing policy) which sets out the way in which the highway authority for the Strategic Road Network, will engage with communities and the development industry to deliver sustainable development and, thus, economic growth, whilst safeguarding the primary function and purpose of the Strategic Road Network.</p>	<p>The DfT (2013) Circular 02/2013 – The Strategic Road Network and the Delivery of Sustainable Development has been considered in the development of the Project. Delivering sustainable development and economic growth is one of the Scheme Objectives. Safeguarding the primary function and purpose of the SRN is also a stated Scheme Objective, as referred to in Chapter 3 of the Need for the Project (Application Document 7.1)</p> <p>The performance of the Project against these Scheme Objectives is set out in the Need for the Project (Application Document 7.1).</p>

Policy reference	TA reference
<p>5.210 If new transport infrastructure is proposed, applicants should discuss with network providers the possibility of co-funding by Government for any third-party benefits. Guidance has been issued in England which explains the circumstances where this may be possible. The Government cannot guarantee in advance that funding will be available for any given uncommitted scheme at any specified time, and cannot provide financial support to a scheme that solely mitigates the impacts of a specific development. Any decisions on co-funded transport infrastructure will need to be taken in the context of the Government’s wider policy of transport improvements.</p>	<p>The Funding Statement (Application Document 4.3) sets out the funding arrangements for the Project.</p> <p>Government support to the Project is included within the National Infrastructure Delivery Plan 2016–2021 (Infrastructure and Projects Authority, 2016) and forms part of a wider programme of upgrading the SRN.</p>
<p>5.216 Where development would worsen accessibility such impacts should be mitigated so far as reasonably possible. There is a very strong expectation that impacts on accessibility for non-motorised users should be mitigated.</p>	<p>Chapter 4 of the Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10) sets out the proposed mitigation to minimise potential impact on accessibility. The measures identified include the following:</p> <p>Construction:</p> <ul style="list-style-type: none"> <li>• Project designed to reduce land take</li> <li>• Construction compounds located away from PRowWs, National Trails and cycle routes where feasible</li> <li>• Measures to reduce visual and noise impacts</li> </ul> <p>Operation:</p> <ul style="list-style-type: none"> <li>• Provision of replacement, where appropriate, equal or greater in size than the land required for the Project</li> <li>• Creation of green bridges to maintain and enhance connectivity for WCH</li> <li>• Re-linking of all PRowWs, bridleways and cycle routes crossed by the Project</li> <li>• Creation of new routes for WCH</li> <li>• Ensuring footbridges, green bridges and underpasses would be accessible to all users</li> <li>• Measures to reduce visual and noise impacts</li> </ul>

**Table 1.2 Compliance with other National Policies**

Policy reference	Compliance	
National Planning Policy Framework (NPPF) (Ministry of Housing, Communities and Local Government, 2021)		
NPPF Para. 104 [Extract]	<p>Transport issues should be considered from the earliest stages of plan-making and development proposals, so that [...]:</p> <p>d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.</p>	<p>An EIA was carried out for the Project, which identifies and assesses the impacts arising from the Project and the proposed mitigation measures, the results of which are reported in the ES (Application Documents 6.1, 6.2 and 6.3).</p>
NPPF Para. 105	<p>The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.</p>	<p>Chapter 4 of the Planning Statement (Application Document 7.2) sets out the process of route option identification, selection and development. It explains why the alignment of the Project, including the location of the new tunnel crossing east of Gravesend and west of East Tilbury, was identified as the preferred route. It also sets out why alternatives, such as a bridge crossing or alterations to the Dartford Crossing, would not achieve the Scheme Objectives and be deliverable.</p>
NPPF Para. 111	<ul style="list-style-type: none"> <li>• In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:</li> <li>• appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location</li> <li>• safe and suitable access to the site can be achieved for all users</li> </ul>	<p>An optioneering study undertaken by DfT in 2009 reviewed the operation of rail infrastructure for both passengers and freight in the Lower Thames area (DfT, 2009) but found that the inclusion of rail infrastructure within the Project was not considered to have a reasonable business case. This is set out in Chapter 4 of the Planning Statement (Application Document 7.2). The consideration of other transport modes in the design is set out in the response to paragraph 5.205 of the NPSNN in Table 1.1.</p>



Policy reference		Compliance
	<ul style="list-style-type: none"> <li>any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree</li> </ul>	<p>The TA sets out the impacts from the development on the transport network (in terms of capacity and congestion) and on safety.</p> <p>Safety is assessed in Chapter 9 of the TA, and shows that there would not be an unacceptable impact on highway safety. The number of accidents per kilometre driven decreases when the Project opens.</p>
NPPF Para. 112	<p>Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.</p>	<p>Impacts on the road network during operation are considered in Chapter 7 of the TA. The Project would provide a less congested, quicker, more reliable alternative for those wishing to cross the River Thames east of London and, by taking traffic from the existing Dartford Crossing, would release capacity there for local traffic. While there would be a reduction in congestion at the Dartford Crossing and other key roads in the Lower Thames area as a result of the Project, it is acknowledged that there may be negative changes in congestion in the road network away from the Project. The Wider Network Impacts Management and Monitoring Plan (Application Document 7.12) has been developed in response to these impacts. The overall change in travel times and costs by users of the highway network as a result of the provision of the Project outweighs the adverse changes, and consequently the residual impacts on the road network are not severe and are acceptable.</p>

Policy reference		Compliance
<p>NPPF Para 112 [Extract].</p>	<p>Within this context, applications for development should:</p> <ul style="list-style-type: none"> <li>• give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;</li> <li>• address the needs of people with disabilities and reduced mobility in relation to all modes of transport;</li> <li>• create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;</li> <li>• allow for the efficient delivery of goods, and access by service and emergency vehicles; and</li> <li>• be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.</li> </ul>	<p>The TA sets out the consideration given to walkers and cyclists movements, as well as horse riders, and on public transport during both construction (Chapter 8) and operation (Chapter 7).</p> <p>The consideration of requirements for walkers and cyclists movements, as well as the needs of people with disabilities and reduced mobility in the design is set out in the response to paragraph 5.216 of the NPSNN in Table 1.1. The Project Design Report (Application Document 7.4) provides details of the design of the Project route and how this would integrate within the landscape. The Project has been designed to high design standards in line with National Highways’ DMRB and as set out within the Design Principles (Application Document 7.5).</p> <p>Provision of access for emergency vehicles has been considered and is described in ES Chapter 2: Project Description (Application Document 6.1).</p>

Policy reference		Compliance
<b>Other National Policies</b>		
The Department for Transport (DfT) (2013) Circular 02/2013:	Sets out how National Highways will engage with the planning system and support sustainable economic growth while maintaining, managing and operating a safe and efficient SRN.	The DfT (2013) Circular 02/2013 – The Strategic Road Network and the Delivery of Sustainable Development has been considered in the development of the Project. Delivering sustainable development and economic growth is one of the Scheme Objectives. Safeguarding the primary function and purpose of the SRN is also a Scheme Objective, as referred to in Chapter 3 of the Need for the Project (Application Document 7.1)  The performance of the Project against these Scheme Objectives is set out in the Need for the Project (Application Document 7.1).
Transport Investment Strategy (DfT, 2017)	Create a more reliable, less congested and better connected transport network that works for the users that rely upon it.	The benefits and adverse impacts on traffic congestion and journey times resulting from the Project are set out in Chapter 7 of the TA. The Need for the Project (Application Document 7.1) sets out the performance of the Project against the Scheme Objectives, including the following: <ul style="list-style-type: none"> <li>To relieve the congested Dartford Crossing and approach roads and improve their performance by providing free flowing north-south capacity.</li> <li>To improve resilience of the Thames crossings and the major road network.</li> </ul>
National Infrastructure Delivery Plan 2016-2021 (Infrastructure and Projects Authority, 2016)	Lower Thames Crossing – A new crossing to reduce congestion at the Dartford Crossing and support economic growth. After careful assessment, National Highways has proposed connecting junction 1 of the M2 to the M25 between junctions 29 and 30. This crosses under the River Thames just east of Gravesend and Tilbury. A consultation on routes north and south of the River Thames is currently open ahead of a final decision.	The Project delivers this proposed connection.

Policy reference		Compliance
Road Investment Strategy 2: 2020–2025 (DfT, 2020)	<p>The Lower Thames Crossing RIS1 proposed to investigate a new crossing of the River Thames, to relieve the heavy congestion at Dartford. This not only creates serious delays for those seeking to cross the River Thames, but also serves as a barrier to the development of the Thames Estuary – an area with significant levels of deprivation.</p> <p>In late 2018, National Highways outlined its detailed plans for a new tunnel between Essex and Kent, coupled with supporting link roads. This will provide three lanes across the Thames in each direction, almost doubling capacity east of the Blackwall Tunnel.</p> <p>This project will also have a national impact, allowing freight traffic to the Continent to bypass Dartford, and have an uncongested route to Dover. We expect to investigate linked improvements on the A2 into Kent as part of the pipeline of work for the next RIS.</p>	The Project delivers this proposed connection.
Gear Change: A Bold Vision for Cycling and Walking (DfT, 2020a)	Sets out Government’s intention to increase walking and cycling, partially through improved planning	<p>The TA sets out the consideration given to walker and cycle movements, during both construction (Chapter 8) and operation (Chapter 7).</p> <p>The consideration of requirements for walkers and cycle movements, as well as the needs of people with disabilities and reduced mobility in the design is set out in the response to paragraph 5.216 of the NPSNN in Table 1.1.</p>

## 1.2 Compliance with regional and local policy

1.2.1 Table 1.3 details the sections of the TA with relevance to the various regional and local policies set out in Chapter 4.

**Table 1.3 Compliance with local policy**

Policy reference		TA reference
Mayor's Transport Strategy (Greater London Authority, 2018)	Notes the importance of the Project in relieving the Dartford Crossing	Chapter 7: Operational assessment; particularly, Section 7.4 sets out the forecast relief to the Dartford Crossing.
The London Plan (Greater London Authority, 2021)	Notes that the Project is a strategic infrastructure priority. Assess and mitigate transport impacts through the provision of a Transport Assessment. Impacts should be mitigated, preferably through public transport or WCH provision. Sets out the requirement for Travel Plans and Construction Logistics Plans. Sets out that development proposals should not increase road danger.	Chapter 7: Operational assessment sets out the benefits of the Project in terms of improving the operation of the SRN directly connected to the Project and providing additional highways capacity. The chapter also outlines the improved connectivity and accessibility for WCH via the creation of new and improved PRow. Chapter 8: Construction assessment, includes an assessment of the construction impacts on the strategic and local road network as a result of the Project. Chapter 9: Road Safety, sets out the safety aspects of the Project design, and the forecast change in accidents on the road network. Chapter 10: Management of impacts, outlines the proposed measures to manage potential adverse effects during the operation and construction of the Project. This includes the requirement for Site Specific Travel Plans and Construction Logistics Plans to be developed by the Contractors.
Kent Local Transport Plan (2016-2031) (Kent County Council, 2016)	Outcome 1: Economic growth and minimised congestion – deliver resilient transport infrastructure and schemes that reduce congestion and improve journey time reliability Outcome 2: Affordable and accessible door-to-door journeys - promote affordable, accessible and connected transport. Outcome 3: Provide a safer road, footway and cycleway network to reduce the likelihood of casualties.	Chapter 7: Operational Assessment, sets out the benefits of the Project in terms of improving the operation of the SRN directly connected to the Project and providing additional highway capacity. The chapter also outlines the improved connectivity and accessibility for WCH via the creation of new and improved PRow. The Project Design Report (Application Document 7.4) describes the new and improved routes, and how these address existing severance issues.

Policy reference		TA reference
	Outcome 5: Better health and wellbeing – promote active travel choices to improve local air quality.	
Brentwood Local Plan (2016 -2033) (Brentwood Borough Council, 2022)	<p>BE10: Sustainable Passenger Transport – the council will facilitate and support sustainable passenger transport services operating in Brentwood to help deliver the vision of the Local Plan.</p> <p>BE12: Mitigating the Transport Impact of Development – developments must not have an unacceptable impact on the transport network in terms of safety, capacity and congestion. They must be accompanied by a Travel Plan, Transport Assessment and where necessary make reasonable and proportionate financial contributions or take reasonable measures to mitigate the cumulative transport impact and accommodate the use of sustainable modes of transport.</p> <p>BE14: Creating Successful Places – proposals will be required to meet high design standards and make efficient use of land and infrastructure, creating permeable accessible and multifunctional streets and places that promote active lifestyles.</p> <p>E11: Brentwood Enterprise Park – Land south east of M25 junction 29 is allocated for around 25.85ha of land for employment</p>	<p>The TA sets out the transport implications. Chapter 7: Operational assessment and Chapter 8: Construction assessment have assessed the impact of the Project on the wider SRN and local roads (including WCH) within the Brentwood Borough Council area. These assessments conclude that there would be no unacceptable detrimental impact arising from the Project route within the Borough of Brentwood.</p> <p>Chapter 10: Management of impacts, outlines the proposed measures to manage potential adverse effects during the operation and construction of the Project. This includes the requirement for Site Specific Travel Plans and Construction Logistics Plans to be developed by the Contractors.</p> <p>Chapter 7: Operational Assessment sets out the benefits of the Project in terms of improving the operation of the SRN directly connected to the Project and providing additional highway capacity. The chapter also outlines the improved connectivity and accessibility for WCH via the creation of new and improved PRoW.</p> <p>The Project Design Report (Application Document 7.4) describes the new and improved routes, and how these address existing severance issues.</p> <p>Details of the interrelationship between the Project and the Brentwood Enterprise Park site are set out in the Interrelationship with other Nationally Significant Infrastructure Projects and Major Development Schemes document (Application Document 7.17).</p>
Core Strategy and Policies for Management of Development	CSTP15: Transport in Greater Thurrock – Public Rights of Way affected by the proposed scheme	Chapter 4: Policy and guidance, sets out the policies and guidance documents which have influenced the TA.

Policy reference		TA reference
<p>(Thurrock Council, 2015)</p>	<p>should either be diverted or improved. Assessment should also be undertaken of the existing public transport network and any appropriate mitigations be provided.</p> <p>CSTP16: National and Regional Transport Networks – improvements to national and regional transport networks should be supported to ensure growth does not result in routes being above capacity.</p> <p>CSTP17: Strategic Freight Movement and Access to Ports – the Council aims to support the logistics and ports sector by reducing the adverse impact of congestion caused by road freight on the A13, A1089 and A1306.</p> <p>PMD9: Road Network Hierarchy – for routes of all levels, the Council will only permit the new development of accesses or increased use of existing accesses under eight specific criteria. For level 1 routes (corridors of movement) four additional principles apply.</p> <p>PMD10: Transport Assessments and Travel Plans – Transport Assessments, Transport Statements and Travel Plans must accompany planning applications in accordance with the Department for Transport guidance.</p> <p>CSTP28: River Thames - The Council and Partners will ensure that the economic and commercial function of the river will continue to be promoted</p>	<p>Chapter 7: Operational assessment, in particular Sections 7.3, 7.4 and 7.5, sets out the benefits of the Project in terms of improving the operation of the SRN directly connected to the Project and providing additional highways capacity. The chapter also outlines the improved connectivity and accessibility for WCH via the creation of new and improved PRoW.</p> <p>Chapter 10: Management of impacts, outlines the proposed measures to manage potential adverse effects during the operation and construction of the Project. This includes the requirement for Site Specific Travel Plans and Construction Logistics Plans to be developed by the Contractors.</p> <p>Chapter 7 and 10 set out the impact of the Project on users of the River Thames in operation and construction.</p>

Policy reference		TA reference
	through safeguarding existing and promoting new jetties and wharves facilities where appropriate for transport of goods and materials.	
Medway Local Transport Plan 2011-2026 (Medway Council, 2011)	<p>Priority 1: Regeneration and economic competitiveness – To support Medway’s regeneration, economic competitiveness and growth by securing a reliable and efficient local transport network.</p> <p>Priority 3: Connectivity – To ensure Medway has good quality transport connections to key markets and major conurbations in Kent and London.</p> <p>Priority 5: Safety, security and public health – Ensure Medway benefits from improved pedestrian access to local facilities, including public rights of way, footways and cycleways.</p>	Chapter 7: Operational Assessment, in particular 7.3, 7.4 and 7.5, set out the benefits of the Project in terms of improving the operation of the SRN directly connected to the Project and providing additional highways capacity. The chapter also outlines the improved connectivity and accessibility for WCH via the creation of new and improved PRoW.
Essex Transport Strategy: The Local Transport Plan for Essex (Essex County Council, 2011)	<p>Policy 5: Connectivity – Transport networks will be strengthened to support a vibrant, successful and sustainable future for Essex.</p> <p>Policy 6: Freight Movement – The Council will manage the efficient movement of freight within the county by working with operators to [...] ensure that heavy goods vehicles use identified routes and that other freight traffic uses the most appropriate routes.</p> <p>Policy 9: The Natural, Historic and Built Environment – The County Council will protect the natural, historic and built</p>	<p>Chapter 3: The Project, which sets out the benefits of the Project in terms of improving the operation of the SRN directly connected to the Project and providing additional highways capacity.</p> <p>Chapter 7: Operational assessment, which shows that there would be a decrease in the level of HGVs using the Dartford Crossing, as a result of the Project, thereby improving the overall performance of the SRN.</p> <p>Chapter 9: Road safety, outlines the road safety audit process. This chapter also states that as part of the Project’s safety and security the new road would include technology to manage traffic and provide better information to drivers, including variable message signs to display variable speed limits, travel information, hazard warnings and both advisory and mandatory signage to drivers.</p> <p>Chapter 7: Operational assessment, also sets out the benefits of the Project in terms of the</p>



Policy reference		TA reference
	<p>environment from the harmful effects of transport.</p> <p>Policy 10: Road Safety – The County Council will work to reduce the incidence and severity of road traffic collisions on roads in Essex.</p> <p>Policy 14: Cycling – The County Council will promote walking and use of the Public Rights of Way network by maintaining and improving existing facilities.</p> <p>Policy 15: Walking and Public Rights of Way – The County Council will promote walking and use of the Public Rights of Way network, ensuring it is well maintained and easy to use.</p>	<p>improved connectivity and accessibility for WCH via the creation of new and improved PRow.</p> <p>The Project Design Report (Application Document 7.4) describes the new and improved routes, and how these address existing severance issues.</p>
<p>Gravesham Local Plan Core Strategy (Gravesham Borough Council, 2014)</p>	<p>Policy CS01: Sustainable Development. Planning applications that accord with the policies in the development plan for Gravesham will be approved without delay, unless material considerations indicate otherwise. The Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework and in this Core Strategy. It will work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.</p> <p>Policy CS10: Physical and Social Infrastructure. Support will be given to proposals and activities that</p>	<p>Chapter 4: Policy and guidance, provides an overview of relevant planning policy and this chapter sets out how the TA complies with this policy. A full review of planning policy is contained in the Planning Statement (Application Document 7.2).</p> <p>Chapter 7: Operational assessment, which sets out the benefits of the Project in terms of improving the operation of the SRN, in particular 7.12 which outlines the improved connectivity and accessibility for WCH via the creation of new and improved PRow.</p> <p>The Project Design Report (Application Document 7.4) describes the new and improved routes, and how these address existing severance issues.</p> <p>Chapter 7: Operational assessment, sets out the benefits of the Project in terms of improving the operation of the SRN and has identified the impact of increased traffic due to the Project on the wider road network, with Chapter 10: Management of impacts, identifying the monitoring measures to be put in place to provide a secure framework to identify areas of need across the network and allow the prioritisation of investment, where required.</p> <p>The Framework Construction Travel Plan (Application Document 7.13) sets out a</p>

Policy reference	TA reference
<p>protect, retain or enhance existing physical and social infrastructure, or lead to the provision of additional infrastructure that improves community well-being. Where there is the threat of loss of existing infrastructure, consideration will be given to viability and whether sufficient alternative provision is available. Where new development leads to the need for new or improved physical or social infrastructure, developers will be required to provide or contribute towards this subject to viability considerations. Such infrastructure will be put in place in a timely manner to support new development. All new development should make the most efficient use of new and existing infrastructure.</p> <p>Policy CS11: Transport. New developments should mitigate their impact on the highway and public transport networks as required. As appropriate, transport assessments and travel plans should be provided and implemented to ensure the delivery of travel choice and sustainable opportunities for travel. Transport assessment work is required to be undertaken in accordance with national and local policy guidance, and to identify detailed highway and public transport network requirements and management arising from the development. The Council will seek improvements to walking</p>	<p>framework with regard to the implementation of travel planning for the movement of personnel to and from the construction worksites and compounds (including the Utility Logistics Hubs (ULHs)) during the construction phase of all works related to the Project.</p> <p>The key aim of the FCTP is to minimise adverse local disruption or traffic impacts on the highway network from worker and visitor travel to and from construction worksites, and construction compounds and ULHs, by reducing the number of single-occupancy vehicle trips and encouraging the uptake of sustainable and active modes of travel.</p> <p>The Design Principles (Application Document 7.5) set out the design principles for the Project.</p>

Policy reference	TA reference
<p>and cycling facilities and networks in the Borough including provision in new development as appropriate. Land required for the possible future extension of Crossrail and to protect the High Speed 1 (HS1) railway is safeguarded on the Policies Map and proposals that would prejudice these will be refused.</p> <p>Policy CS19: Development and Design Principles. New development will be visually attractive, fit for purpose and locally distinctive. It will conserve and enhance the character of the local built, historic and natural environment, integrate well with the surrounding local area and meet anti-crime standards. The design and construction of new development will incorporate sustainable construction standards and techniques, be adaptable to reflect changing lifestyles, and be resilient to the effects of climate change.</p> <p>S017 – Developments must aim to increase accessibility, reduce the need to travel, minimise congestion and improve air quality through improved provision of local public transport and the provision of local jobs and services.</p>	

Policy reference		TA reference
<p>Havering Local Plan 2016-2031 (London Borough of Havering, 2021)</p>	<p>Policy 23: Transport Connections - The Council supports development which ensures safe and efficient use of the highway and demonstrates that adverse impacts on the transport network are avoided or, where necessary, mitigated. Major planning applications will require a transport assessment in line with TfL's Transport Assessment Best Practice Guidance. Also providing residents with options to travel sustainably and enabling walking and cycling.</p>	<p>Chapter 7: Operational assessment, sets out the benefits of the Project in terms of improving the operation of the SRN and has identified the impact of increased traffic due to the Project on the wider road network, with Chapter 10: Management of impacts, identifying the monitoring measures to be put in place to provide a secure framework to identify areas of need across the network and allow the prioritisation of investment, where required.</p> <p>Chapter 7: Operational assessment, in particular 7.12, which outlines the improved connectivity and accessibility for WCH via the creation of new and improved PRoW.</p> <p>The Project Design Report (Application Document 7.4) describes the new and improved routes, and how these address existing severance issues.</p> <p>Chapter 9: Road safety, sets out the safety aspects of the Project design, and the forecast change in accidents on the road network.</p> <p>The Framework Construction Travel Plan (Application Document 7.13) sets out a framework with regard to the implementation of travel planning for the movement of personnel to and from the construction worksites and compounds (including the Utility Logistics Hubs (ULHs)) during the construction phase of all works related to the Project.</p> <p>The key aim of the FCTP is to minimise adverse local disruption or traffic impacts on the highway network from worker and visitor travel to and from construction worksites, and construction compounds and ULHs, by reducing the number of single-occupancy vehicle trips and encouraging the uptake of sustainable and active modes of travel.</p>

## 1.3 Compliance with guidance

- 1.3.1 This TA has been produced following the guidance documents set out in Chapter 4 of this report. The methodology for this TA as set out in Chapter 5 is based on the current guidance for transport assessments. The main source of evidence is the LTAM which has been built following DfT's (2019) Transport Analysis Guidance. The accident analysis has used DfT's COBALT software (DfT, 2020c).

- 1.3.2 TfL's (2017) Construction Logistics Plan guidance has informed the construction plan which is assessed in TA Chapter 8 and the methods that would be used to minimise the adverse impacts of the construction of the Project.

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