



**West Midlands**  
Interchange

**Four Ashes Ltd**

- Use A206 (Dual Carriageway) to Howbury Park

#### From A206 (W)

- Continue to Howbury

### 14.3 HGV SIGNING STRATEGY

#### Signing from the M25

- 14.3.1 The existing signs to Erith from Junction 1A of the M25 are considered sufficient to direct HGVs from the M25 to Howbury Park. Consequently if drivers were directed to follow signs to Erith no changes would have to be made to existing gantry signs on the approaches to Junction 1A of the M25.
- 14.3.2 In order to reinforce the use of the M25 and Junction 1A additional signs are proposed in advance of Junction 2 of the M25 subject to the agreement with HE.

#### Signing from the A2

- 14.3.3 The routing strategy sets out the reasons for encouraging HGV drivers travelling along the A2 from central London to reach Howbury Park via the M25. It is proposed that before the junction on the A2 for Crayford a sign is installed that instructs HGV drivers heading for Howbury Park to use the M25.
- 14.3.4 Once HGV drivers travelling on A2 from the west or the east reach Junction 2 of the M25 they are instructed to use M25 (N) to reach Howbury Park.

#### Signing for Other Routes

- 14.3.5 **Figure 15.1** shows other routes around Howbury Park which HGVs may use to reach the site. The routing strategy explains why these have not been considered as key routes to the site. However, it is realised that some HGV drivers will either inadvertently use these routes or have more local destinations. For this reason signs are proposed to be installed at key junctions along these routes to guide HGV drivers to Howbury Park.

### 14.4 DARTFORD TOWN CENTRE

- 14.4.1 With the exception of vehicles serving sites within Dartford Town Centre, HGVs and LGVs will not be permitted to travel to and from the Site via Burnham Road. All HGVs will be required to follow the routing strategy identified above.
- 14.4.2 Future tenants of the Site will be made aware of the HGV restrictions prior to occupation and will be required to inform their drivers and / or fleet operators serving their site of the restrictions. There will also be signs on the access road that will further remind drivers of the restrictions on exit from the site.

### 14.5 CONTROL OF HGVS WITHIN THE SITE

- 14.5.1 As previously acknowledged, and as detailed within the Transport Assessment, the local area, and specifically Junction 1A of the M25, is subject to periods of delay and congestion. These incidents can result in a knock-on effect to the surrounding highway network that can result in delays that in turn result in the diversion of trips to alternative routes, creating additional delay and congestion along these routes.

- 14.5.2 It will clearly not be beneficial for HGVs to leave the Site during such incidents. It is therefore proposed that drivers are provided with up to date travel information by the use of appropriate technology, reinforced by suitable Variable Message Signs (VMS) within the Site at appropriate locations (such as on the site egress and Intermodal Terminal area). The system would be linked to the Highways England and Kent County Council control centres, or alternative combined centres, in order to ensure that the most up to date and 'real time' travel information is provided to drivers within the site.
- 14.5.3 The arrival rate of HGVs into the Site will also undoubtedly drop during such incidents.
- 14.5.4 During times of disruption there are extensive facilities to enable HGVs to remain within the total curtilage of the Site, thereby avoiding the need to park on local roads. First, there is a significant level of parking within each development site and these will be managed by each occupier to ensure that HGVs are accommodated.
- 14.5.5 As set out within a Technical Note prepared by the Rail Consultant (19<sup>th</sup> August 2016) it is considered that the 100 HGV spaces proposed at the Intermodal Terminal are in excess of the typical demand. It should be noted that the on-site parking is to be agreed with the local planning authorities.
- 14.5.6 In addition to the additional provision within each individual plot of the development there will be an additional 25 spaces provided in a layby on the access road. This layby will provide short term parking if access to the specific site is restricted. Its use will be monitored by the TMPM to prevent any misuse or long term parking.

# 15 FREIGHT MANAGEMENT PLAN – IMPLEMENTATION PROGRAMME

## 15.1 INTRODUCTION

15.1.1 Implementation of the FMP will be an important part of the development process. It is envisaged that this will be undertaken as part of the Travel Plan structure and therefore, as detailed within Section 2, it will be the responsibility of the TPM to manage the implementation of the FMP.

## 15.2 IMPLEMENTATION PROGRAMME

15.2.1 As with all plans and associated measures it is necessary to set out a timescale for implementation and review. Table 15-1 provides an Implementation Plan for the site, with all of these to be delivered prior to first occupation.

Table 15-1: Implementation Programme (prior to first occupation)

Task/Measure	Responsibilities
1) Occupants required to have their own Vehicle Booking System.	Developer / Operators
2) Advice to drivers on routes to take to Howbury Park including signage, mapping, a telephone helpline and links to KCC's online Freight Gateway Journey Planner tool.	TMPM in liaison with operators
3) Provision of lorry management plan to manage HGV peaks at the Intermodal Terminal. Signage will be provided within the Site to inform drivers of the parking available on approach to and within the Intermodal Terminal. Signage will also be provided to direct HGVs to the individual operator building plots.	Intermodal operator (Detail on HGV parking across the site and access routes will be included within the FMP)
4) Improve Vehicle Standards (e.g. Air and Noise Quality). This will be aided through membership of FORS which operators will be encouraged to join.	TMPM will encourage operators to join FORS
5) Monitoring system to be installed on Site accesses, Burnham Road, J1A & J1B slip roads and Perry Street to monitor HGV and LGV routes and quantify volumes.	Developer & TPM

15.2.2 The details of this Freight Management Plan shall apply for a minimum period of ten years following first occupation. The scope and need for the Freight Management Plan to extend beyond ten years will be considered by the Steering Group.



# 16 FREIGHT MANAGEMENT PLAN – HGV MONITORING AND MANAGEMENT PROTOCOL

## 16.1 FMP MONITORING

- 16.1.1 Monitoring of the FMP will be important in understanding the changing nature of HGV movements and the effectiveness of measures. The monitoring will be the responsibility of the TPM, with the results forwarded to and discussed with the Steering Group.
- 16.1.2 As detailed within Section 16.3, Automatic Number Plate Recognition (ANPR) cameras (or similar) will be installed at site accesses, J1A & B slip roads, Burnham Road and Perry Street so that the total number of HGV movements at the Site can be recorded, along with those using the J1A & B slip roads, Burnham Road and Perry Street.
- 16.1.3 The monitoring system will be in operation on first occupation.
- 16.1.4 The TPM will be responsible for the FMP, acting on behalf of the Developer and will report to the Steering Group. The Steering Group will review and require amendments as necessary.

## 16.2 HGV CLASSIFICATION

- 16.2.1 For monitoring purposes HGVs will include all vehicles over 3.5 tonnes gross weight.

## 16.3 ANPR SYSTEM

- 16.3.1 A monitoring system is to be installed on the following roads:
- Site Accesses;
  - Junction 1A and 1B slip roads;
  - Burnham Road;
  - Perry Street.
- 16.3.2 The monitoring system will automatically and continuously record the routes taken by the vehicles.
- 16.3.3 The TPM would download the recorded data and prepare a report on a monthly basis in order to determine if any of the restrictions have been exceeded and, if so, will be able to identify the offending vehicle(s) and take appropriate action.
- 16.3.4 Details on the restrictions and how they will be monitored and enforced is set out in the following sections.
- 16.3.5 Not all vehicles will be included within the vehicle restrictions and therefore not subject to penalty. As stated in Section 2.5 the Steering Group will agree the criteria for exemptions to the restrictions which will cover the area of Dartford town centre shown in Figure 16.1.
- 16.3.6 The registration details of these vehicles, including staff and visitors to the Site and goods vehicles making deliveries to the local area, will be included within a site 'white list'. The 'white list' is to be collated by the TPM and agreed by the Steering Group, along with any updates. The vehicles proposed to be included within the 'white list' are detailed in the following sections.

- 16.3.7 A summary report of the analysed data will be issued by the TPM to the Steering Group every six months and changes to subsequent monitoring agreed by the Steering Group. The enforcement of the relevant targets is set out below and will be administered by the Steering Group.
- 16.3.8 The Developer will be responsible for all costs associated with the installation, maintenance, operation and data analysis of the monitoring system. However, at this stage the exact locations and operating system that will be employed has not been identified. If alternative technology can be identified and agreed with DBC, KCC, LBB and HE then this can be substituted for an ANPR system.

## 16.4 IMPACT THRESHOLDS: PEAK PERIOD HGV TRIPS AT M25

- 16.4.1 As detailed within Section 12, Highways England has requested that the local planning authorities impose a weekday peak period restriction on HGV movements at Junctions 1A and 1B combined, as detailed below:
- 07:00 to 10:00 32 two-way movements per hour (the equivalent of 16 arrivals and 16 departures)
  - 16:00 to 19:00 56 two-way movements per hour (the equivalent of 28 arrivals and 28 departures)
- 16.4.2 Some flexibility with regards to the Highways England restriction is required to make allowance for the following:
- Cross-over between each 60 minute segment;
  - Occasions when HGVs may pass through the junction unintentionally during the restriction period (i.e. being caught in congestion on the approach journey).
- 16.4.3 It is therefore proposed to apply a 10% variability factor to the original Highways England rates. This should prevent HGVs reassigning to alternative and less suitable routes and / or parking in inappropriate locations on approach to Junctions 1A and B. This provides the following maximum threshold of all the combined slip roads:
- 07:00 to 10:00 35 two-way movements per hour
  - 16:00 to 19:00 62 two-way movements per hour
- 16.4.4 The TPM will analyse the data from the monitoring system on a monthly basis, to identify if the total HGV flow recorded during the restricted periods exceeds the above limits during any week.
- 16.4.5 The process for managing and enforcing the restriction is as follows:
- Each occupier will be informed by the site owner of their individual hourly peak period HGV allowance for each weekday (namely Monday to Friday) during the restriction periods based on the HE total limits of 32 and 56 two-way movements per hour in the AM and PM peak periods respectively;
  - Having analysed the data from the monitoring system, should the maximum threshold of 35 (AM peak period) and 62 (PM peak period) two-way movements per hour be exceeded, the system will identify all the HGVs that travelled through Junctions 1A or 1B and the occupiers that the vehicles were working for will be identified;
  - Occupiers exceeding their permitted quota of trips will be issued with a warning and reminded of the HGV restriction and their quota;



- The Development will be permitted two warnings in each 6 month period prior to penalties being applied;
- After the maximum limit of 35 or 62 two-way movements per hour (in the AM and PM peak periods respectively) has been exceeded two times all offending vehicles / operators will be penalised financially during that six month period.

## 16.5 IMPACT THRESHOLDS: HGVs ON BURNHAM ROAD

- 16.5.1 The TMPM will analyse the recorded data from the monitoring system on a monthly basis. Any HGVs travelling via Burnham Road that are not on the 'white list' will be issued with the financial penalty

## 16.6 HGV IMPACT ON PERRY STREET

- 16.6.1 The TMPM will analyse the data from the monitoring system on a monthly basis and report to the Steering Group every six months. The following process will apply
- Monitor the volume of Howbury HGVs on Perry Street by number per day and week;
  - Steering Group to consider whether this is excessive in Crayford. For the purpose of this report, Crayford is identified by the routes within the area encompassed by the A206 to the north, Crayford Way / Station Road to the east, the A2 to the south and the A220 to the west;
  - If it is agreed that they are significant then apply similar measures to Burnham Road, namely;
    - Establish a white list for Crayford
    - Agree the number of permitted HGV infringements per month with the Steering Group excluding those on the white list;
    - If the allowance is exceeded, the HGVs travelling via Perry Street will be identified and the occupier that the vehicle was working for will be issued with a warning and reminded of the approved routes;
    - It is likely that most operators will be served by a number of freight companies and therefore it is proposed that, should their vehicles disobey any Perry Street restriction, operators are provided with two warnings prior to penalties being applied.

## 16.7 FINANCIAL PENALTIES

- 16.7.1 When financial penalties are to be applied the value of the penalty will be agreed by the Steering Group, with an initial fine of £500 per HGV, which may increase subsequently in accordance with Table 16-1. This fine will be payable by the occupier of the premises to or from which the infringing vehicle was travelling. It will be the responsibility of each occupier to determine whether the occupier, HGV operator or HGV driver refunds that occupier. The TMPM will be responsible for collecting the fines from each offending occupier and this money will be deposited into an agreed fund.
- 16.7.2 Any monies collected will be used to support any of the measures and targets set out in the TMP. The expenditure of the penalties fund will be agreed by a majority of the voting members of the Steering Group. As set out within the Section 106 Agreement, there will be a dispute resolution procedure in place should any voting member of the Steering Group not be content with the majority decision.

## 16.8 REMEDIAL ACTION PLAN: HGV TRIPS

16.8.1 If the thresholds above are exceeded then the series of remedial actions set out in Table 16-1 will be implemented in the order set out.

Table 16-1: Remedial Action Plan

### Task/Measure

- 1) Reporting the exceedances to the Steering Group; this could result in a review of the travel patterns of individual occupiers and the development of voluntary measures to resolve this.
- 2) The Steering Group to agree voluntary measures to seek to resolve any excessive and inappropriate vehicle movements
- 3) Where individual occupiers consistently exceed a threshold the TPM will liaise with the occupier and seek to identify the reasons for this and agree direct measures to address the problem.
- 4) Increase the HGV fine per vehicle to a level which the Steering Group determines will deter any future breaches.
- 5) In the event of persistent breaches the Steering Group may review the peak period caps imposed by 16.4.3 and may take action to lower the cap to compensate for the quantum of HGVs breaching the cap.

16.8.2 These measures are designed to resolve the infringements although the financial penalties will continue to be applied resulting in a penalties fund to assist with the above measures.



## 17 FREIGHT MANAGEMENT PLAN - LGVS

### 17.1 LGV ISSUES

- 17.1.1 LGVs diverting through Dartford town centre may be considered a concern although as the Site will be operating as an SRFI the number and impact of these LGVs will be considerably less than HGVs. Consequently the volume of LGVs travelling along Burnham Road to and from Dartford town centre will be monitored and reported to the Steering Group.
- 17.1.2 In monitoring the LGV use it will also need to be accepted that many LGVs will have business in Dartford, and sometimes this can also be related to staff movements.

### 17.2 ACTION PLAN, MEASURES & IMPLEMENTATION

- 17.2.1 Given these circumstances all LGVs using the loading bay areas will be advised of the HGV action plan and measures. This will specifically include advice on routes to take to Howbury Park and that they should follow the signs as set out in Section 14. They will also be made aware of Kent County Council's online Freight Gateway Journey Planner, and any other data sources available at the time of occupation.
- 17.2.2 In providing this information they will be informed that LGVs are not permitted to travel through Dartford unless they have business in the town centre. Any LGVs with business in Dartford town centre will be included in the 'white list', see Figure 16-1. LGV drivers will then be informed that movements on Burnham Road will be monitored and vehicles not on the 'white list' will be subject to a financial penalty for each offence. The level of financial penalty will be agreed by the Steering Group but it is suggested that it will be 50% of the HGV penalty, recognising that the impact of LGVs are less than HGVs. The TMPM will be responsible for collecting the fines from each offending occupier and this money will be deposited into an agreed fund.
- 17.2.3 These measures will be implemented in parallel with the HGV action plan.

### 17.3 MONITORING & MANAGEMENT

- 17.3.1 LGVs will be subject to the monitoring system set up for HGVs. LGVs will be recorded on the Site accesses and Burnham Road so that all site LGVs using Burnham Road will be identified.
- 17.3.2 Those LGVs not on the 'white list' will be fined and reported to the Steering Group every 6 months after first occupation.

## 18 FREIGHT MANAGEMENT PLAN - CONCLUSION

- 18.1.1 This FMP presents the objectives and strategy for the delivery of measures to promote sustainable freight management. The measures in this FMP are focused primarily on raising awareness of the routing and signing available for HGV operators and ensuring positive freight patterns are encouraged.
- 18.1.2 The data collected under the Monitoring and Management Protocol of the FMP (Section 16) will be reviewed every six months, with the results presented to the Steering Group. It is considered that there are robust measures in place to ensure sustainable freight management at the Site with minimal impact on the sensitive areas around the Site.
- 18.1.3 A summary of the key measures that are proposed to be delivered by the TMP is provided in the following section, including detail on anticipated timescales and responsibility.

## 19 FINANCIAL SUPPORT

- 19.1.1 There are a number of obligated payments set out within the Section 106 Agreement. There will be additional developer contributions required to deliver the measures identified within the TMP and a forecast of these is provided in Table 19-1.

**Table 19-1: Financial Contributions (outside of S106 Obligations)**

	Item	Developer Contribution	Comment
1	Travel Plan & Freight Management Plan implementation and management costs	£240,000 (Estimate)	Estimated Developer direct cost for 10 years, see table below for more detailed estimates
2	ANPR Cameras (or similar)	£265,000 (Estimate)	Estimated Developer direct cost
3	VMS Signs within site	£65,000 (Estimate)	Estimated Developer direct cost

- 19.1.2 A further breakdown on the costs associated with the Travel Plan & Freight Management Plan is provided in Table 19-2.

**Table 19-2: Travel Plan & Freight Management Plan Cost Breakdown**

	Item	Cost / Estimated Cost	Comment
1	TMPM for management, updating and organisation of measures included within the TP / FMP.	£150,000	Assuming 10 years
2	Sustainable Travel Pack Production (web & print material)	£5,000	
3	Sustainable Travel Event(s)	£40,000	Assuming 10 years
4	Car Share databases	£5,000	Single set up cost
		£20,000	Assuming 10 years management
5	Car Share promotional event to be held	£20,000	Assuming 10 years



## 20 SUMMARY OF FTP / FMP MEASURES

### 20.1 INTRODUCTION

- 20.1.1 This Transport Management Plan has set out the content and approach that is proposed to deliver the Framework Travel Plan (FTP) and Freight Management Plan (FMP) for the Howbury Park Strategic Rail Freight Interchange. As summarised below, a number of measures have been identified to help maximise the sustainability of the development.

### 20.2 PRIOR TO FIRST OCCUPATION

- 20.2.1 A number of measures will be delivered prior to first occupation, with a summary of the key elements provided in Table 20-1. These will be funded by the Developer.

Table 20-1: Summary of measures to be provided prior to first occupation

Description	Doc.	Comment
A Transport Management Plan Manager (TMPM) will be employed to oversee the implementation and management of the TMP.	TP & FMP	As detailed within Section 2, sufficient time, funding and resource will be provided to the TMPM to manage and deliver the plans effectively throughout the life of the plans.
Automatic Number Plate Recognition (ANPR) cameras, or similar technology, will be installed at the individual site accesses, J1A & B slip roads, Burnham Road and Perry Street to monitor HGV movements and LGV movements in Burnham Road and Perry Street.	FMP	The ANPR cameras will identify breaches in HGV and LGV trip generation thresholds and misuse of Burnham Road and Perry Street. Details of the the monitoring procedure are shown in Table 20-2.
Sustainable Travel Welcome Packs will be produced, setting out detail on the FTP and local bus and rail timetables, cycle routes and car sharing opportunities, etc.	TP	The Packs will be issued to all members of staff to try and influence their travel method before habits are formed.
Shuttle Bus Service: A demand responsive bus service will connect the Site to local public transport hubs.	TP	The exact nature of the service will be determined following the initial staff surveys. The organisation, monitoring and use of this servicewill be undertaken by the TMPM on behalf of the Developer.
Encouraging Cycling: A total minimum of 391 cycle parking spaces are to be provided, with shower and storage facilities also available to staff.	TP	the actual number and location of spaces will be subject to subsequent detailed applications.
Car Sharing: An internal Car Share database will be set up and promoted by the TMPM	TP	Guaranteed Ride Home: In cases of emergency where a car sharer is left unable to get home, the occupiers will cover the reasonable cost of their journey home.
Freight Operator Recognition Scheme (FORS): Operators will be encouraged to only employ drivers / freight companies that are members of FORS	FMP	It is likely that the majority of operators will already be members of FORS.
Occupants will be required to have their own Vehicle Booking System in place.	FMP	
HGV Routing Strategy: The FMP will include details on the routing strategy required for HGVs.	FMP	This will include detail on the Burnham Road restriction.
Signing Strategy: A strategy for permanent fixed signage across the local highway network has been identified to guide HGVs to the site.	FMP	As well as the fixed, off-site signage, Variable Message Signs (VMS) will be provided within the Site to provide drivers with live information on local highway conditions.



## 20.3 ONGOING MEASURES

20.3.1 There are a number of ongoing measures planned throughout the life of the plans, as summarised in Table 20-2.

Table 20-2: Summary of Ongoing Measures

Description	Document	Comment
Staff Travel Monitoring: Baseline Travel Surveys will be completed to identify initial staff travel patterns from which targets can be set. Repeat surveys will be completed at years 1, 3 and 5 in order to identify progress in achieving the targets.	TP	The scope of the surveys (i.e. whether they are i-trace or TRICS compliant) will be discussed and agreed with the Steering Group.
HGV and LGV Trip Monitoring: The TMPM will produce monthly reports on HGV movement and LGV reports every 6 months. These will identify HGV and LGV trip patterns derived from the ANPR cameras and will inform the Steering Group of any breaches, with a financial penalty system in place for continued breach.	FMP	See Sections 12 and 17 for detail on the thresholds and penalties that are proposed. Should the total thresholds / misuse of the monitored roads continue, a number of remedial measures are proposed, as detailed in Table 20-3.
Occupier Forum: The TMPM will set up an Occupier Forum. The Occupier Forum will consist of at least one nominated representative from each occupant, who would form together to discuss site sustainability matters. The operator of the Intermodal Terminal operator will also be part of the Occupier Forum.	TP / FMP	Ensure regular co-operation and compliance with the TMP.
Steering Group: A Steering Group will be formed and will include the relevant authorities who wish to either monitor or participate in the implementation of the FTP & FMP.	TP / FMP	Checking implementation of the TMP, review results with regard to actual impacts on the highway network.

20.3.2 Following the initial 10 year funding period detailed in the TMP, the Developer will continue funding the relevant items through an ongoing management charge.

## 20.4 REMEDIAL MEASURES

20.4.1 Finally, should either the FTP or FMP be failing to meet the agreed targets, a number of remedial measures are set down, as summarised in Table 20-3.

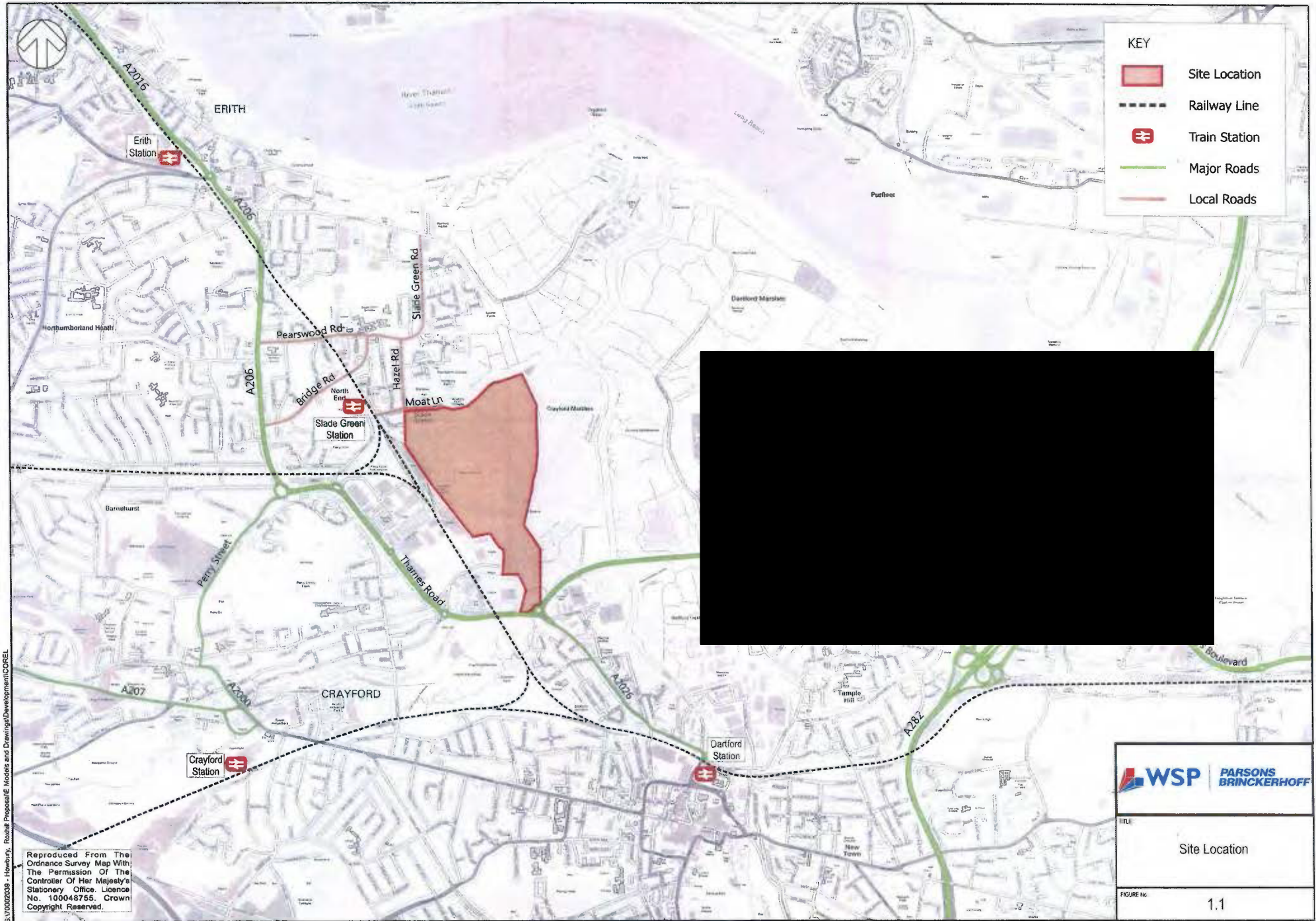
20.4.2 The Travel Plan Fund will be used to undertake and implement any agreed measures.

Table 20-3: Summary of Remedial Measures

Description	Document	Comment
<p>FTP Remedial Action Plan: Should the results of the travel surveys indicate that the FTP is not set to achieve the identified targets (as set out in Section 6) a number of remedial measures have been identified to encourage greater levels of sustainable travel.</p>	FTP	<p>The proposed remedial measures are as follows:</p> <ol style="list-style-type: none"> <li>1) Identification and notification of failure to meet mode share target.</li> <li>2) Steering Group to discuss way forward.</li> <li>3) Meeting with tenants to agree mutually convenient and voluntary measures.</li> <li>4) Review the use and operation of the shuttle bus service to identify possible enhancement.</li> <li>5) Provide a minimum of 20% discount or subsidy on the cost of bicycle equipment.</li> <li>6) Provide interest free loans for purchase of bicycles.</li> <li>7) Provide a minimum of 20% subsidy on motorcycle training courses.</li> <li>8) Provide bus and rail season ticket loans at preferential interest or zero interest rate.</li> <li>9) Purchase site Pool Cars to hire for business travel or form partnership with a local Car Club.</li> </ol>
<p>HGV Trip Monitoring: Should the agreed HGV volumes continue to be exceeded following the issuing of penalties, it will be necessary to apply remedial measures.</p>	FMP	<p>The proposed remedial measures are as follows:</p> <ol style="list-style-type: none"> <li>1) Reporting to LBB and KCC of the anticipated baseline exceedance; this could result in a review of the travel patterns of individual occupiers and the development of voluntary measures to resolve this.</li> <li>2) Steering Group meetings to agree voluntary measures to seek to resolve the excess vehicle movements.</li> <li>3) Should the volume of HGV movements continue to exceed the agreed thresholds each operator within the Site will be provided with a peak period HGV trip allowance. Should the operator exceed their permitted trip threshold an agreed penalty per vehicle is applied.</li> <li>4) Should exceedances persist then action shall be taken in accordance with Table 16-1 items 4 and 5.</li> </ol>

# Figures






**KEY**

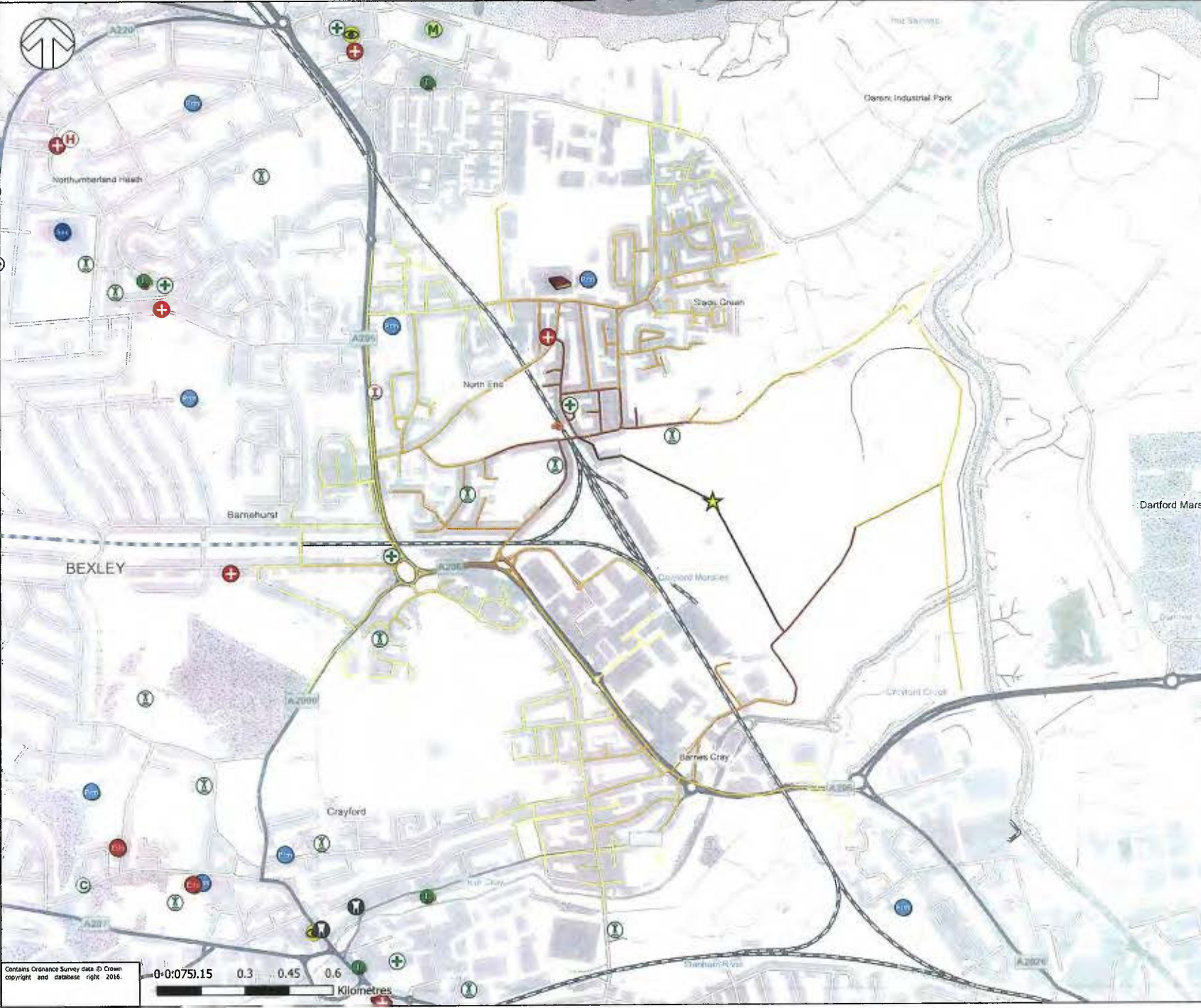
- Site Location
- Railway Line
- + Train Station
- Major Roads
- Local Roads

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TITLE Site Location
FIGURE No. 1.1





**Key**

- ☆ Site

**Pedestrian Accessibility (Walking Speed 4.8kph)**

- 0 - 5 Minutes
- 6 - 10 Minutes
- 11 - 15 Minutes
- 16 - 20 Minutes
- 21 - 25 Minutes

**Healthcare Services**

- H Hospital
- + GP Practice
- ⊕ Pharmacy
- D Dentist
- O Optician
- S Sports and Fitness

**Education**

- P Primary
- S Secondary
- Other Educational Facility
- L Library

**Food Stores**

- L LONDIS
- M MORRISONS
- T TESCO
- C COSTCUTTER

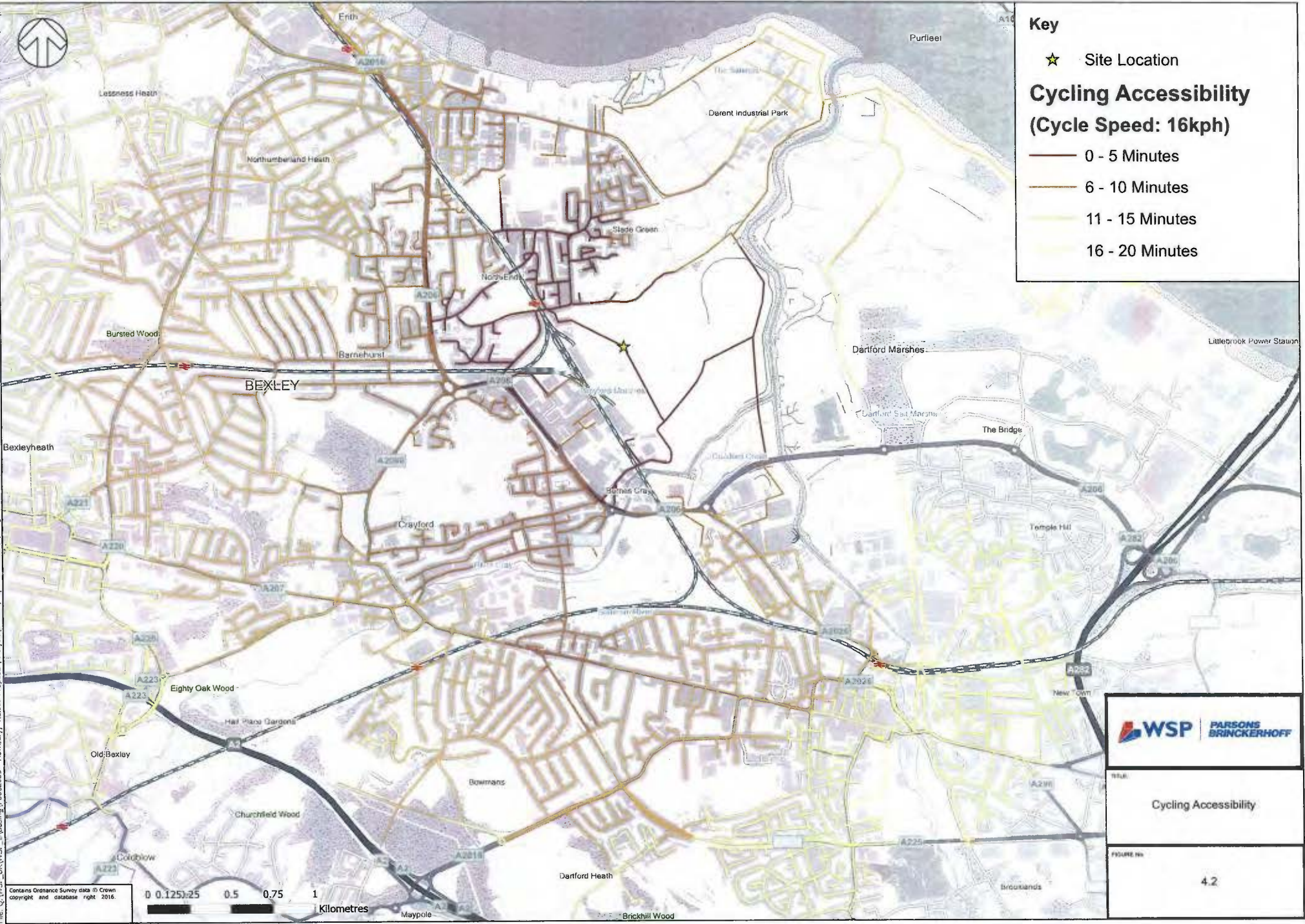
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TITLE:  
Pedestrian Accessibility

FIGURE No:  
4.1





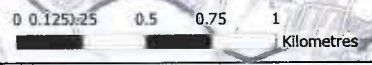
**Key**

- ★ Site Location

**Cycling Accessibility  
(Cycle Speed: 16kph)**

- 0 - 5 Minutes
- 6 - 10 Minutes
- 11 - 15 Minutes
- 16 - 20 Minutes

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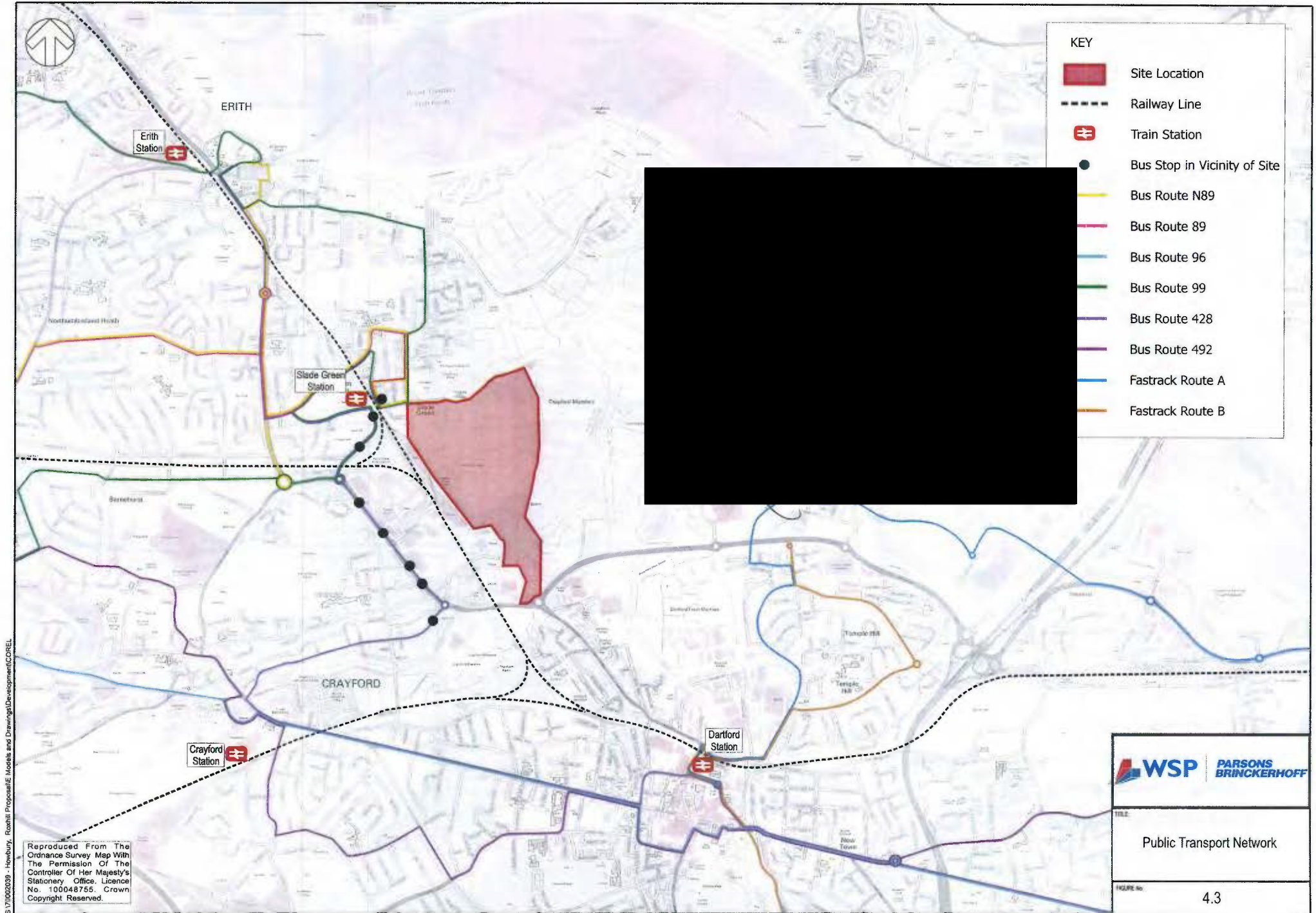


**WSP | PARSONS BRINCKERHOFF**

TITLE:  
Cycling Accessibility

FIGURE No:  
4.2

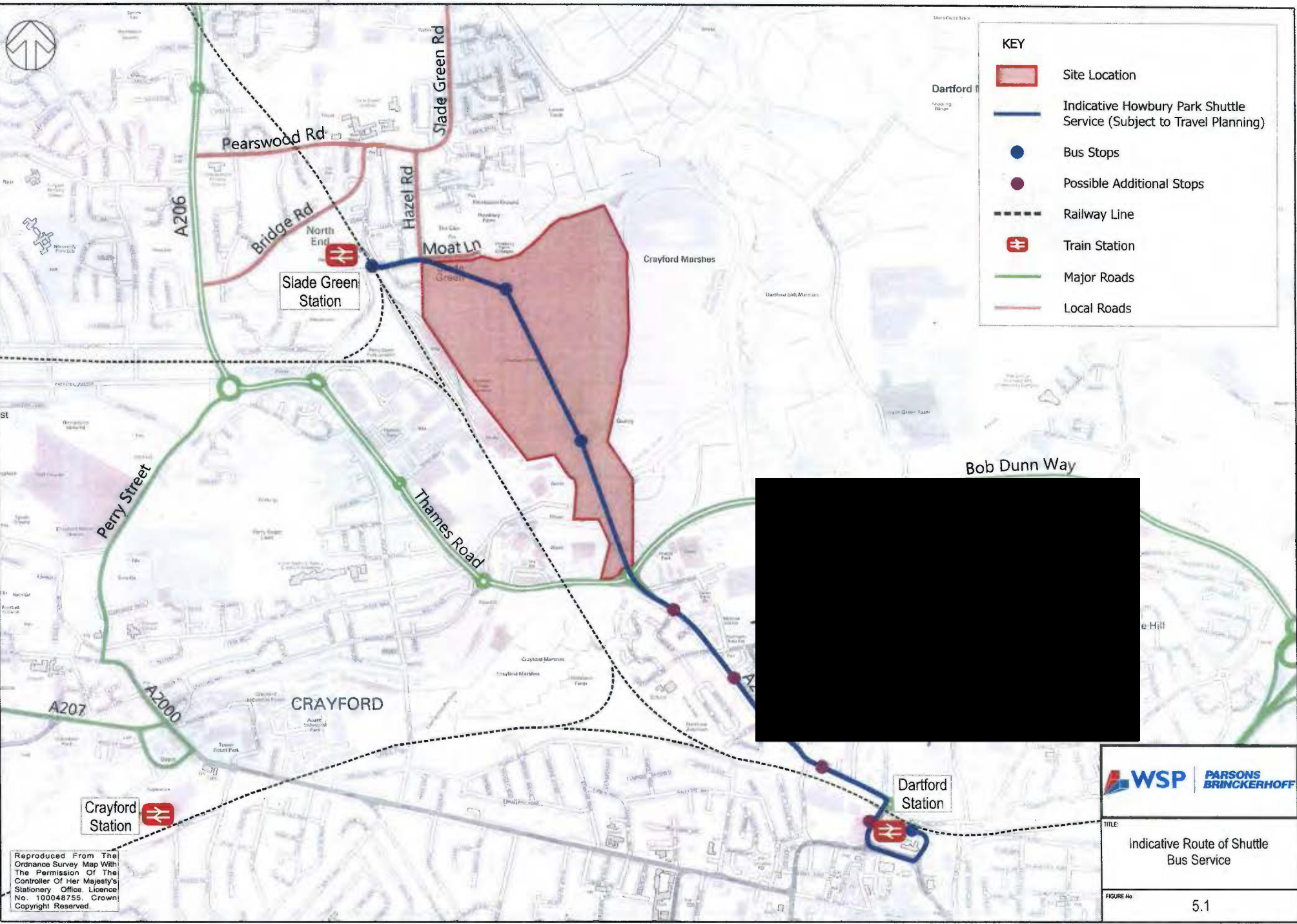




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**KEY**

- Site Location
- Indicative Howbury Park Shuttle Service (Subject to Travel Planning)
- Bus Stops
- Possible Additional Stops
- Railway Line
- ≡ Train Station
- Major Roads
- Local Roads

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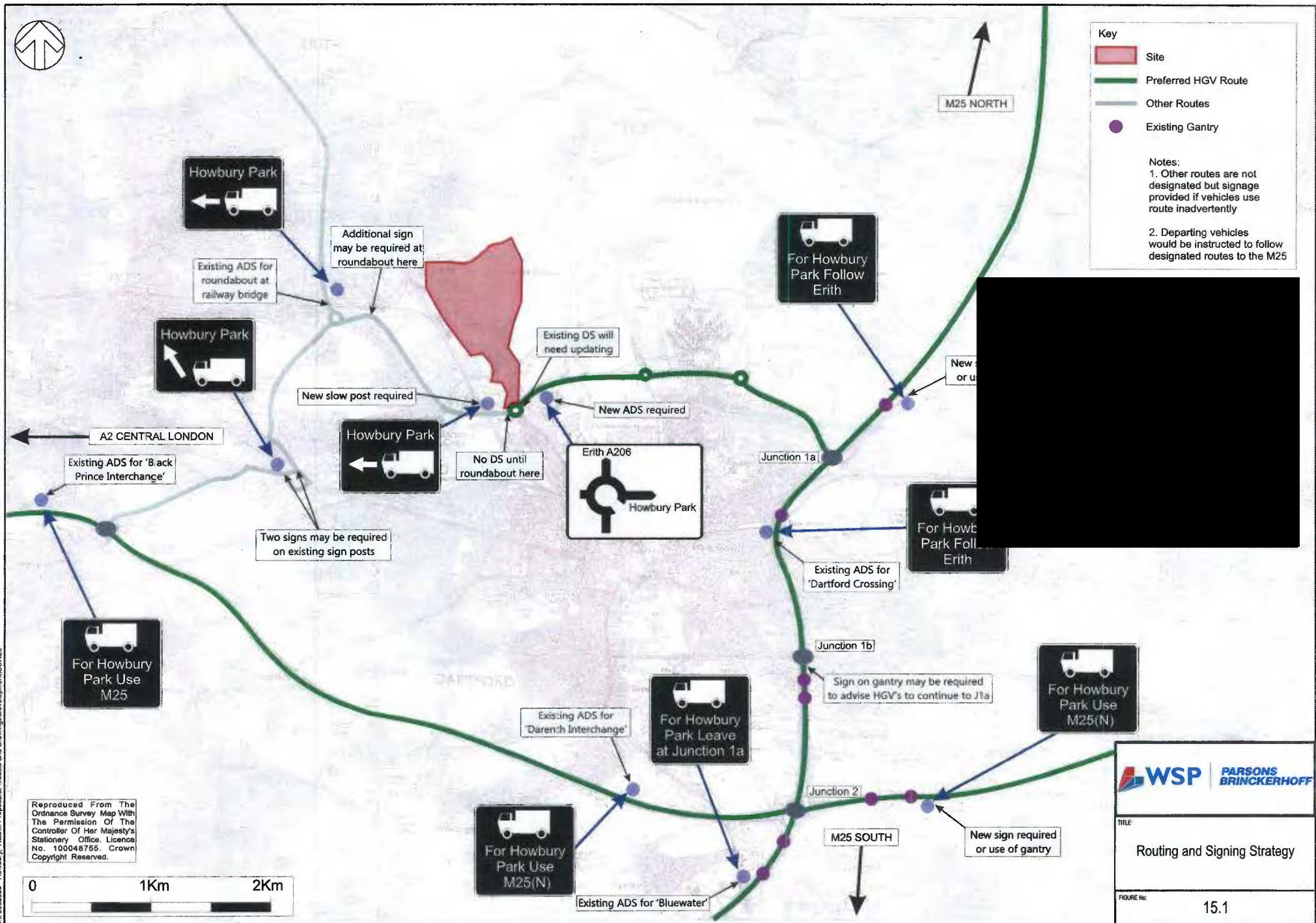
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TITLE:  
Indicative Route of Shuttle Bus Service

FIGURE No  
5.1



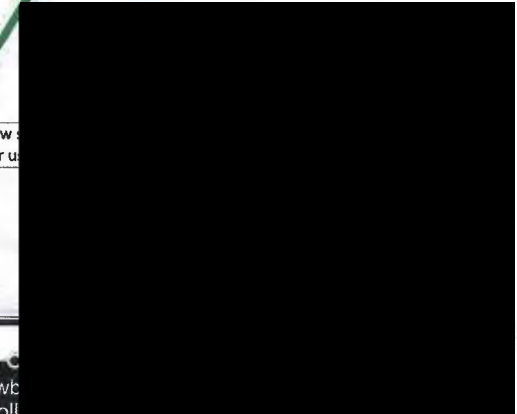


**Key**

- Site
- Preferred HGV Route
- Other Routes
- Existing Gantry

**Notes:**

1. Other routes are not designated but signage provided if vehicles use route inadvertently
2. Departing vehicles would be instructed to follow designated routes to the M25



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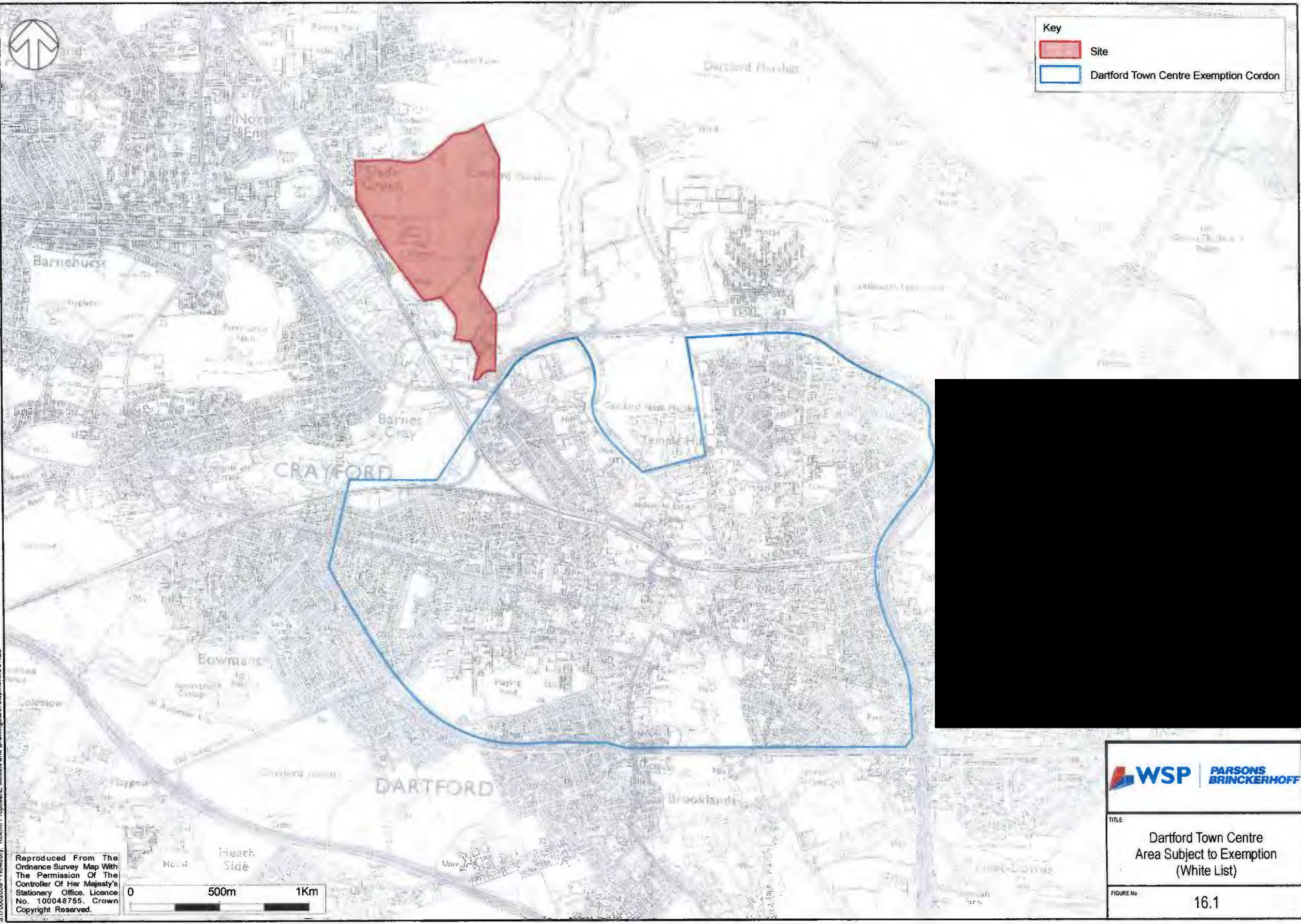


TITLE:  
**Routing and Signing Strategy**

FIGURE No:  
15.1

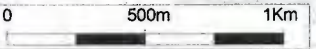
S:\170020238 - Howbury, Roxhill Proposal\E Models and Drawings\Development\COREL





S:\70002039 - Howbury, Rehill\Proposals\IE Models and Drawings\Development\CORE1

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Key	
<span style="display: inline-block; width: 20px; height: 10px; background-color: red; border: 1px solid black;"></span>	Site
<span style="display: inline-block; width: 20px; height: 10px; border: 2px solid blue;"></span>	Dartford Town Centre Exemption Cordon

<b>TITLE</b> Dartford Town Centre Area Subject to Exemption (White List)	
<b>FIGURE No</b> 16.1	

# Appendix A

## ATTRIBUTE REPORT



# ATTrBuTe

Travel plan name	Howbury Strategic Rail Freight Interchange, Roxhill Proposal
Planning application reference number	
Name of travel plan author	Luke Bacon
Email address of travel plan author	luke.bacon@wspgroup.com
Telephone number of travel plan author	
Name of travel plan assessor	Luke Bacon
Job title/role of travel plan assessor	
Plan Type	Local level   Framework   Travel Plan (occupiers not known)

The development		4/7
Does the framework travel plan include a commitment for occupiers of the site to develop individual travel plans within the context of the overarching plan?	Currently the final occupier is unknown, as such this is a Framework Travel Plan that will be updated to a Full Travel Plan for each occupier by the Travel Plan Coordinator, who will be appointed prior to occupation.	1
Does the travel plan include details of the number of users expected on site (including employees, residents, deliveries and visitors)?	NONE	0
Does the travel plan include... a) a breakdown of the different land uses expected on site? b) details of the size of each type of land use? c) details of how build-out of the development will be phased?	NONE	1
Does the travel plan include... a) full address of the development? b) contact details for the person responsible for preparing the travel plan?	NONE	2
Policy		2/2
Does the travel plan include reference to relevant national, regional and local / borough... a) transport and spatial policy? b) travel planning guidance?	NONE	2
Site assessment		3/3
To what extent does the travel plan clearly describe the accessibility and quality of... a) existing transport networks? b) existing travel initiatives available to all users?	As the site is currently unoccupied there are no existing travel initiatives.	3

<b>Surveys</b>		<b>2/3</b>
Are iTRACE (or TRAVL where specified by the borough)-compliant site user travel surveys proposed?	NONE	1
Are appropriate freight surveys proposed?	NONE	0
Is a baseline modal split (actual trip numbers and percentage of all trips) estimated for the site?	NONE	1
<b>Objectives</b>		<b>3/3</b>
Does the travel plan include objectives which reflect... a) Mayoral policy & strategic guidance? b) local / borough policy and guidance? c) the challenges and opportunities specific to the site?	NONE	3
<b>Targets</b>		<b>2/2</b>
Have interim targets appropriate to the phasing of the development been set?	NONE	1
Are there interim targets linking directly to each objective?	NONE	1
<b>TP Co-ordinator</b>		<b>3/3</b>
Has the framework travel plan co-ordinator.... a) roles and responsibilities been made clear? b) been allocated a sufficient amount of time to spend on the travel plan?	NONE	2
Has a site-wide travel plan co-ordinator been identified or is there agreement upon when a co-ordinator will be in place?	NONE	1
<b>Measures</b>		<b>6/6</b>
To what extent do the interim site-wide measures... a) support the objectives of the travel plan? b) reflect the context of the site?	NONE	3
Is the action plan clear on how and when travel plans will be developed among occupying organisations?	Future Travel Plans will be developed with supervision of the Travel Plan Coordinator.	1
Is an action plan provided which includes... a) short / medium / long term actions? b) timescales and responsibilities?	NONE	2
<b>Monitoring</b>		<b>2/2</b>
Is it clear who is responsible for site-wide monitoring?	NONE	1
Is a clear site-wide monitoring programme that adheres to the standardised approach included?	There will be annual monitoring reports and staff surveys to understand the progress that is made.	1
<b>Securing and enforcement</b>		<b>1/1</b>

Is it clear how the travel plan will be secured?	NONE	1
<b>Funding</b>		<b>3/6</b>
Have funding streams been identified for the site-wide... a) travel plan co-ordinator post? b) measures? c) monitoring programme?	This will be funded by the developer.	3
Has a sufficient budget been set for the site-wide... a) travel plan co-ordinator post? b) measures? c) monitoring programme?	This will be funded by the developer.	0
<b>Total - PASS</b>		<b>31</b>



# Appendix B

HIGHWAYS ENGLAND LEAFLET

## Dartford Crossing Traffic Safety System

### There is a new road layout at the Dartford Crossing



**Following the introduction of the Dart Charge in November 2014 there is a new road layout at the Dartford Crossing.**

As part of these changes from mid-June 2015 a new traffic safety system will be in use on the A282 (M25) northbound approach to the Dartford tunnels.

The system will identify and stop oversized vehicles or those carrying dangerous goods from entering the tunnels. It will also enable dangerous goods vehicles to be escorted through the tunnels safely and stop traffic in the event of an incident in the tunnels.



Signs on gantries over the carriageway will display variable speed limits to keep traffic flowing safely, dependant on the road conditions at the time.

A **red X** symbol will show that a lane is closed because of an incident or people working on the road. Driving in a lane with a **red X** symbol is dangerous and drivers must **NOT** use it.

Electronic message signs on the approach to the traffic safety system will provide drivers with information relating to road conditions and safety.

Additional electronic message signs will be used in the safety system to give instructions to goods vehicle drivers who have failed to comply with the size and content restrictions of the tunnels.



This leaflet tells you what to expect and how to drive through the traffic safety system.





Traffic signals will be used to stop and direct oversized vehicles, or those carrying dangerous goods that are not approaching the tunnels in the correct lane.

The signals will also be used to stop traffic in the event of a tunnel emergency.

All drivers, regardless of vehicle type, should prepare to stop at a red signal, to enable non-compliant vehicles to be directed away from the Crossing.



Barriers will be used in conjunction with traffic signals to stop vehicles and enforce crossing restrictions when required.

If stopped, drivers should wait until the barrier arm has lifted and for a green signal before proceeding.



Enforcement bodies will operate at the Crossing dealing with drivers who have failed to comply with the restrictions on the approach to the Dartford Tunnels.

**Drivers who fail to comply could receive a fine and points on their licence.**



Average speed camera enforcement will be in use at the Dartford Crossing.

Drivers should drive at speeds appropriate to the road conditions and must not exceed the variable speed limits displayed.

Red light camera enforcement will also be in use at the traffic signals.

**Drivers who exceed the speed limits, or drive through red lights are liable to receive fines and points on their licence.**



CCTV operates throughout the Crossing and sends live images to the control room enabling effective incident monitoring and response.

For more information visit  
<http://www.gov.uk/highways/dartford>


Click here to see a video of how the new traffic safety system will operate

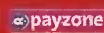
### Ways to pay Dart Charge:


You can no longer pay the Dartford Crossing charge at the barriers.

Pay in advance or by midnight the following day.

 [www.gov.uk/dart-charge](http://www.gov.uk/dart-charge)

 0300 300 0120  
+44 (0) 300 300 0120

 [www.payzone.co.uk/Store-Locator](http://www.payzone.co.uk/Store-Locator)

 by post (in advance only):

Dart Charge Customer Services  
PO Box 842,  
Leeds LS1 9QF.  
Go online to download or call  
to request a payment form

**Drivers who don't pay  
will face a penalty.**



# Important information for drivers of goods vehicles

There is a new road layout at the Dartford Crossing.

**When travelling northbound towards the tunnels, you must get in the correct lane after Junction 2 and before Junction 1a - you will not be able to change lanes after Junction 1a.**

Height restrictions are:

- 4.8m for lanes 1 and 2 (left hand lanes)
- 5.0m for lanes 3 and 4 (right hand lanes)

**Vehicles above 4.8m can no longer join the carriageway at Junction 1a.**

**If you are in the wrong lane you will be stopped, turned around and could receive a fine and points on your driving licence.**

*Approach to J1a travelling  
northbound on the A282*





# Important advice for drivers carrying hazardous goods or abnormal loads

**If you are carrying hazardous goods or abnormal loads you must report to the vehicle marshalling area to be checked before using the tunnel.**



Vehicles transporting hazardous goods, or those which exceed the size restrictions shown below **must exit at Junction 1a** and follow the 'hollow diamond' symbol to the vehicle marshalling area, to be checked before using the tunnels.



**If you fail to comply you could receive a fine and points on your driving licence.**

## Ways to pay Dart Charge:

You can no longer pay the Dartford Crossing charge at the barriers.

Pay in advance or by midnight the following day.



[www.gov.uk/dart-charge](http://www.gov.uk/dart-charge)



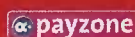
**by post (in advance only):**

Dart Charge Customer Services  
PO Box 842,  
Leeds LS1 9QF.  
Go online to download or call  
to request a payment form



0300 300 0120

+44 (0) 300 300 0120



[www.payzone.co.uk/  
Store-Locator](http://www.payzone.co.uk/Store-Locator)

**Drivers who don't pay will face a penalty.**



**THE FIFTH SCHEDULE**  
**LBB's OBLIGATIONS**

LBB hereby covenant with the Owners as follows:

1.       **Noise Mitigation**
  - 1.1       To apply the Noise Mitigation Contribution solely for the provision of noise insulation measures for the Moat Lane and Leycroft Gardens Properties and for no other purpose whatsoever.
  
2.       **Bus Stops Contribution**
  - 2.1       To ensure that the Bus Stops Contribution is used solely for the provision of enhancements to the bus stops on Forest Road, Whitehall Lane, Hazel Road and/or Howbury Lane and for no other purpose whatsoever.
  
3.       **Legible London Signage Contribution**
  - 3.1       To ensure that the Legible London Signage Contribution is used solely for the installation of map based signage at Slade Green Station and finger post signs to enable pedestrians and cyclists to navigate to the Development and for no other purpose whatsoever.
  
4.       **Transport Management Plan and Travel Plan Fund**
  - 4.1       To ensure that the Transport Management Plan Monitoring Contribution is used solely to monitor the obligations of the Transport Management Plan Manager appointed pursuant to paragraph 1.2 d) of the Fourth Schedule and for no other purpose whatsoever.
  - 4.2       Upon receipt from the Owners to make the Travel Plan Fund solely available to the Steering Group to fund any of the Sustainable Travel Measures or any such other measures the Steering Group considers will assist in achieving more sustainable travel and in the event that the whole of the Travel Plan Fund for any year has not been drawn by the Steering Group then any undrawn monies shall be carried forward and available to be drawn on by the Steering Group at any time (subject to paragraph 6.2 below).
  
5.       **Marshes Management**
  - 5.1       If LBB serves a notice pursuant to paragraph 3.1 of the Third Schedule and (acting reasonably) considers that the Marshes Management Company has failed to carry out the requisite works to its satisfaction within the time period specified in the notice LBB hereby agrees to observe and perform the provisions of paragraph 3.2

6. **Use of Contributions**

- 6.1 Upon request from the Owners (such requests not to be made more than once in any 12 month period) to provide the Owners with a statement containing reasonable details of the expenditure by LBB of such of the Contributions paid to LBB pursuant to this Deed
- 6.2 In the event that any Contributions paid to LBB under this Deed by the Owners have not been spent or committed to the specific purposes identified in the Schedules above for which each of them were paid within ten years of the date of final payment they shall in each case be repaid to the Owners by whom they were paid together with accrued interest thereon within 28 days of the expiry of the relevant five year period.

This document is executed as a deed and delivered on the date stated at the beginning of this document.



SIGNED as a DEED by )

**COLIN MACHLACHLAN RUSSELL STONEHAM** )

in the presence of: )

Witness Signature:

Witness Name:

Witness Address:

Witness Occupation:

SIGNED as a DEED by

**DESMOND JOHN RUSSELL STONEHAM**

in the presence of:

Witness Signature:

Witness Name:

Witness Address:

Witness Occupation:

SIGNED as a DEED by )

**JOHN RUSSELL STONEHAM** )

in the presence of:

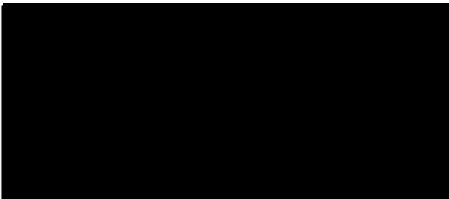
Witness Signature:

Witness Name:

Witness Address:

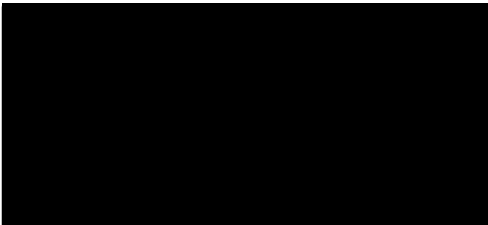
Witness Occupation:

EXECUTED as a DEED on behalf of )  
**BEXLEY LAND RESTORATION LIMITED** )  
acting by: )

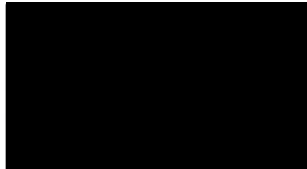


Director

~~Director~~/Secretary

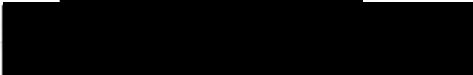


SIGNED as a DEED by **HOWBURY PARK GP** )  
**LIMITED** acting by a director in the presence of: )

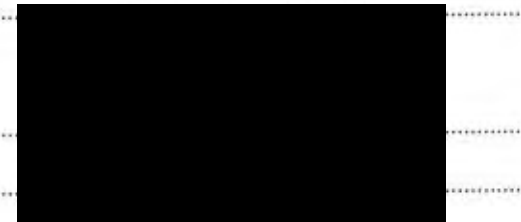


A J Hollinshead  
Finance Director

Witness Signature:



Witness Name (in BLOCK CAPITALS)



Witness Address:



Witness Occupation:





SIGNED as a DEED by **HOWBURY PARK SPV** )  
**LIMITED** acting by a director in the presence of: )

AJ Hollinshead  
Finance Director  
.....  
.....

Witness Signature:

.....  
.....

Witness Name (in BLOCK CAPITALS)

.....  
.....

Witness Address:

.....  
.....  
.....

Witness Occupation:

.....  
.....

THE COMMON SEAL of **THE MAYOR AND** )  
**BURGESSES OF THE LONDON BOROUGH** )  
**OF BEXLEY** was affixed to this Deed )  
in the presence of: )



Assistant Director (Legal Services)

Assistant Director (Audit, Technical & Exchequer)