

Transport Explanatory Note

Background

1. This transport explanatory note sets out the background and approach to transport within the Revised Local Plan and brings together relevant information and conclusions from the evidence base submitted alongside the Revised Local Plan. It seeks to provide clarity about the approach taken within the Revised Local Plan and to identify the specific issues that have been raised by Highways England within their representation (R19.0015). This representation queries what assessment had been undertaken of the impact of the Revised Local Plan on the Highways England Strategic Road Network (SRN). It is specifically focused on the nearest sections of the SRN, these being the M11 and the A13 between the A1089 and Junction 30 of the M25.

The transport evidence base and the wider Strategic Road Network

2. The evidence base for the draft Revised Local Plan included a review of the transport context as presented in the Transport Study (2018). The Transport Study drew upon existing analysis that had been undertaken by Transport for London (TfL) of both the highway and public transport networks in the LLDC and adjoining areas. The analysis provided by TfL was based upon full London Plan development, within which the impacts of additional development in the LLDC area would form a small part other than in the immediate vicinity of the area. The purpose of the Transport Study was not to identify detailed impacts of the development envisaged in the Revised Local Plan on individual roads or areas. Rather it was to establish the capacity, or otherwise, of transport networks to accommodate the levels of development envisaged in the Revised Local Plan and, recognising those conclusions, to help establish both the appropriate scale of development and the character of that development.
3. The two key conclusions of the analysis within the Transport Study were; that public transport capacity is available to accommodate the level of development envisaged; and that the local highway network is severely constrained and could not support development that generated substantial levels of highway-based trips. A key policy conclusion from this is the substantial tightening of car parking standards in the Revised Local Plan compared to those in the Adopted Local Plan. This reflects both the London Plan and emerging trends in relation to development proposals coming forward where the norm is moving towards car-free or virtually car free development (aside from Blue Badge parking).
4. Given this change in emphasis, at a high level the LLDC has considered the impact of the Revised Local Plan on the highway network in comparison with the Adopted Local Plan. In terms of quantum of development, both include very similar assumed future growth in commercial space. In terms of residential property growth, the Revised Local Plan increases the expected additional units from some 24,000 units to 2031, to 33,000 units to 2036. While this is a material increase, over the plan period to 2036 rather than the initial date of 2031 it is considered that the potential impact on the highway network would be more than offset by the changes to car parking standards and the consequent constraint on vehicle trip generation. This is illustrated by comparing the expectation of low or no car parking in the Revised Local Plan with the parking level approved in the 2012 Legacy Community Scheme (LCS) consent. The LCS parking standards ranged

from a minimum of 0.22 car parking spaces per 1-2 bed unit (closest to Stratford Station) up to 1.49 spaces per 4 bed unit. With this scale of change in car parking provision it would be expected there would be a net reduction in traffic arising from the Revised Local Plan compared to the Adopted Local Plan. With the very low car parking now envisaged it would be expected that the highway impacts will be very low.

5. In relation to the SRN, and specifically the junctions that are highlighted by the representation from Highways England (M11 Junction 4 - with the North Circular - and M25 Junction 30), these are some distance from the LLDC area. This means that even if material traffic growth generated by development in the LLDC area was anticipated, any such growth would be very much diluted at this distance from the area. Moreover, given the residential nature of much of the LLDC area development it would not be expected that significant numbers of trips generated would be making trips to/from outer London or beyond. This pattern of trip making is clear in the TfL's transport analysis, with trips generated by development in the LLDC area being predominantly focused on the local area or journeys to/from central London.

Conclusions

6. The concerns raised by Highways England in relation to the SRN reflect the policy direction adopted in the Revised Local Plan to substantially limit car parking provision so that development does not rely upon highway access in an already congested network. This also helps to minimise any adverse impacts on the highway network. There is a high level of confidence that the nature of development anticipated in the Revised Local Plan will mean that there is very little impact upon the road network in the vicinity of the LLDC area. Recognising the distance between the LLDC area and the SRN, as well as the likely nature of any highway trips generated by the additional development envisaged in the Revised Local Plan, it would be expected that any impact on the SRN would be negligible.