

EPPING FOREST LOCAL PLAN EXAMINATION IN PUBLIC

HEARING STATEMENT

MATTER 4: SPATIAL STRATEGY/DISTRIBUTION OF DEVELOPMENT

**ON BEHALF OF MARTIN GRANT HOMES, PERSIMMON HOMES &
TAYLOR WIMPEY (STAKEHOLDER ID: 19LAD0107)**

**TOWN & COUNTRY PLANNING ACT 1990 (AS AMENDED)
PLANNING AND COMPULSORY PURCHASE ACT 2004**

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PLANNING | **DESIGN** | **ENVIRONMENT** | **ECONOMICS**

CONTENTS:

Page No:

1.	INTRODUCTION	1
2.	ISSUE 1: DOES THE DISTRIBUTION OF DEVELOPMENT IN THE PLAN PLACE TOO MUCH RELIANCE UPON THE GARDEN COMMUNITY SITES AROUND HARLOW AT THE EXPENSE OF TESTING THE CAPACITY OF THE OTHER SETTLEMENTS IN THE DISTRICT?	1
3.	ISSUE 3 – IS THE DISTRIBUTION OF EMPLOYMENT LAND IN THE PLAN JUSTIFIED IN LIGHT OF THE DISTRIBUTION OF HOUSING?	3
4.	ISSUE 4 - IS THE DISTRIBUTION OF DEVELOPMENT JUSTIFIED IN RESPECT OF THE NEED FOR, AND APPROACH TO, GREEN BELT RELEASE?	4
5.	ISSUE 5- IS THE DISTRIBUTION OF DEVELOPMENT JUSTIFIED IN RESPECT OF THE APPROACH TO FLOOD RISK; AND TO PROTECTING WATER QUALITY?	5
6.	ISSUE 6 – IS THE DISTRIBUTION OF DEVELOPMENT JUSTIFIED IN RESPECT OF ITS EFFECT UPON TRANSPORT AND OTHER INFRASTRUCTURE IN THE DISTRICT? WILL THE PLAN BE EFFECTIVE IN SECURING THE INFRASTRUCTURE NECESSARY TO SUPPORT PROPOSED GROWTH?	6

Appendix 1:

West Essex and East Hertfordshire Local Plans Modelling - Technical Note 6: South and West Harlow Study (September 2016)

1. Introduction

1.1 This Hearing Statement is prepared by Pegasus Group on behalf of Martin Grant Homes, Persimmon Homes and Taylor Wimpey, who are promoting land at West of Katherines within the Water Lane Area Allocation (SP 5.2).

2. Issue 1: Does the distribution of development in the Plan place too much reliance upon the Garden Community Sites around Harlow at the expense of testing the capacity of the other settlements in the District?

Response to Questions 1, 2 and 3

2.1 HMA proposes to deliver 51,500 new homes, the distribution is detailed in Table 2.1 of the draft Local Plan (p26). Table 2.2 clarifies that the proposed sites in and around Harlow comprise ~9,550. In light of this, less than 19% of the homes needed within the SHMA will be delivered by Garden Community sites around Harlow. Of the 11,400 net new dwellings (Table 2.1), ~3,900 are allocated in the EFDC local plan (para 2.58) as part of the Garden Community Town Communities around Harlow with EFDC (Table 2.3). This equates to 34% of the housing land supply (2011-2033) and 48% of the remaining requirement (8,046 homes).

2.2 Harlow is the largest settlement in the HMA. It offers a sustainable location for growth. The Garden Town represents a major opportunity to accommodate around 16,000 homes up to 2033. Harlow has excellent communication links, being located on major transport links between the global centres of London and Cambridge. The growth will bring significant new jobs and investment, assisting in the continued regeneration of Harlow. Other settlements in Epping Forest District do not have the same need for regeneration. A more dispersed distribution of development within the District would negatively impact the ability to regeneration of Harlow. The Councils (Epping Forest, Harlow and East Hertfordshire) are working in partnership together with stakeholders including land owners and promoters, to bring forward transformational growth in the form of Harlow and Gilston Garden Town. There has and continues to be significant investment by the Council's, developers and other parties to bring forward the Garden Community Sites.

2.3 Land at West Katherines is being promoted by three national house builders who are committed to housing delivery on this site. There is a significant body of technical work undertaken to date to assess the site and the supporting

infrastructure needed to deliver. This has been used to inform a Strategic Framework Plan which will continue to evolve through the production of the Strategic Masterplan for the wider Water Lane Area. Therefore, the evidence supports the delivery of housing on this site over the timescales identified by EFDC.

- 2.4 The approach to delivery of the Garden Towns means that the new Communities will not only provide a long-term supply of new homes, but will also deliver a quality of place making, environmental sustainability, infrastructure, services and community.
- 2.5 At the heart of the Garden Town is in the Gibberd Masterplan. Gibberd's original masterplan for Harlow New Town was strongly influenced by the character of the existing landscape, including the curving formation of Rye Hill containing the built-up area to the south, east and west. The masterplans will ensure continuity with these principles.
- 2.6 This area to the west of Harlow was envisaged to come forward as part of the 1974 Gibberd Expansion Plan to support the future growth of Harlow. In keeping with the Gibberd Plan, the Water Lane Area will provide a well-designed sustainable extension within the west of Harlow area identified in the Plan.
- 2.7 The Water Lane Area will be a forward thinking 21st Century Place. The intention is to create an aspirational living environment that provides a strong sense of place with a choice of different high-quality living patterns. It will deliver new infrastructure that will provide residents with real transport choices that will help move Harlow towards a more sustainable future. The Water Lane Area will deliver at least 2,100 homes, a local centre, a new 2FE primary school, community and health facilities all supported by significant public open space.
- 2.8 It is important to ensure that the provision of development within the Garden Town is balanced with the benefits that can be provided to both existing and proposed residents without detriment to the landscape, biodiversity and the historic environment. It is considered that the proposed scale of development at Water Lane achieves this balance and the objectives and vision of the Local Plan.

3. Issue 3 – Is the distribution of employment land in the Plan justified in light of the distribution of housing?

Response to Question 1

- 3.1 Criteria B of Policy SP5 references 'appropriate small-scale employment, retail and community uses' for SP 5.1 – 5.3 (p42). Part G relates to the Water Lane Area (SP 5.2) and does not make any specific reference to small scale employment. It is understood that there is no requirement for small scale employment in SP5.2, albeit there will be direct employment arising from the local centre, primary school and early years. It is considered that Criteria B of the Plan should make this clear in relation to SP 5.2
- 3.2 Our understanding is supported by the evidence base. The requirement to make provision for small-scale employment uses in the Water Lane Allocation as listed in Criteria B of the Local Plan Policy SP5 is not justified in this location by the employment base evidence considering the location of the site adjacent to the Pinnacles Employment Area. The Employment Land Supply Assessment (Arup December 2017) provides a review of all available employment sites and in table 17 recommends that 19 individual sites are suitable for employment purposes and should be subject to a further site selection process to determine which sites are identified as new employment allocations in the Local Plan. The Submission Version Local Plan lists in table 3.1 the proposed new employment allocations. These comprise 5 sites from the list of 19 identified in the Arup assessment. Although there is mention of the Strategic Garden Settlement sites providing employment uses both in the Arup report and the Local Plan, with the exception of Latton Priory (Dorrington Farm), there is no quantum of employment provision identified for these sites.
- 3.3 If additional separate employment sites are required over and above those identified in the Local Plan, it is considered that there are more suitable locations available than the strategic site locations.

4. Issue 4 - Is the distribution of development justified in respect of the need for, and approach to, Green Belt release?

Response to Questions 1 and 2

- 4.1 We support the Council's decision to amend Green Belt boundaries. This recognises that the scale of the development needs (including acute need for affordable housing) and increasing affordability issues for housing is not a sustainable position. It can only be addressed through the amendment of Green Belt boundaries. In addition, there are very limited opportunities for further development within the Boroughs urban areas.
- 4.2 Not releasing Green Belt land in EFDC would have severe impacts. The acute problems with regard to affordability would worsen. The proposed level of delivery of affordable housing would not be met in full and this situation would be considerably worse without the release of land from the Green Belt. Given that there is no land outside of the urban area that is not Green Belt it is vital that boundaries are amended to support development.
- 4.3 The area to the west of Harlow, including land north of Water Lane, was envisaged to come forward as part of the 1974 Gibberd Expansion Plan to support the future growth of Harlow. In keeping with the Gibberd Plan, Water Lane Area will provide a well-designed sustainable extension within the west of Harlow area identified in the Plan. We support the findings of the Council's 2016 Stage 2 Green Belt Assessment which assessed areas which either make a limited contribution to the Green Belt purposes set out in Paragraph 80 of the NPPF (2012), or as in the case of the area west of Harlow, are in close proximity to existing settlements where development allocations are more likely to be considered acceptable in sustainability terms.
- 4.4 Land north of Water Lane was assessed as part of the area west of Harlow. The assessment demonstrates that even though the site has some function in the Green Belt, its proposed release from the Green Belt for allocation/development is acceptable in planning terms due to Harlow's status as a substantial town in the Metropolitan Green Belt with opportunities to meet housing, employment and regeneration needs along with necessary infrastructure. Land north of Water Lane is therefore a sustainable location for development, enjoying good access to services, facilities and employment thereby reducing the need to travel by car. In

this regard, the site represents a natural evolution of the Gibberd vision, and so is an entirely appropriate allocation.

- 4.5 There is sufficient justification to warrant an alteration to the existing green belt boundaries in this location. Development at West Katherines (Northern part of the Water Lane Allocation) will deliver a sustainable development on land which is unnecessary to keep permanently open.

5. Issue 5- Is the distribution of development justified in respect of the approach to flood risk; and to protecting water quality?

Response to Question 2

- 5.1 It is considered that the documents prepared by AECOM on behalf of EFDC adequately deal with flood risk for the Local Plan in relation to the Water Lane Area. The March 2018 document Strategic Flood Risk Assessment (SFRA) - Site Assessments [EB913] suggests that the site is deemed to pass the Sequential Test by LPA due to the majority being located in Flood Zone 1 and aided by the Level 1 SFRA. It is noted that only 0.3% of the development area is Zone 2 or 3.
- 5.2 Due to the partial encroachment of Flood Zones 2 and 3 into the site, it will be subject to the Exceptions Test and this will need to be covered within the site-specific Flood Risk Assessment (FRA) required at planning application stage.
- 5.3 The site specific FRA will show that the proposed development will provide wider [sustainability benefits to the community that outweigh flood risk](#), and that it will be [safe for its lifetime](#), without increasing flood risk elsewhere and where possible reduce flood risk overall.
- 5.4 During the development of the masterplan a high-level flood risk and drainage strategy has been developed to ensure that the site can be developed in accordance with the relevant guidance set out in the NPPF, including allowance for climate change. In summary, this is achieved by ensuring that the development is set back away from the known watercourse through the southern part of the allocation.

6. Issue 6 – Is the distribution of development justified in respect of its effect upon transport and other infrastructure in the District? Will the Plan be effective in securing the infrastructure necessary to support proposed growth?

Response to Questions 1 and 2

6.1 The impacts of development on transport within the district have been the subject of assessment by Essex Highways as set out in the Evidence Base documents EB500 to EB500H and EB502. In relation to the Water Lane Area, it should be noted that further supporting evidence for the impacts and proposed mitigation measures for this site are contained within 'West Essex and East Hertfordshire Local Plans Modelling - Technical Note 6: South and West Harlow Study (September 2016)' prepared by Ringway Jacobs for Essex County Council. This document is currently listed as part of the evidence based for the Harlow Local Plan but not as part of the EFDC evidence base. It is attached in Appendix 1 and a link provided here:

<http://www.harlow.gov.uk/sites/harlow-cms/files/files/documents/files/Technical%20Note%206%20West%20Harlow%20Study%202017-10-10.pdf>.

6.2 Within the technical note, the Water lane area (called West Katherines/ West Sumners in the report) is assessed along with the West Sumners area. The following is a summary of the conclusions of the study:

"Approximately three-quarters of the south-western sites traffic would be likely to head towards Harlow, the majority using Katherine's Way, and one-fifth using Southern Way. Within Harlow, the majority of the traffic would be expected to use A1025 Second Avenue, but generally their traffic impact would be likely to be spread fairly evenly across the town. These south-western sites would be likely to have more impact on Southern Way than would Latton Priory, as much more development has been assumed there, and there is a greater distance between the sites and the strategic road network. While the modelling of the south-western sites included the Latton Priory link road, this was set to be relatively unattractive to through traffic. If this were to be designed to be more attractive to some through-routing traffic, this would be likely to reduce the level of south-western sites traffic (and other traffic) using Southern Way. However, it is important to note

that this could result in the use of the link road as a proxy southern bypass for access between the M11 and The Pinnacles. To address the potential traffic impact of the south-western sites on Southern Way a series of measures were identified, including re-design of two junctions to encourage use of the Katherine's Way route, and traffic management along Southern Way itself. The junction changes would be likely to discourage traffic from routeing along Southern Way, with a reduction of around 65% in both the AM and PM peak hours. Flows on Katherine's Way would be likely to be broadly unchanged in the AM peak hour, but may increase by about 80% in the PM peak hour. Traffic using the route to the south via the B181 towards Kingsmoor and Epping would be likely to increase by around 40% in the AM peak hour and by 25% in the PM peak hour.

It is concluded that it would be possible to accommodate the strategic sites to the south and west of Harlow provided that appropriate access arrangements and traffic management measures are provided (subject to more detailed assessment as part of the planning process)."

- 6.3 With regard to increases in sustainable travel, it is considered that the modelling work in relation to the Harlow fringe sites takes a reasonable approach to sustainable travel assumptions. The proposed Water Lane area sites are well placed to take advantage of the existing walking, cycling and public transport networks within Harlow making best use of existing infrastructure.

APPENDIX 1

West Essex and East Hertfordshire Local Plans Modelling - Technical Note 6: South and West Harlow Study (September 2016)



West Essex and East Hertfordshire Local Plans Modelling

Essex County Council

Technical Note 6: South and West Harlow Study
(September 2016)

Technical Note

23 January 2018

West Essex and East Hertfordshire Local Plans Modelling Technical Note 6: South and West Harlow Study

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2	25/11/16	Following CJ review and amendments	WR		CH	
3	02/12/16	Following CH review	WR		CH	CH
4	06/01/17	Amending following client comments	WR	CH	DM	CH
5	10/1/17	Updated figures	WR			
6	17/1/17	Updated flow difference figures	WR			
7	21/04/17	Revised report (esp. consistency with other TNs)	MW			
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Contents

Executive summary	5
1. Introduction	6
1.1 Introduction	6
1.2 Objectives	7
1.3 Report Structure	7
2. Development Assumptions	8
3. Latton Priory	11
3.1 Development Sites	11
3.2 Trip Distribution	11
3.3 Access Options	13
3.4 Option A: West Access	14
3.5 Option B: East Access	16
3.6 Comparison of Options A West and B East	18
3.7 Option C: West and East Accesses with Link Road	19
3.8 Comparison of Options A (West) and C (Both East and West)	21
3.9 Comparison of Options B and C	22
3.10 Latton Priory Access Summary	22
4. West Katherine's and West Sumners developments	23
4.1 Development Sites	23
4.2 Trip distribution	23
4.3 Traffic assignment: AM	25
5. Southern Harlow Traffic Management	28
5.1 Traffic Management Measures	28
5.2 Effect of Mitigation Measures: AM Peak Hour	32
5.3 Effect of Mitigation Measures: PM Peak Hour	39
5.4 Model Outputs: Link Flow Changes Overview	45
6. Conclusions	46

Figures

Figure 1-1 – Local Authorities in the Vicinity of Harlow	6
Figure 2-1 – Development Assumptions Map – Wider Harlow Area	10
Figure 3-1 – Destinations of Traffic from Latton Priory.....	12
Figure 3-2 – Origins of Traffic to Latton Priory	12
Figure 3-3 – Latton Priory Development Indicative Network Connections	13
Figure 3-4 - 2033 Latton Priory Traffic Assignment Option A - West	14
Figure 3-5 – All Wider Harlow Development Traffic - Option A Western Access.....	15
Figure 3-6 - 2033 Latton Priory Traffic Assignment Option B - East	16
Figure 3-7 – All Wider Harlow Development Traffic – Option B Eastern Access	17
Figure 3-8 – Comparison of Latton Priory Option A and Option B Accesses.....	18
Figure 3-9- 2033 Latton Priory Traffic Assignment Option C Link Road Access	19
Figure 3-10 – All Development Traffic – Option C Latton Priory Link Road Open in Both Directions	20
Figure 3-11 – Comparison of Latton Priory Option C Link Road and Option A West	21
Figure 3-12 – Comparison of Latton Priory Option C Link Road with Option B East	22
Figure 4-1 – Destinations of Traffic from West Katherine’s and West Sumners	24
Figure 4-2 – Origins of Traffic to West Katherine’s and West Sumners.....	24
Figure 4-3 – Detailed View of Traffic Assignment from and to West Katherine’s and West Sumners.....	25
Figure 4-4 – Traffic from West Katherine’s and West Sumners.....	26
Figure 4-5 – Traffic to West Katherine’s and West Sumners	27
Figure 5-1 - Possible transport and traffic management interventions in southern Harlow	28
Figure 5-2 - Possible Improvements at A1025 Third Avenue and Abercrombie Way Junction	29
Figure 5-3 - Proposed Reconfiguration of A1169 Katherine’s Way/A1169 Southern Way /B1133 Water Lane Junction.....	30
Figure 5-4 – South-Western Sites Updated 2-Way Traffic Assignment: AM Peak Hour	32
Figure 5-5 – South-Western Sites 2-Way Traffic with Junction Re-Design – AM Peak Hour	33
Figure 5-6 - South-Western Sites 2-Way Traffic with All Mitigation– AM Peak Hour	34
Figure 5-7 – Wider Harlow Development Updated 2-Way Traffic Assignment – AM Peak Hour.....	35
Figure 5-8 – Wider Harlow Development with All Mitigation – AM peak	36
Figure 5-9 - Changes in Wider Harlow Development Traffic Flows with Junction Re-Design – AM Peak Hour..	37
Figure 5-10 – Changes in Wider Harlow Development Traffic Flows with All Mitigation: AM Peak Hour	38
Figure 5-11 - South-Western Sites Updated 2-Way Traffic Assignment: PM Peak Hour	39
Figure 5-12 - South-Western Sites with Junction Re-Design: PM Peak Hour	40
Figure 5-13 – South-Western Sites with All Mitigation – PM Peak Hour.....	41
Figure 5-14 - Wider Harlow Development Updated 2-Way Traffic Assignment: PM Peak Hour	42
Figure 5-15 - Wider Harlow Development Traffic with All Mitigation: PM Peak Hour.....	43
Figure 5-16 - Changes in Wider Harlow Development Traffic Flow with Junction Re-Design – PM Peak Hour .	44
Figure 5-17 – Changes in Wider Harlow Development Traffic Flows with All Mitigation: PM Peak Hour	45

Tables

Table 2-1 – 2033 Development Assumptions – Wider Harlow Area Residential Sites	8
Table 2-2 – Development Assumptions – Wider Harlow Area Employment Sites	9
Table 3-1- Approximate AM peak hour distribution of Latton Priory trips.....	11
Table 4-1 – Approximate AM Peak Hour Distribution of West Katherine’s and West Sumners Trips	23
Table 5-1 – Two-Way key Link Flows and Changes with Mitigation Measures: AM Peak Hour.....	36
Table 5-2 – Two-Way Key Link Flows and Changes with Mitigation Measures: PM Peak Hour	43

Limitation Statement

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This report is part of a suite of technical notes on the WEEH Local Plans modelling project and should be read in conjunction with these other technical notes. The analysis and forecasts contained in this report make use of information and input assumptions made available to Jacobs at a point in time. As conditions change the analysis and forecasts would be expected to change. Hence the findings set out in this report should be understood as relevant to that point in time when the information and assumptions were made.

The WEEH transport model is focussed on the Harlow district but covers adjacent districts in West Essex and East Hertfordshire. The WEEH model contributes to the understanding of strategic impacts between the districts but does not intend to replace local transport models used in the districts surrounding Harlow.

Executive summary

Technical Note 6 reports on the investigation using Visum strategic modelling software of the likely highway network impacts arising specifically from three of the strategic Local Plan development sites around Harlow:

- Latton Priory (1,050 homes) – south Harlow
- West Katherine's (1,100 homes) and West Sumners (1,000 homes) – south-west Harlow

It should be noted that as Epping Forest District Council (EFDC) had yet to identify employment sites, for the purposes of this study, it was advised by EFDC that no employment development should be included on the Latton Priory site, although it has potential for business park development.

The wider network impact of the Latton Priory site would be likely to be affected by its access arrangements, of which there are three broad options:

- Option A – Access via Rye Hill Road (to the west of the site);
- Option B – Access via B1393 Epping Road (to the east of the site); and
- Option C – Access to both west and east, including a link road through the site.

The AM peak hour model was run for each of these access options and their outputs evaluated. These indicated that Option C, with both east and west network access points connected with a link road, would be likely to have the least impact on the local road network and result in Latton Priory traffic routeing via the more strategic links within Harlow. It is considered that Option A would be likely to have the most detrimental impact on the local highway network, particularly on Southern Way and the south of Harlow.

For West Katherine's and West Sumners AM and PM peak hour modelling was undertaken, and indicated that trips associated with these developments would be likely to result in some additional traffic routeing along Southern Way, although much more traffic would use Katherine's Way. Possible junction changes and traffic management measures along Southern Way were then evaluated and it was concluded that these measures would reduce the use of Southern Way by these south-western sites' traffic, that traffic would increase along Katherine's Way, and to a lesser extent along the B181 to the south of the sites.

Consideration should be given to the assumptions made in the modelling with regard to the Latton Priory link road, which was modelled as a residential low capacity distributor road rather than a higher capacity urban distributor road. A higher capacity link may result in traffic reassigning to this route in preference to other routes through the town which would be likely to reduce the flows on Southern Way and other routes.

On a general note raising a caveat to the study, the use of the Visum strategic model is a less than perfect tool to model local highway impacts, particularly as its calibration and validation on the more minor roads in the south and west of Harlow has not been assessed. Therefore, the indication from the model outputs that development traffic would be likely to reassign to other more minor routes (e.g. Harberts Road, Commonsides Road etc.) may either indicate the need for further mitigation measures, or that the model itself may not be representative of likely localised assignment in this area.

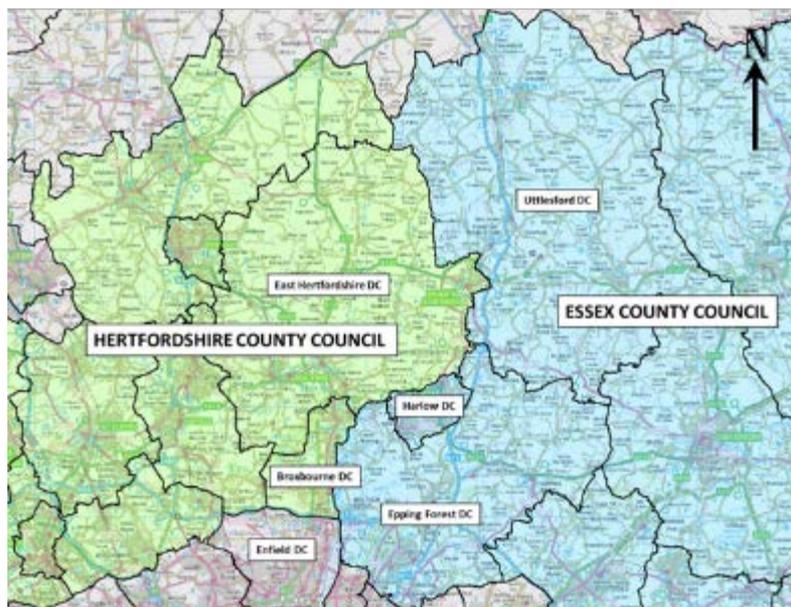
However, it is considered that the impacts that are reported in this technical note give a reasonable view of the possible consequences of strategic development and proposed mitigation measures, in the absence of more detailed micro-simulation modelling.

1. Introduction

1.1 Introduction

Essex County Council (ECC) has been providing ongoing traffic modelling support through Essex Highways and Jacobs in relation to the emerging Local Plan proposals for the four districts which comprise the West Essex and East Hertfordshire (WEEH) Strategic Housing Market Assessment (SHMA) area. This has been conducted through the Co-operation for Sustainable Development Board, which comprises officers and elected members from East Hertfordshire, Epping Forest, Harlow and Uttlesford District Councils, Hertfordshire and Essex County Councils, and Highways England.

Figure 1-1 – Local Authorities in the Vicinity of Harlow



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The WEEH transport model, which has been built using VISUM (version 14) software, is being used to assess the likely impact on the highway network of the emerging options of the WEEH Local Plans which identify strategic development sites around Harlow and associated infrastructure requirements that may result.

The WEEH modelling project has produced the following technical notes reflecting its scope of work:

- Technical Note 1: Forecasting Methodology (TN1)
- Technical Note 2: Spatial Options A-E Results (TN2)
- Technical Note 3: Spatial Option A1 Stort Crossing/Northern Bypass (TN3)
- Technical Note 4: Emerging Option (TN4)
- Technical Note 5: East Harlow VISSIM Model (TN5)
- Technical Note 6: South and West Harlow Study (TN6)

1.2 Objectives

Following option testing undertaken to evaluate various WEEH development scenarios and growth levels, ECC requested evaluation of the likely impacts of specific strategic sites to the south and west of Harlow to inform the Local Plan process. This technical note summarises the findings of this work and describes the methodology used and assumptions made. The objectives are to:

1. Identify the modelled impact on the local network of traffic from the Latton Priory strategic development site, in particular, along Southern Way using three alternative site access configurations; and
2. Consider the effect of traffic from West Katherine's and West Sumners strategic development sites on the surrounding network, particularly but not exclusively along Southern Way, and evaluate potential traffic management measures.

1.3 Report Structure

Section 2 describes the development assumptions used in the model for TN6.

Section 3 addresses and reports on Objective 1, the impact of the Latton Priory site.

Section 4 addresses and reports on the likely impact of the West Katherine's and West Sumners sites on Southern Way, while Section 5 evaluates the likely effects of a series of possible traffic management measures to influence the route used by traffic from these two sites.

A conclusion and summary of findings is given in Section 6 together with a description of the limitations of the analysis arising from the assumptions and methodology used.

2. Development Assumptions

The Emerging Option for the WEEH Local Plans is set out in the Uncertainty Log (“160914 UL 2033 Emerging Max_V2_Final”) and is described in TN4. It identifies emerging Local Plan developments providing approximately 43,000 homes and 30,500 jobs across the districts, and was used as the input for the modelling reported in TN4. It should be noted that the time periods of the Local Plans are 2011-2033, while the Visum modelling time period is 2014-2033 and, therefore, the growth reported differs from the Local Plan projections.

Since finalising the Uncertainty Log, EFDC advised ECC that further work was being undertaken to establish the level of jobs and the corresponding employment sites within its district. Given the uncertainty with regard to the employment information assumptions at that time, it was considered appropriate to remove this element of the Latton Priory, Latton Park and Harlow Park Nursery sites for the modelling reported in TN6.

In the wider Harlow area, the extent of which is shown in Figure 2-1, there are a total of 15,250 dwellings in the Emerging Option. These are listed in Table 2-1 and shown in Figure 2-1. The residential sites of relevance to this study are:

- 8 – West Katherine’s
- 11 – West Sumners
- 15 – Latton Priory Farm/Riddings Lane

Table 2-1 – 2033 Development Assumptions – Wider Harlow Area Residential Sites

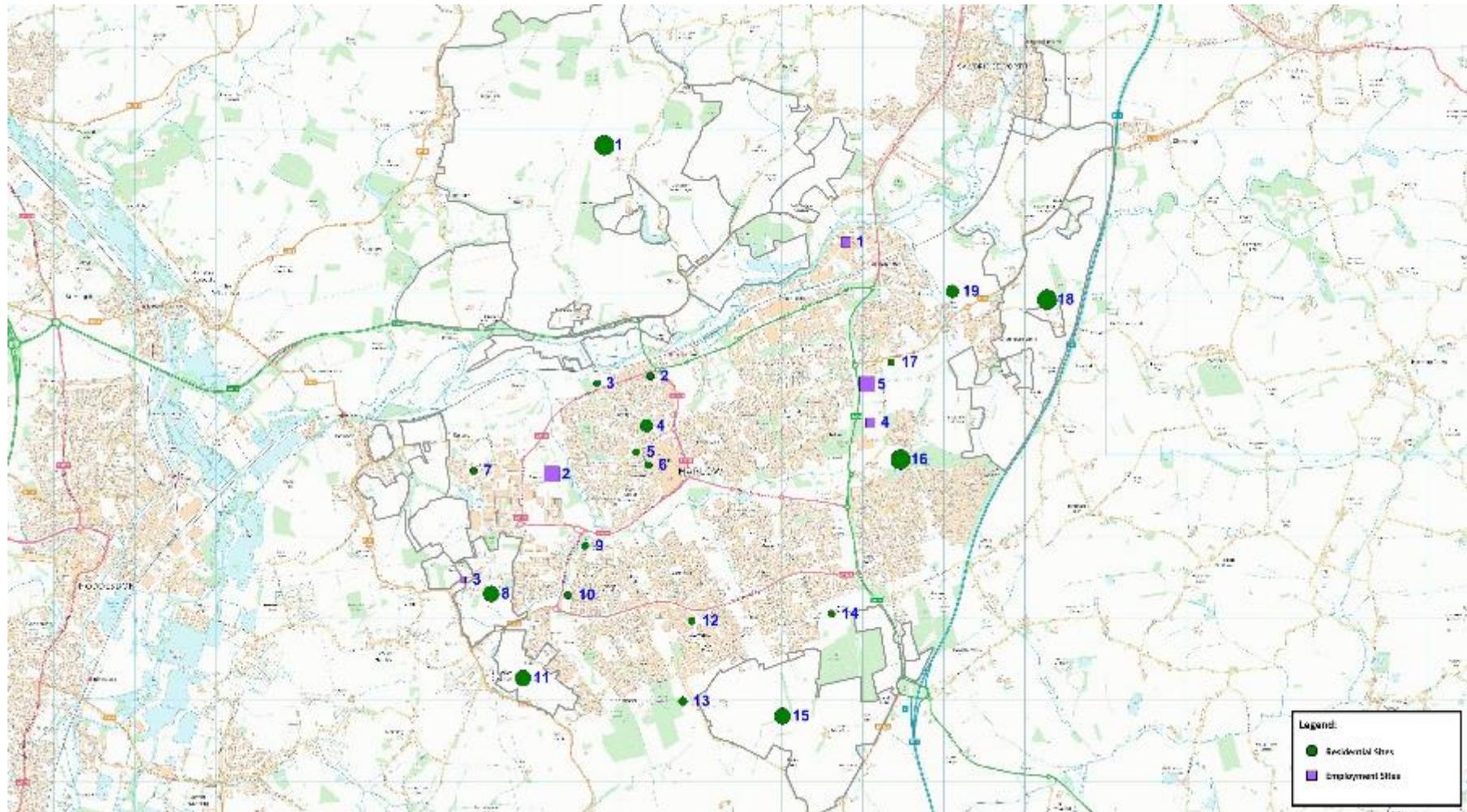
Number	Log Reference	Site	Number of Homes
1	52, 53, 65	Gilston / Terlings Park	3,242
2	307	Motorsales Site	102
3	312	Ram Gorse Site	125
4	326	Wych Elm	500
5	317	The Angle Site	69
6	299	Kitson Way Multi Storey car park	170
7	391	Greenway House	55
8	333	<i>West Katherine’s</i>	<i>1,100</i>
9	313	Rectory Field Playing Field	70
10	314	Playing Field to the West of Deer Park	69
11	375	<i>West Sumners</i>	<i>1,000</i>
12	327	Barley Croft, Lower Meadow, The Briars, Copshall Close, Ayletts Field Area	125
13	311	South of Berecroft	294
14	315	Playing Field to East of Radburn Close & South of Clifton Hatch	69
15	372	<i>Latton Priory Farm/Riddings Lane</i>	<i>1,050</i>
16	304, 305, 305a,	New Hall	2,347
17	316	Playing Field to South of Gilden Way	67
18	325, 383	East Harlow	3,350
19	298	Land North of Gilden Way	900
-		Several small sites of fewer than 50 homes (not included on the map)	546
Total			15,250

The main employment sites in the wider Harlow area are listed in Table 2-2 and also plotted on Figure 2-1. Note that, as the employment elements of the Latton Priory, Latton Park and Harlow Park Nursery sites have been removed, only 8,603 jobs in the wider Harlow area are assumed for the modelling reported in this Technical Note. This compares to 15,321 jobs assumed in the Emerging Option reported in TN4.

Table 2-2 – Development Assumptions – Wider Harlow Area Employment Sites

Number	Log Reference	Site	Type	Number of Jobs
1	338	Harlow Enterprise Zone – Templefields North East	Industrial Estate	1,479
2	456	Public Health England – The Pinnacles	Business Park	3,000
3	386	Southfield Nursery	Office	72
4	337	Harlow Enterprise Zone – London Road South	Office	1,052
5	336	Harlow Enterprise Zone – London Road North	Business Park	3,000
Total				8,603

Figure 2-1 – Development Assumptions Map – Wider Harlow Area



3. Latton Priory

The first study objective is to identify the likely impact on the local network of traffic from the Latton Priory strategic development site, in particular, along Southern Way, using three alternative site access configurations.

3.1 Development Sites

The Uncertainty Log identified Latton Priory and Riddings Lane as possible residential developments providing 1,050 new homes within the next plan period. Both sites are within EFDC but close to the southern boundary of Harlow; the indicative location of the possible development is shown in Figure 2-1 (map reference 15).

In the transport model the Latton Priory site is located within model zone 149. The three employment developments that have been excluded from this modelling would also have been located in zone 149 and were previously assumed to comprise the following levels of jobs:

- Latton Priory (3,273 jobs),
- Latton Park (1,842 jobs), and
- Harlow Park Nursery (784 jobs).

In the Emerging Option scenario, as reported in TN4, the model runs included all of the residential and employment developments as set out in the Uncertainty Log. For this assessment, not only have some employment assumptions been changed but the assignment methodology has also been varied, with forecast development trips being assigned to an empty network in order to identify the likely specific impacts of the sites being evaluated. As such the modelling is not directly comparable to that reported in TN4.

3.2 Trip Distribution

To illustrate the distribution that has been assumed for the Latton Priory development traffic, the origins and destinations of Latton Priory trips on the network can be broadly summarised as set out in Table 3-1 and illustrated in Figure 3-1 and Figure 3-2. Since Section 3 only reports on the AM peak, the distribution in the PM peak is not shown, however, in broad terms this would be reversed.

Table 3-1- Approximate AM peak hour distribution of Latton Priory trips

	From Latton Priory	To Latton Priory
Harlow	46%	94%
Epping/North Weald	17%	-
Bishop's Stortford/Stansted	34%	6%
Saffron Walden	3%	-

Figure 3-1 – Destinations of Traffic from Latton Priory

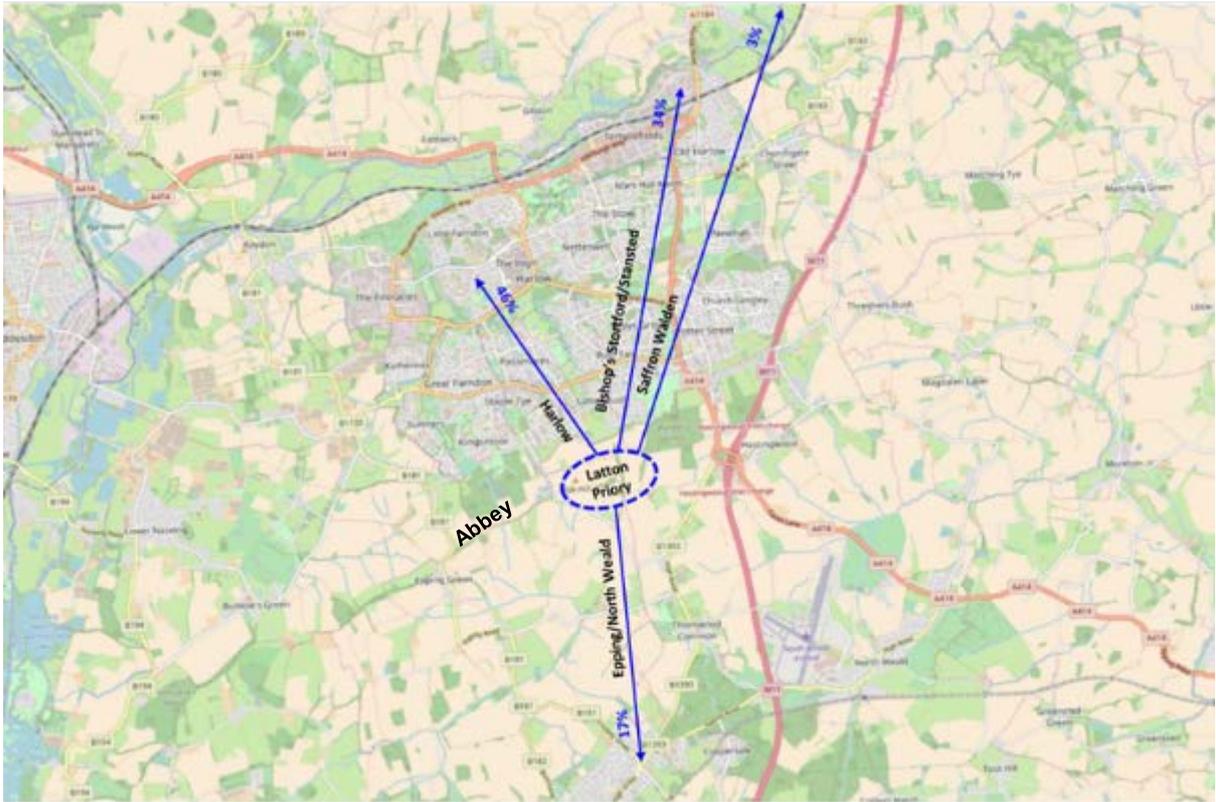


Figure 3-2 – Origins of Traffic to Latton Priory



3.3 Access Options

There are a number of potential access arrangements that could be implemented to connect the Latton Priory site with the local highway network. These include:

- Option A – Access via Rye Hill Road to the west of the site (as modelled and reported in TN4);
- Option B – Access via B1393 London Road to the east of the site; and
- Option C – Access to both west and east, including a link road through the site. It should be noted that the link road was modelled to minimise its attractiveness to through-traffic; should this site come forward, this link may be designed to more readily facilitate through-movements.

Figure 3-3 shows the indicative location of the possible link road within the Latton Priory site and its connections to Rye Hill Road and B1393 London Road. In the transport model used for this study, this link has been added, with an option to sever it, depending on which access arrangement is being evaluated, as set out above.

It should be noted that in the Emerging Option evaluation (TN4) trips relating to Zone 149 were also loaded onto the network at three other locations, to reflect the three separate proposed employment developments within the zone. As these sites have been excluded from this evaluation, these other loading points have not been utilised.

Figure 3-3 – Latton Priory Development Indicative Network Connections

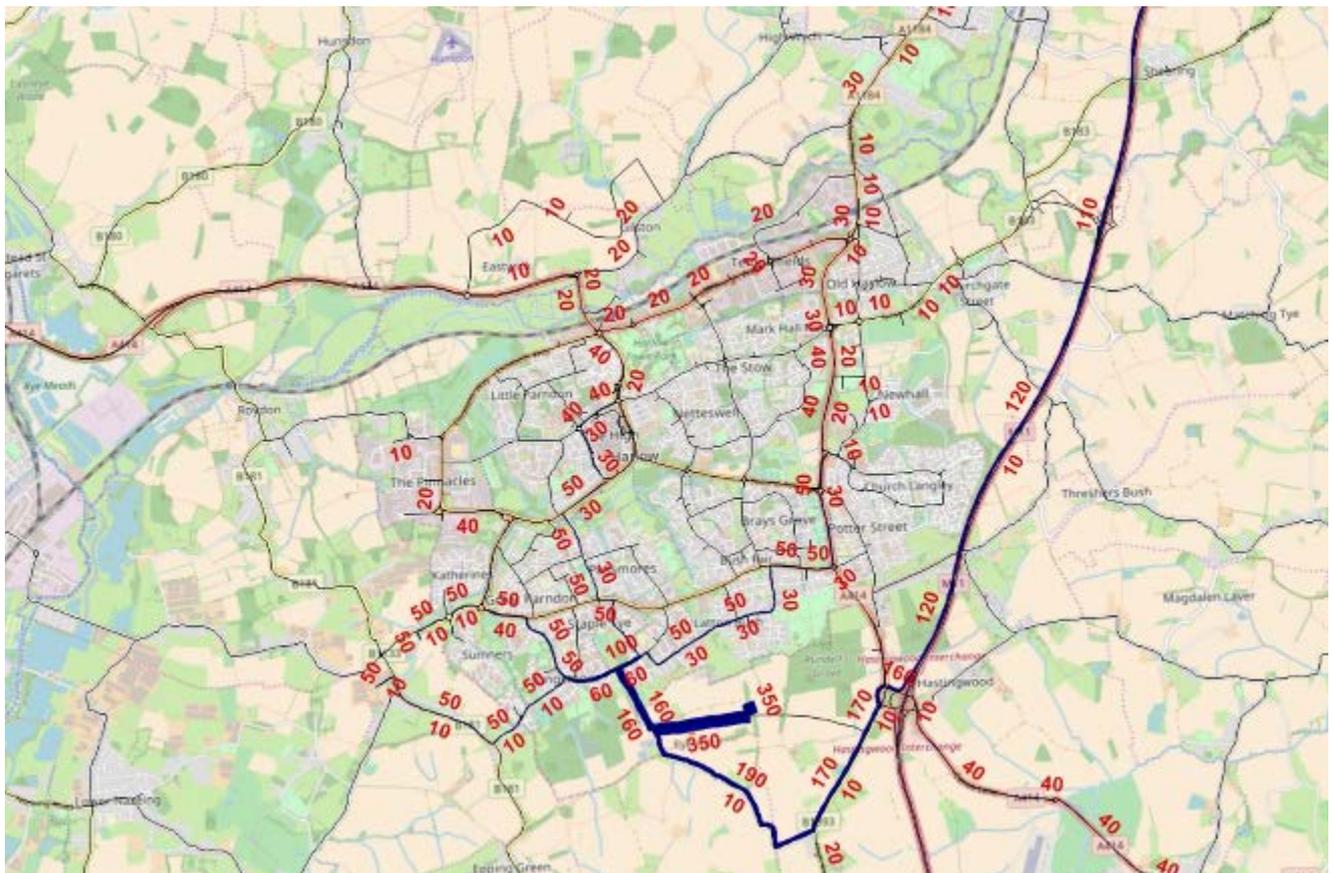


The following sections evaluate each of the access options in turn and compare the likely differences.

3.4 Option A: West Access

With access to the network only permitted via Rye Hill Road in the west, Figure 3-4 shows the likely AM peak hour assignment of Latton Priory car traffic on the wider Harlow network, rounded to the nearest 10 vehicles. This shows that approximately half the traffic from Latton Priory loops south along Rye Hill Road and London Road to meet the M11 J7 roundabout. The remaining traffic heads north along Rye Hill Road and distributes itself relatively evenly towards Water Lane (to the west), along Abercrombie Way (north through Harlow) and along the A414 (northwards). This distribution may result in approximately 80-90 cars using sections of Southern Way (2-way flows).

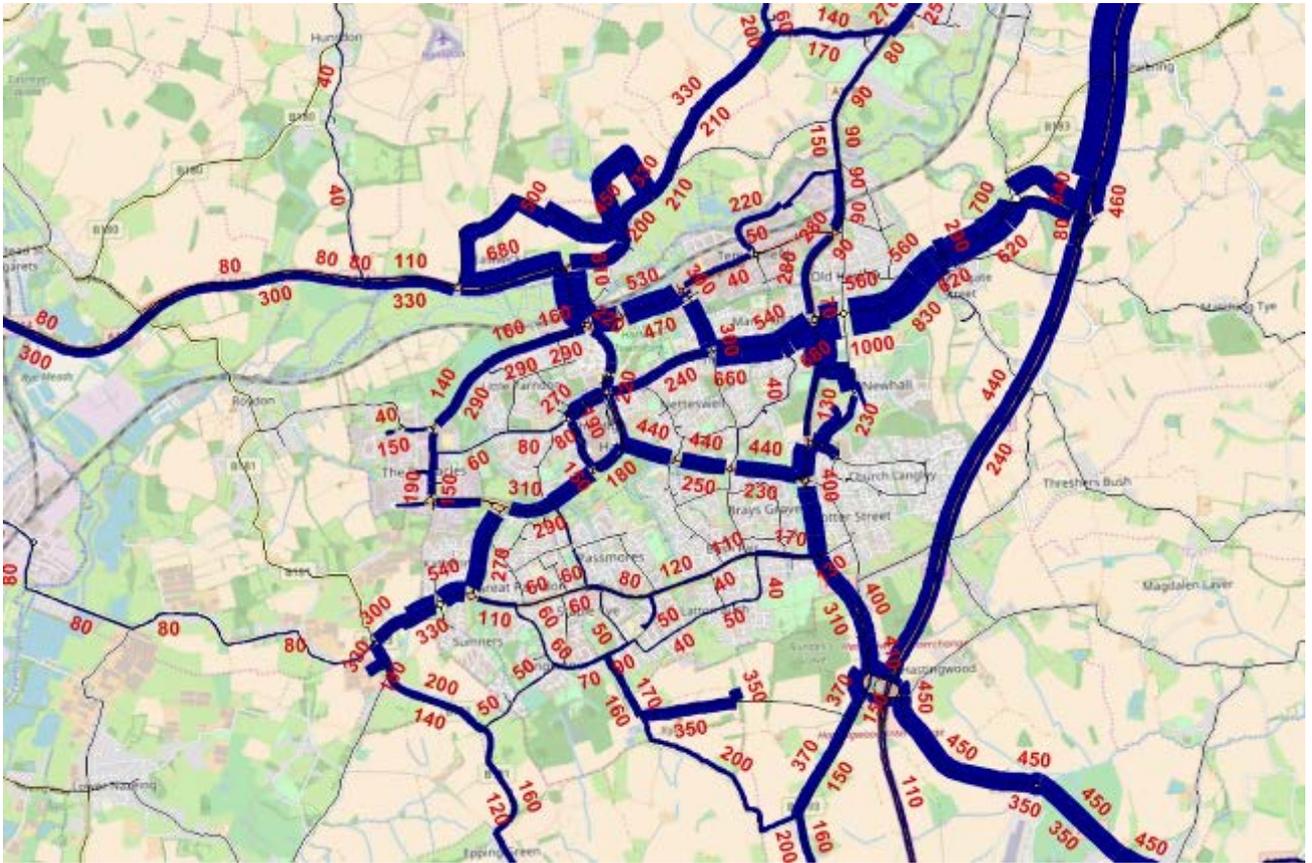
Figure 3-4 - 2033 Latton Priory Traffic Assignment Option A - West



Whilst some traffic is shown to have assigned to the minor route of Commonside Road, in reality this traffic would be expected to use Southern Way. This anomaly is likely to have arisen because Commonside Road is uncalibrated in the model. Given the strategic nature of the Visum model, and the limited extent of the data in this area, the finer detail of local network routing carries lower confidence. However, as part of any planning application process the site promoter would be asked to investigate possible local highway impacts and put in place traffic management measures to discourage this type of routing.

While Figure 3-4 shows the possible routing of Latton Priory traffic on an 'empty' network, Figure 3-5 illustrates the assignment of all wider Harlow LP development traffic, again rounded to the nearest 10 vehicles, with the Option A Latton Priory access to the west. Based on the distribution of trips associated with Latton Priory, as described above, this shows that Latton Priory traffic continues to be split between connections via J7 and those towards the town centre.

Figure 3-5 – All Wider Harlow Development Traffic - Option A Western Access



3.5 Option B: East Access

With access to the network only permitted via the B1393 London Road in the east Figure 3-6 shows the likely AM peak hour assignment of Latton Priory car traffic on the wider Harlow network, rounded to the nearest 10 vehicles. This indicates that the majority of site traffic would be likely to travel through the network via the A414 and A1025 Second Avenue towards Harlow with only limited traffic using Southern Way to reach the Summers area. Accordingly, the distribution for this option may result in considerably fewer trips on Southern Way when compared with Option A.

Figure 3-6 - 2033 Latton Priory Traffic Assignment Option B - East

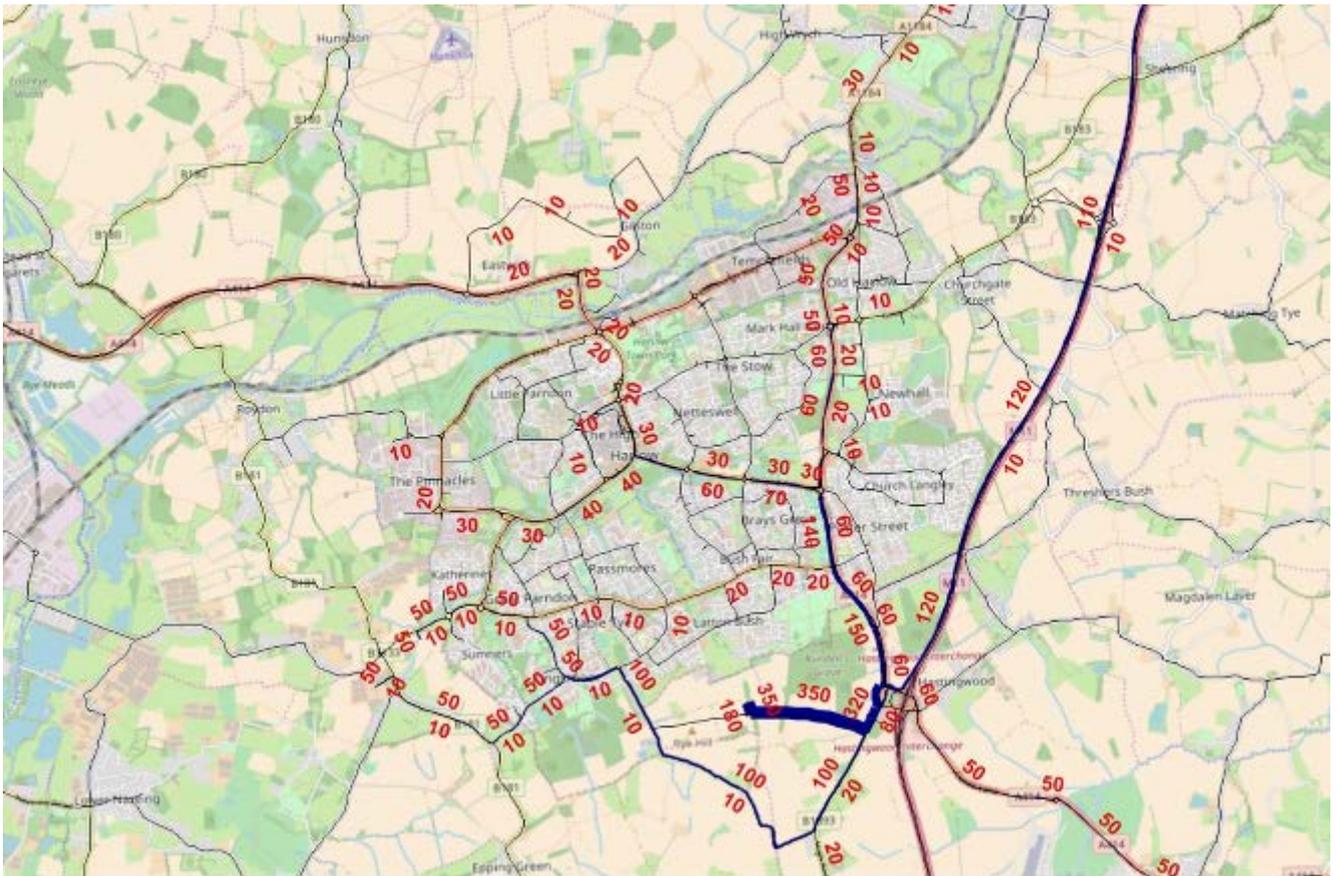
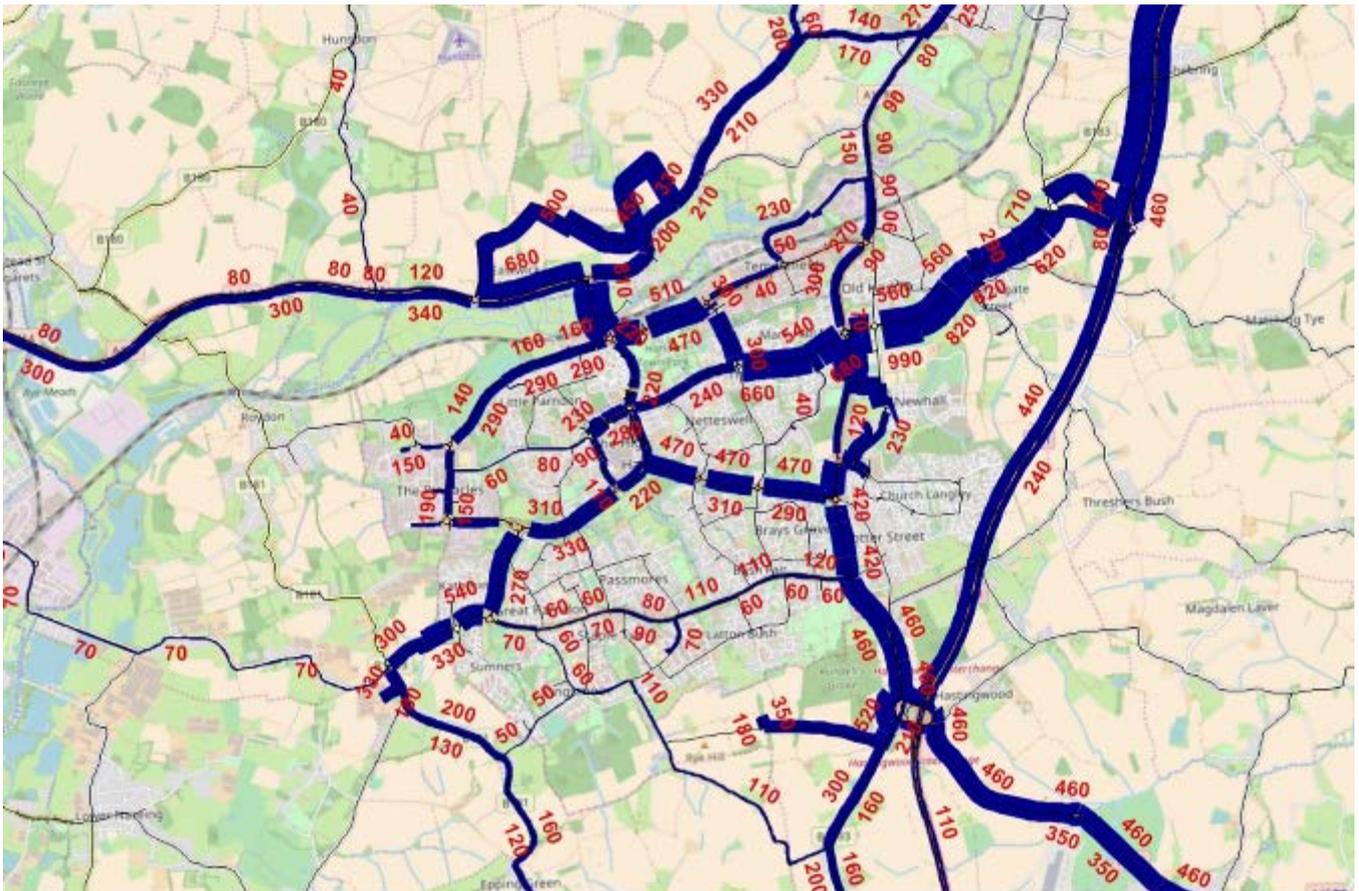


Figure 3-7 illustrates the assignment of all wider Harlow development traffic, again rounded to the nearest 10 vehicles, with the Option B Latton Priory access to the east. Like Figure 3-5, it shows Latton Priory traffic connecting directly to the more strategic routes, such as the A414 and M11, with minimal traffic routing along Southern Way.

Figure 3-7 – All Wider Harlow Development Traffic – Option B Eastern Access



3.6 Comparison of Options A West and B East

A flow difference plot comparing the two access options was then produced, as shown in Figure 3-8, which is Figure 3-7 minus Figure 3-5, the wider Harlow development plots. Green bars are generally indicative of the Latton Priory single western access flows, and the red are indicative of the single eastern access flows, although they show positive and negative values. In the vicinity of Southern Way and Commonside Road, the negative values relate to the western access and the positive to the eastern access flows. (Note that the west side of the Latton Priory link road does not contain any flow information as the link was turned off to produce the plot.)

Figure 3-8 – Comparison of Latton Priory Option A and Option B Accesses

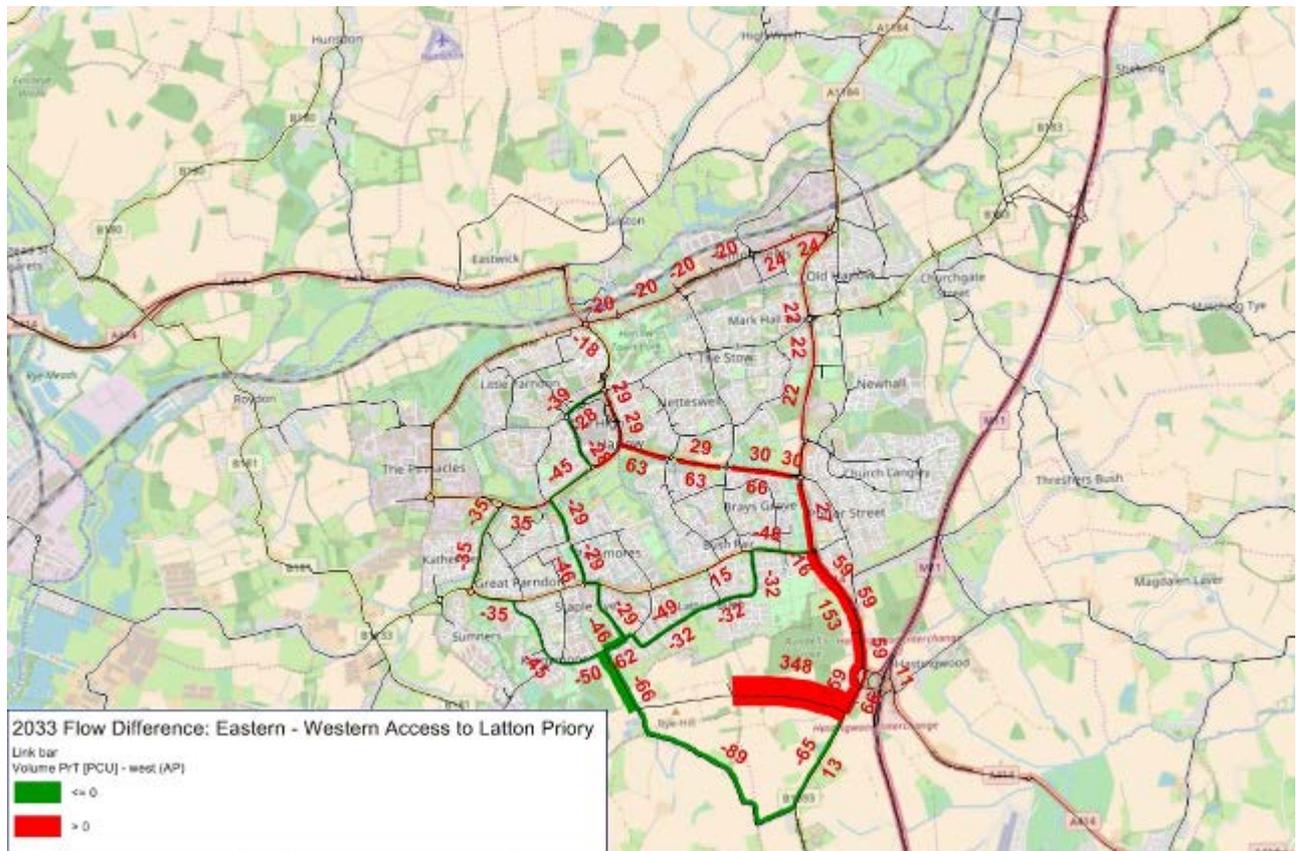


Figure 3-8 shows that the Option B eastern access is likely to result in Latton Priory traffic using more strategic routes to reach the town centre, whereas with the Option A western access traffic would tend to percolate through the more local road network.

It should be noted that the A1025 Second Avenue corridor is identified in TN4 as a corridor with worsening congestion problems with Emerging Local Plan development in place. The indication that Option B, the eastern access would be likely to increase flows on Second Avenue means that this impact should be taken into account when the more detailed Latton Priory development proposals are assessed to identify mitigation measures and contributions.

3.7 Option C: West and East Accesses with Link Road

With access to the network enabled at both the eastern and western sides with the connecting link road in place, Figure 3-9 shows the likely AM peak hour assignment of Latton Priory car traffic on the wider Harlow network, rounded to the nearest 10 vehicles. This indicates that approximately one third of departing traffic would be likely to use the western access route, and two thirds use the eastern access. The most significant routing within Harlow is shown to be along the A414 and westwards towards Water Lane. Of significance is the indication that very few east-west movements across the town would be likely to take place with the link road in place, so this option would be likely to have the least impact on both Southern Way and Second Avenue.

Figure 3-9- 2033 Latton Priory Traffic Assignment Option C Link Road Access

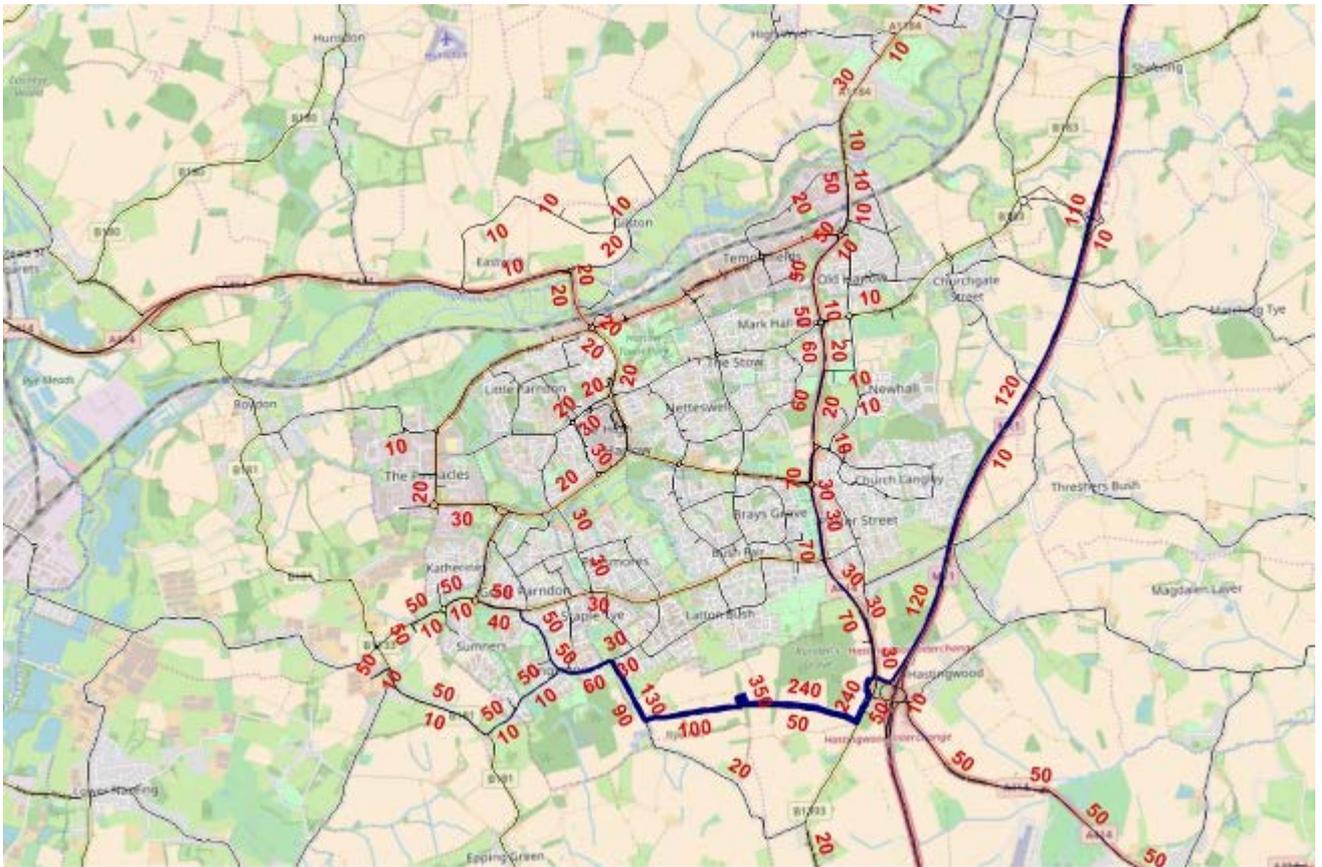
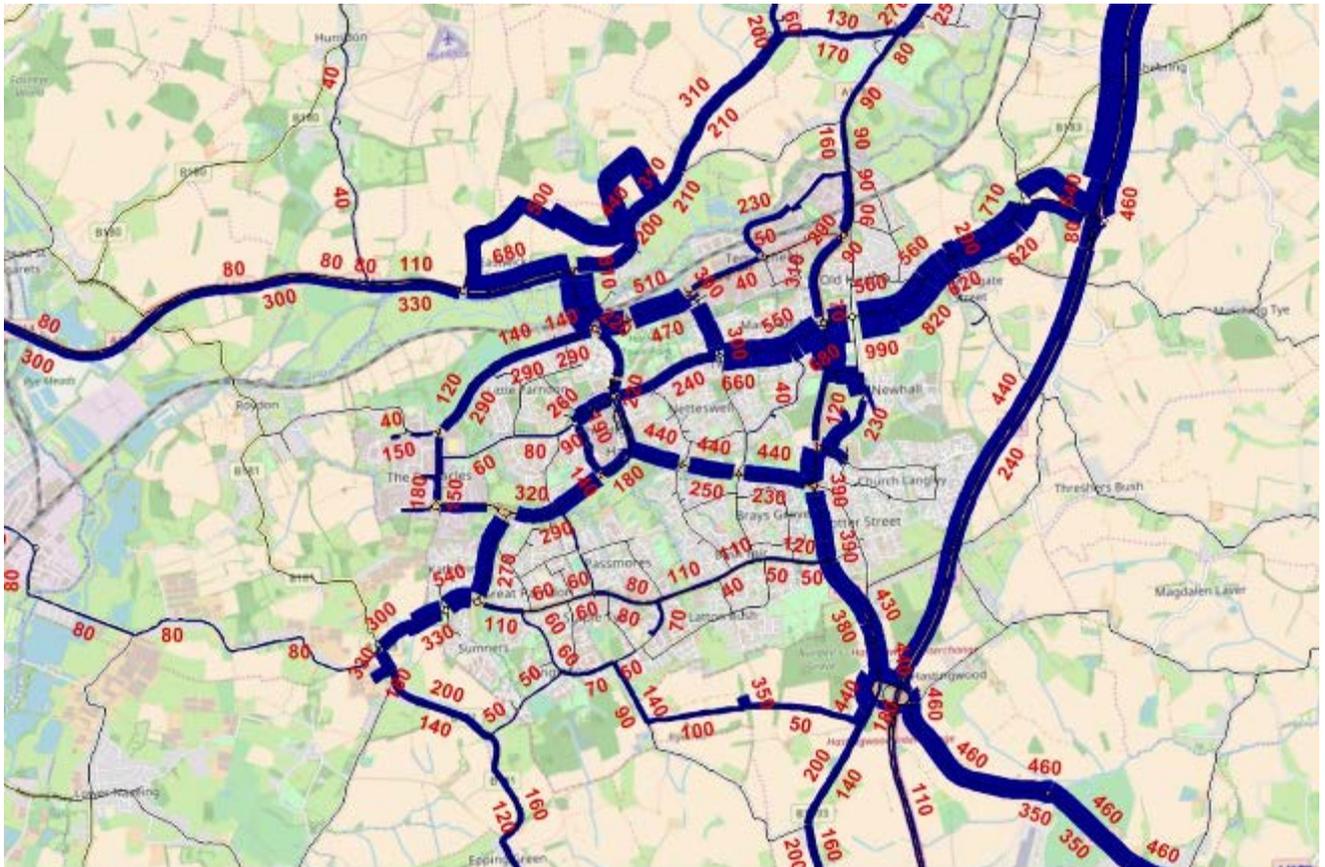


Figure 3-10 shows the likely local network flows with all of the wider Harlow developments and with the Latton Prioory link road fully open in both directions. As per the commentary above, the distribution is very similar to that shown in Figure 3-7 with Option B the eastern access but with marginally less east-west movement of traffic through Harlow on Second Avenue and Southern Way.

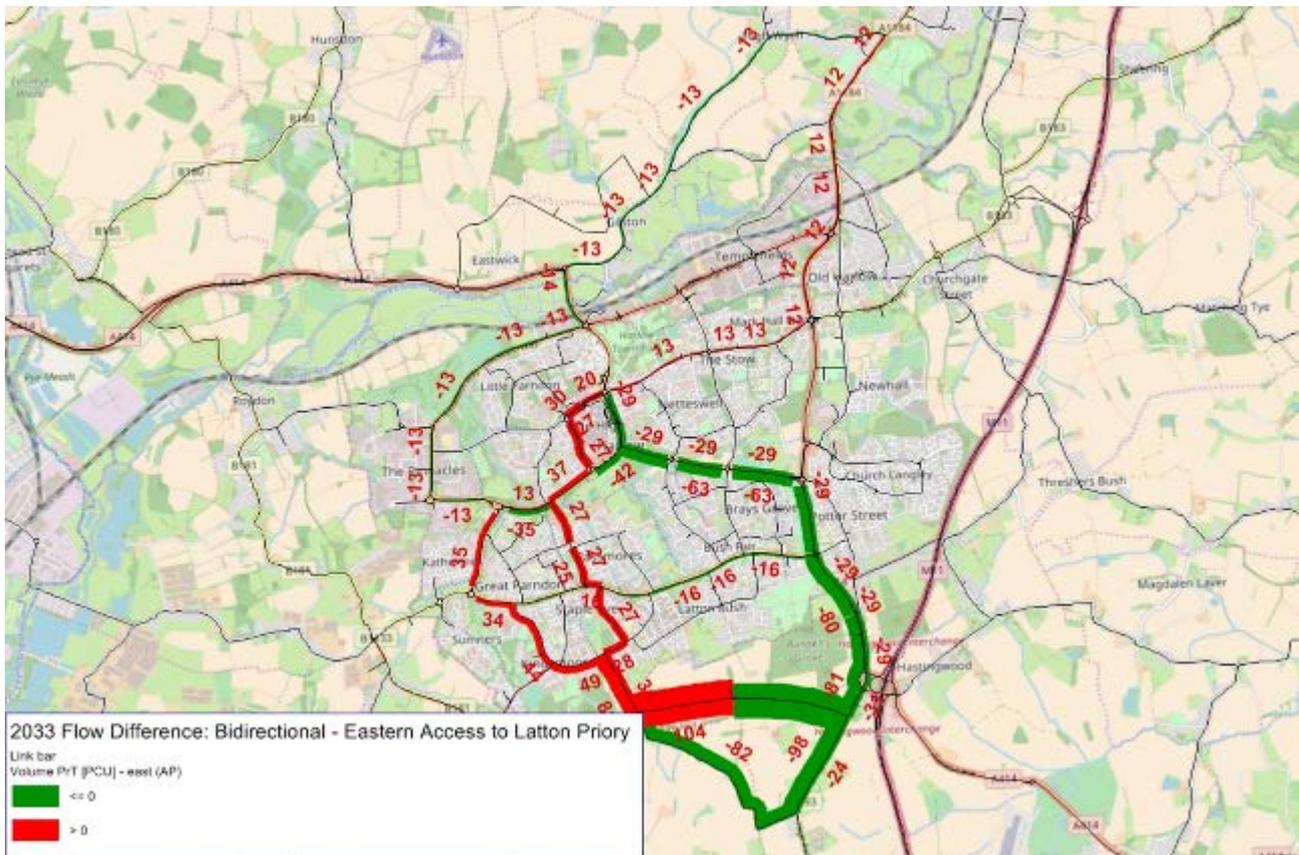
Figure 3-10 – All Development Traffic – Option C Latton Prioory Link Road Open in Both Directions



3.9 Comparison of Options B and C

For completeness, Figure 3-12 shows a comparison of the assignment for wider Harlow developments with the access road open in both directions with when it is open to the east only – that is the flows shown in Figure 3-10 minus Figure 3-7. While the Latton Priory promoters have indicated that they may commence site development phasing from the west via the Rye Hill Road access (Option A), it is considered that delivering the eastern access (Option B) first may be preferential from a planning perspective, if the full link road (Option C) cannot be delivered from the outset, and depending on the ability to deliver attractive direct sustainable travel connections to the town from this site at an early stage.

Figure 3-12 – Comparison of Latton Priory Option C Link Road with Option B East



In Figure 3-12 it can be seen that there would generally be likely to be more traffic in the south west of the town with just the eastern access in place and less traffic on the strategic routes of the A14 and A1025 Second Avenue; the difference on Southern Way is slightly reduced westbound.

3.10 Latton Priory Access Summary

Overall, as set out above, allowing access in both directions via a link road (Option C) would be likely to distribute Latton Priory traffic more evenly and more appropriately across the local and strategic road network. With regard to likely impact on Southern Way, Option C would be likely to have the least impact, and Option A (western access) would be likely to have the most impact on this corridor and on the south west of Harlow. In addition, it would be likely that vehicle distances would be reduced with the link road in place as more development trips would be able to assign to more direct, shorter routes.

4. West Katherine's and West Sumners developments

The study objective reported in this section is to consider the effect of traffic from West Katherine's and West Sumners strategic development sites on the surrounding local highway network, particularly but not exclusively along Southern Way.

To provide a worse-case scenario it has been assumed that access to the Latton Priory site from the two south-western sites would be via the Option A single western access.

4.1 Development Sites

As shown in Figure 2-1 and listed in Table 2-1 and Table 2-2, the following sites are those which relate to the West Katherine's and West Sumners analysis, and are all contained in transport model zone 140:

- 8 – West Katherine's, 1100 homes;
- 11 – West Sumners, 1000 homes; and
- 3 – Southfield Nursery, Old House Lane, office development, assumed to provide 72 jobs.

It should be noted that, as site access arrangements had yet to be determined when this study was commissioned, it was assumed that the trips for this model zone would be loaded onto the road network at two locations: the B181 Epping Road and the B1133 Water Lane, with the amount of traffic assumed to be loaded on each connector split more or less equally. In reality it is now considered more likely that the loading point for both of these sites will be primarily onto the B1133 Water Lane. The assumptions for how the sites are connected to the network will affect the route choice of trips.

4.2 Trip distribution

The key destinations and directions of travel to and from West Katherine's and West Sumners as used in the modelling are shown in Table 4-1 and illustrated in Figure 4-1.

Table 4-1 – Approximate AM Peak Hour Distribution of West Katherine's and West Sumners Trips

To	From West Katherine's and Sumners	To West Katherine's and Sumners
Harlow	70%	68%
Cheshunt	4%	-
Hertford	3%	-
Epping/Loughton/Chigwell/North Weald	19%	24%
Bishop's Stortford/Standed	4%	8%

Figure 4-1 – Destinations of Traffic from West Katherine's and West Summers

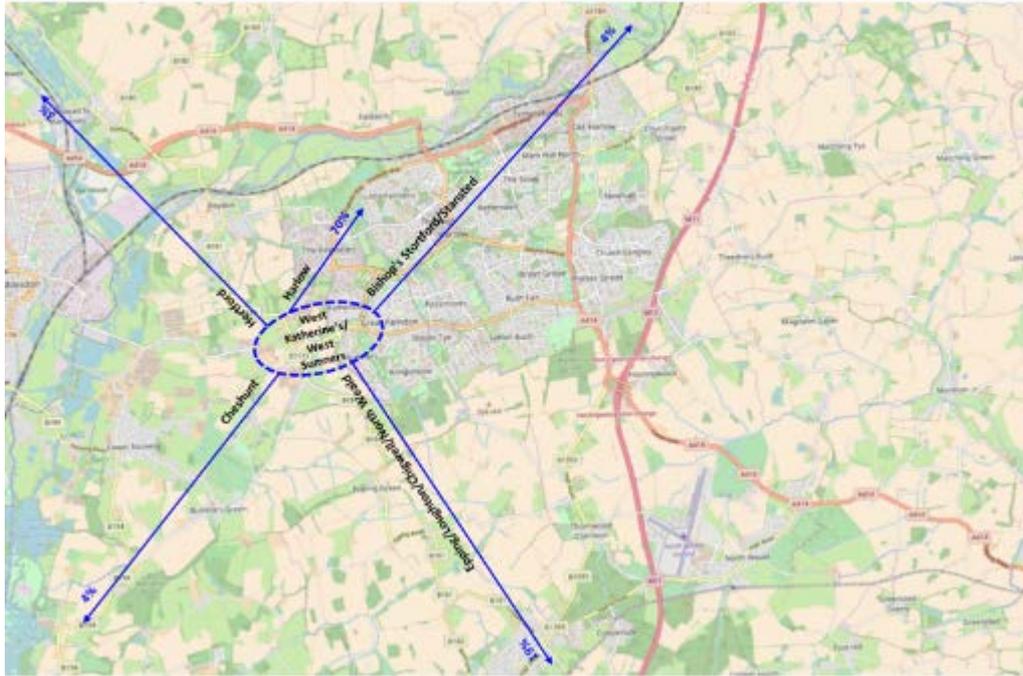
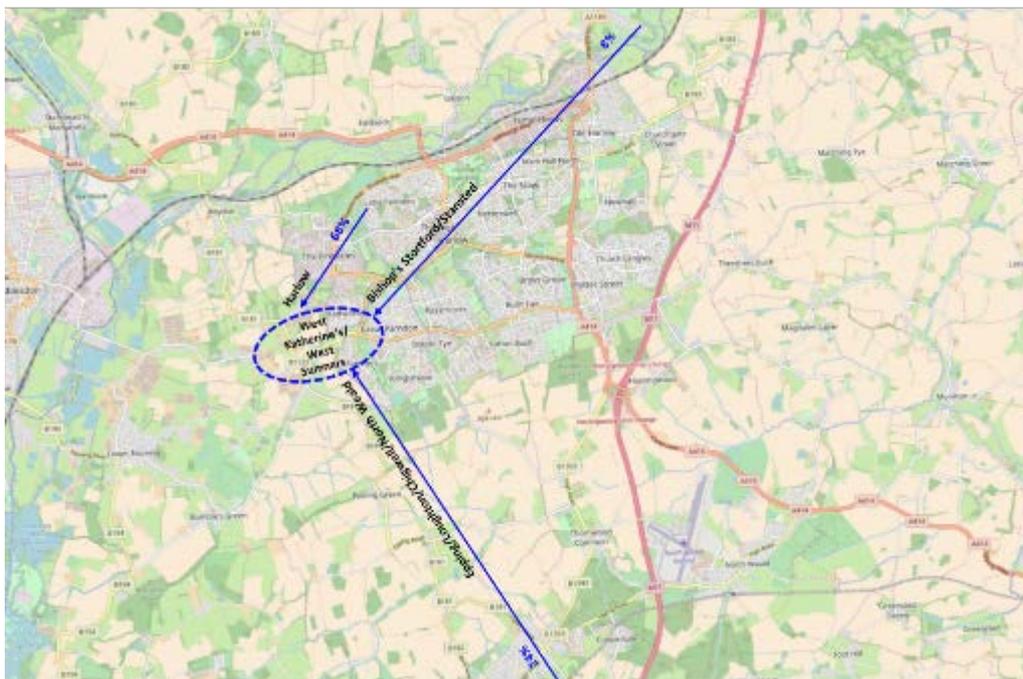


Figure 4-2 – Origins of Traffic to West Katherine's and West Summers



4.3 Traffic assignment: AM

Figure 4-3 and Figure 4-4 show a select-zone analysis of trips from both the West Katherine's and West Summers development sites in the AM-peak. In the detailed view in Figure 4-3 it can be seen that approximately three-quarters of the traffic would be likely to head towards Harlow, the majority using Katherine's Way, and one-fifth using Southern Way. The remaining traffic would be likely to head south along the B181.

Figure 4-3 – Detailed View of Traffic Assignment from and to West Katherine's and West Summers



Figure 4-4 shows a wider view of the assignment of the traffic from the two sites in the model across the wider Harlow area onto an empty network, so it does not take into account any congestion effects which would be likely to influence routeing.

It can be seen that traffic is likely to be generally spread out east-west across the whole network 'grid', with half of the 500 trips routeing along A1025 Second Avenue and the rest split more or less evenly between Southern Way, First Avenue and A414 Edinburgh Way.

With regard to the impact on Southern Way itself, it can be seen that these south-western development sites are likely to have a greater impact than would Latton Priory, not only due to the need for trips to travel further to reach the wider strategic network, but also because these two sites combined are modelled at twice the size of the Latton Priory site. But while the contribution of traffic from Latton Priory onto Southern Way can be minimised by allowing access to the east or in both directions along the proposed link road (see Chapter 3), other traffic management measures would need to be considered to reduce traffic from West Katherine's and Sumners routeing along Southern Way. It should be noted that the Latton Priory link road has been modelled to be relatively unattractive to through traffic. If the link were to be designed to more readily facilitate some through traffic, this may reduce the tendency to use Southern Way. Care should be taken in its design, however, in order to limit its attractiveness as a possible southern bypass to access key destinations like The Pinnacles.

Figure 4-4 – Traffic from West Katherine's and West Sumners

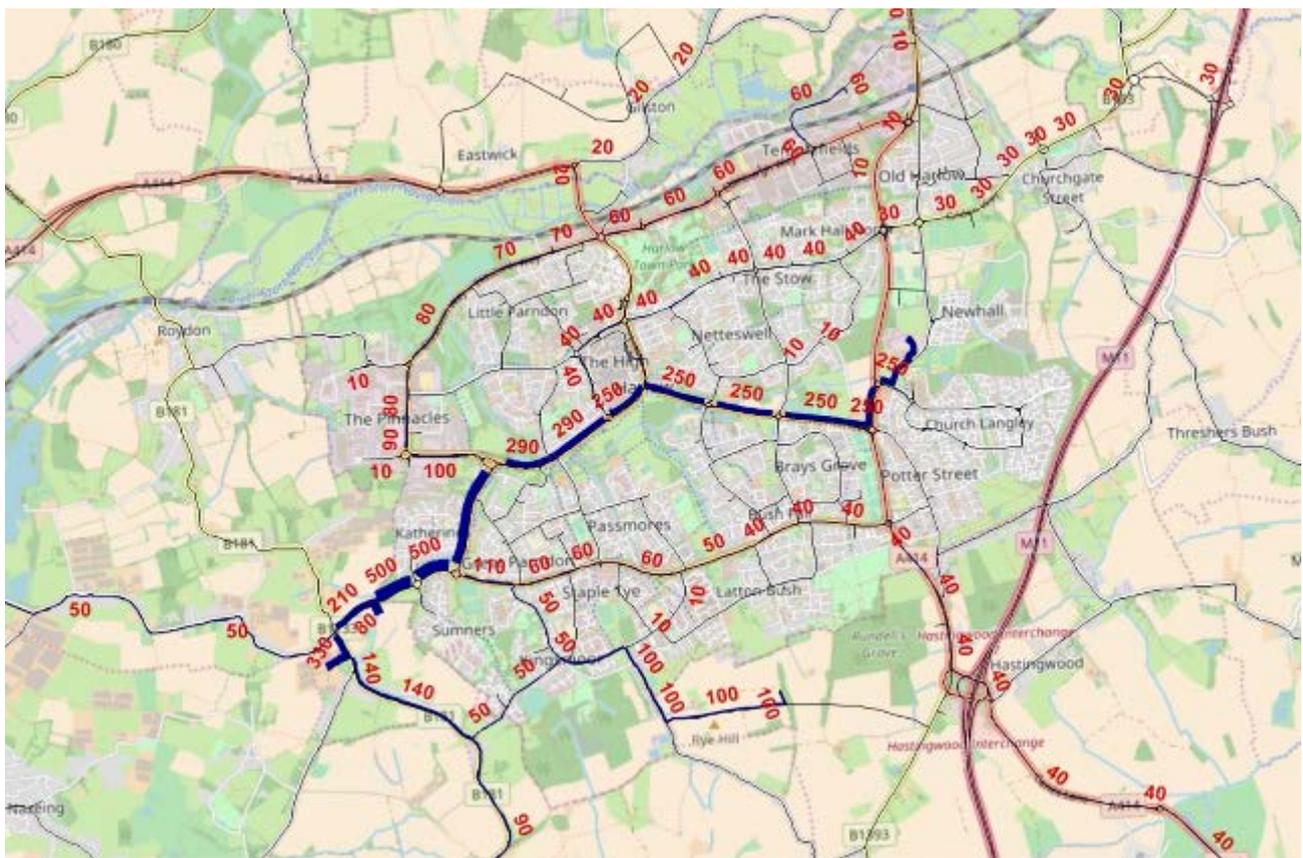
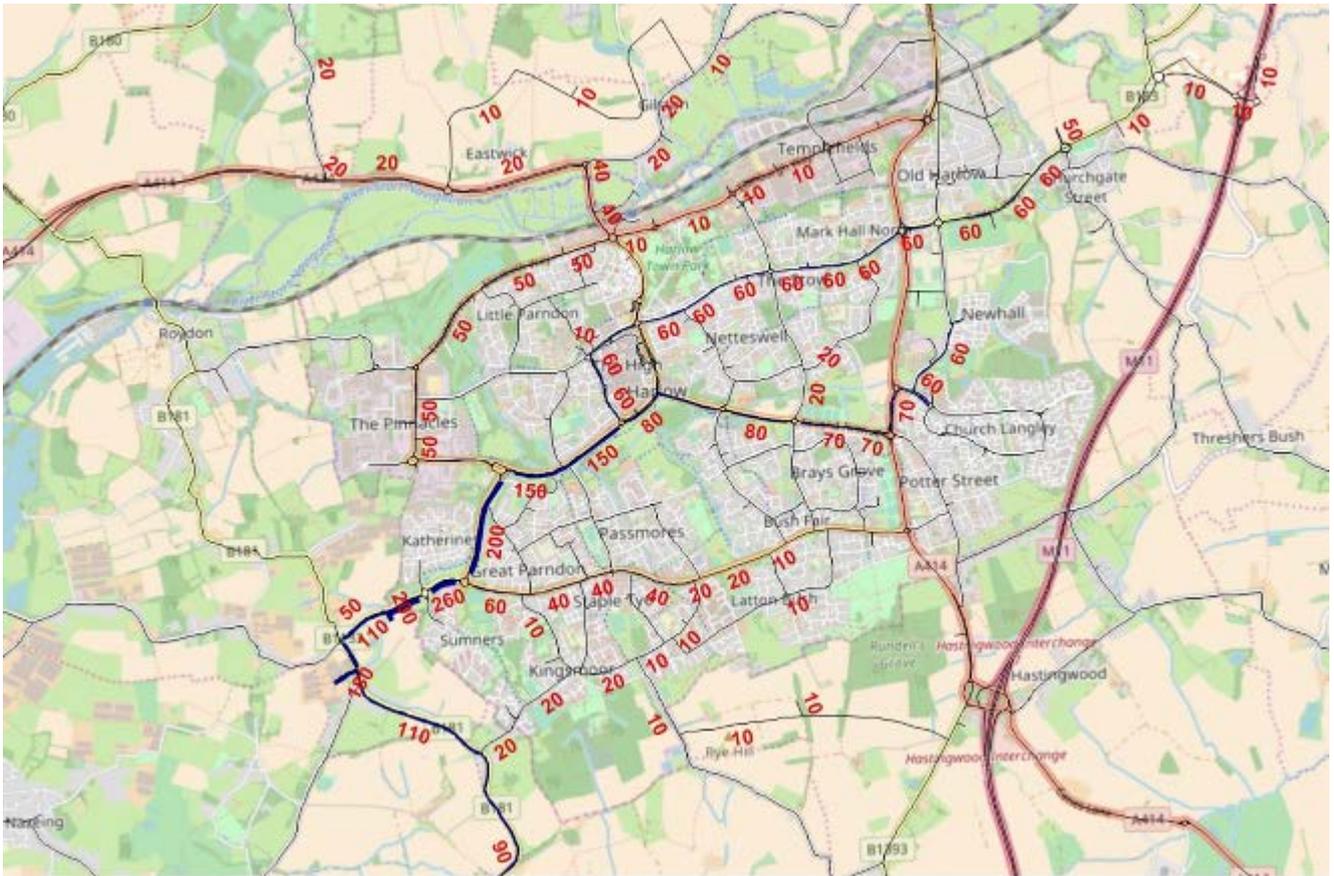


Figure 4-5 shows the traffic arriving at West Katherine's and West Sumners. It can be seen that similar routing choices to those illustrated in Figure 4-4 are evident although the proportions vary, with traffic split more evenly across the A414 Edinburgh Way, First Avenue, A1025 Second Avenue and Southern Way routes.

Figure 4-5 – Traffic to West Katherine's and West Sumners



While care must be taken in comparing this model with the Emerging Option model presented in TN4, as the amount of traffic generated by West Katherine's and West Sumner's developments forms a relatively small proportion of the overall growth, it would still be likely that these developments would contribute additional traffic at locations which have been identified as congested either currently or in the forecast reference case scenario. As such their impacts will need to be assessed in more detail as the planning process progresses.

5. Southern Harlow Traffic Management

5.1 Traffic Management Measures

To address the potential issues from additional developments in the south and west of Harlow, a series of traffic management measures to reduce possible impacts on Southern Way have been identified. These are illustrated in Figure 5-1, and were presented to Harlow District Council in early 2017. The objectives of these proposed improvements are to relieve traffic impact on Southern Way by increasing the attractiveness of other routes from West Katherine's and West Summers, and decreasing the attractiveness of Southern Way. (As impact from Latton Priory can be managed by allowing access to the east (or both the west and the east) on a proposed link road, traffic management measures only need to consider the impact on West Katherine's and Summers traffic.)

Figure 5-1 - Possible transport and traffic management interventions in southern Harlow



Initial proposals for possible junction improvements and modifications are illustrated in Figure 5-2 and Figure 5-3. Other improvements in accessibility, with additional crossing facilities for pedestrians and cyclists and speed limit reductions along Southern Way, are also proposed.

Figure 5-2 - Possible Improvements at A1025 Third Avenue and Abercrombie Way Junction

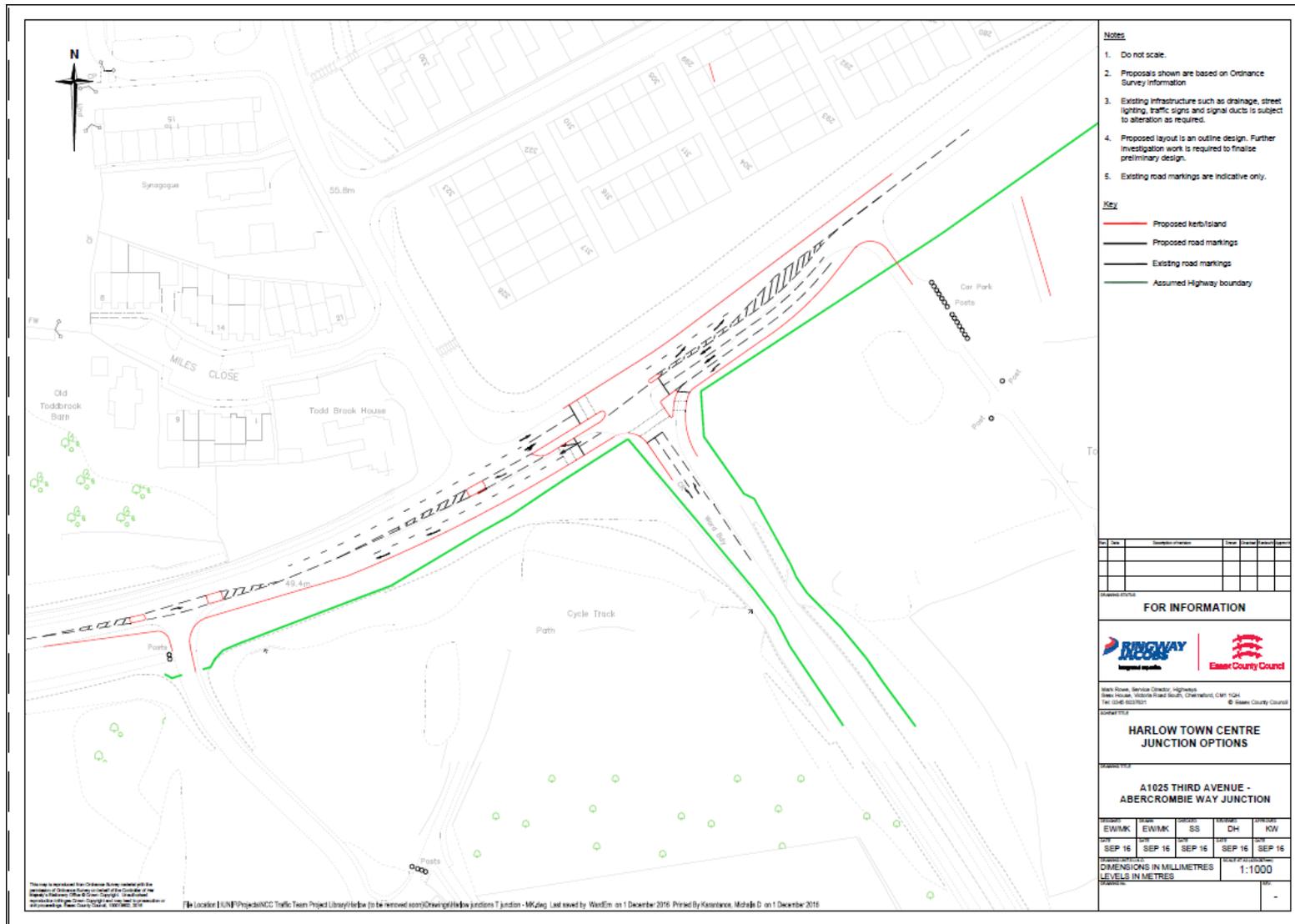
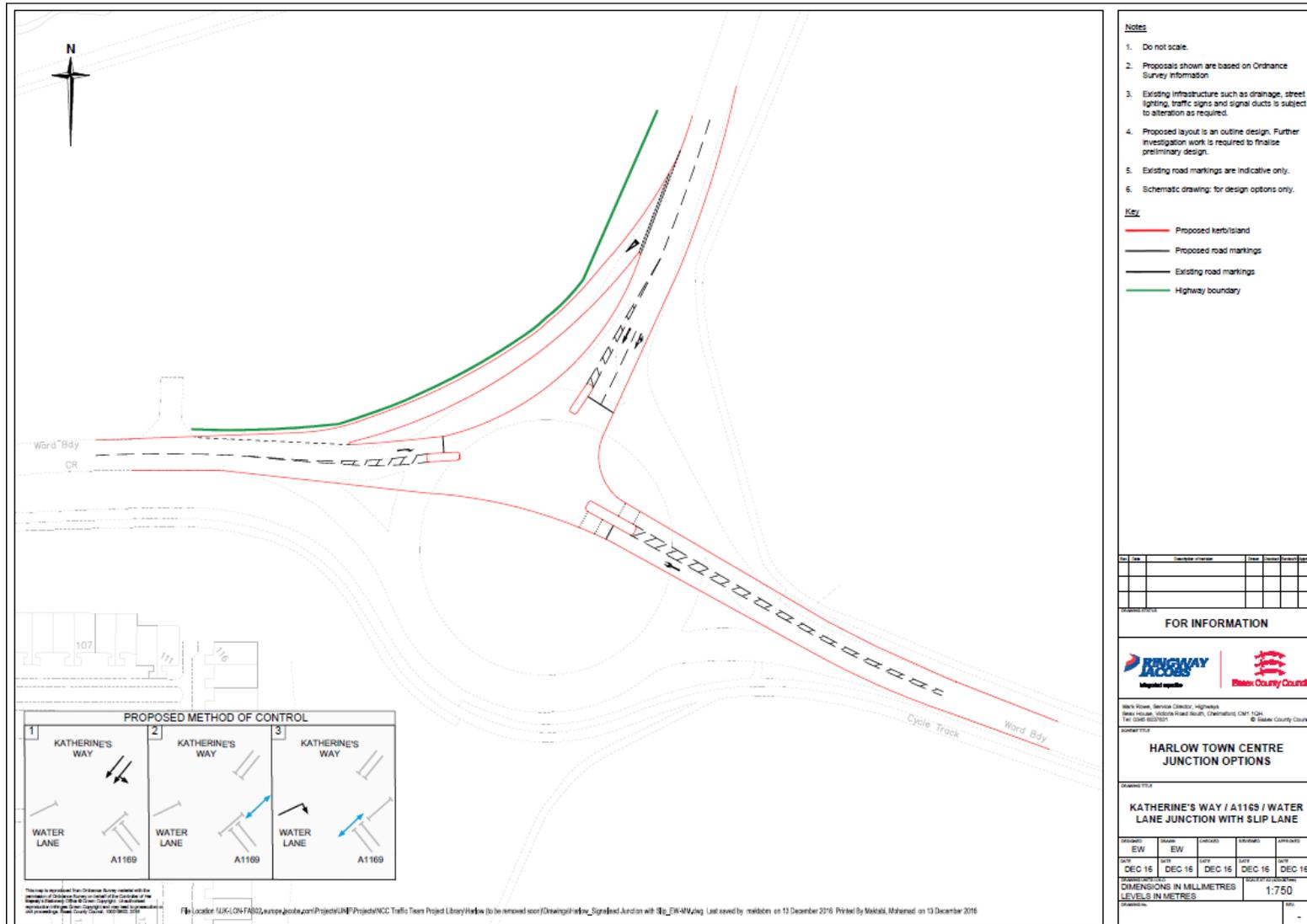


Figure 5-3 - Proposed Reconfiguration of A1169 Katherine's Way/A1169 Southern Way /B1133 Water Lane Junction



The model was first re-run to provide outputs for the updated Latton Priory site, i.e. jobs attributable to Latton Priory were removed from the matrix and the Latton Priory site was assumed to include the link road to enable access from both the west and the east (Option C), together with through movements. These updated outputs are reported first in each of the next two sections. To model the effects of these mitigation proposals, the model network was updated to include the proposed junction layout changes. A further test which incorporated the proposed speed reduction measures likely to result from additional crossings and a speed limit reduction from 40mph to 30mph was then applied to the network.

It should also be noted that that connectors used for arrivals and departures to the developments in Zone 140 have not been altered in order to ensure that the assignment of trips on the network is similar to that shown in Chapter 4. Keeping the connectors to Zone 140 constant also helps to identify the effect of the junction changes and traffic management measures.

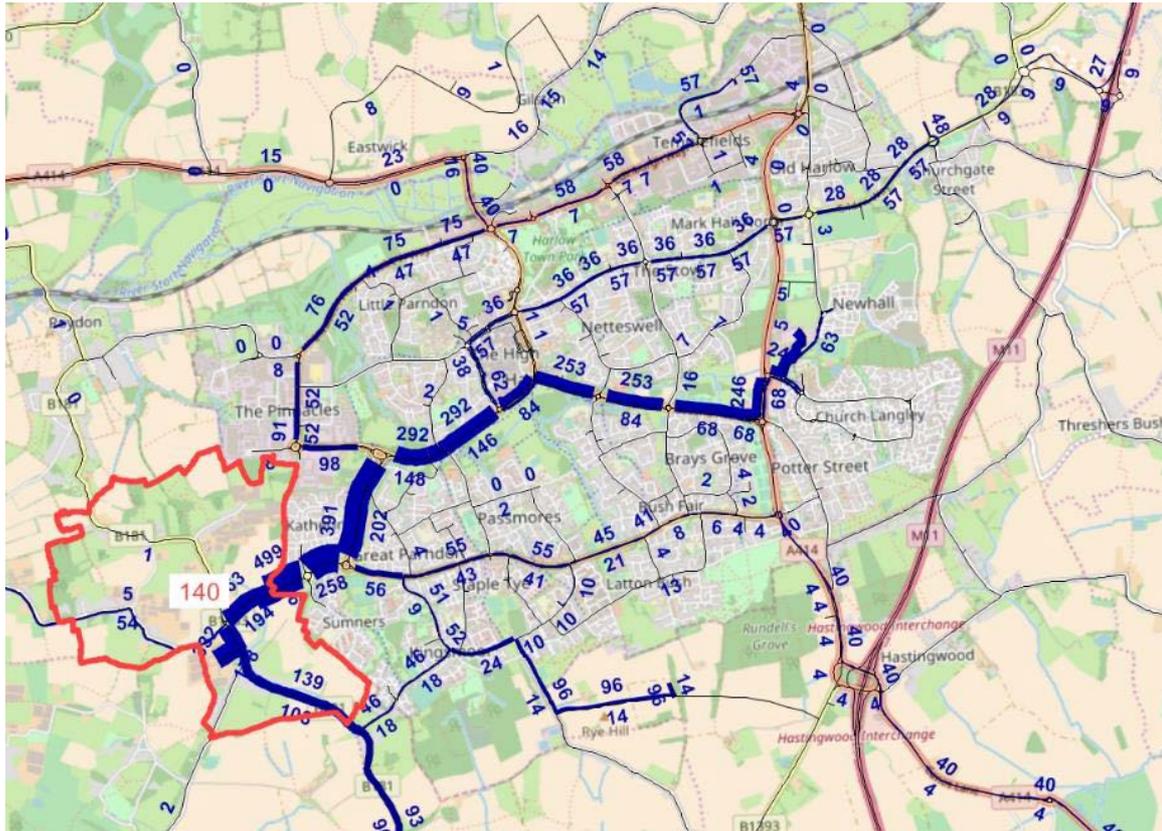
As in the previous chapters, only development related trips have been loaded onto the network. Sections 5.2 and 5.3 identify the effects of mitigation measures in the AM and PM peak hours, respectively, by showing:

- Arrivals and departures at Zone 140 with the Latton Priory updates
- Arrivals and departures at Zone 140 with the Latton Priory updates and the junction changes
- All development traffic with the Latton Priory updates and the junction changes
- Arrivals and departures at Zone 140 with the Latton Priory updates, the junction changes and the speed reduction
- All development traffic with the Latton Priory updates, the junction changes and the speed reduction
- Change in flows before and after the junction changes and speed reduction for all development traffic

5.2 Effect of Mitigation Measures: AM Peak Hour

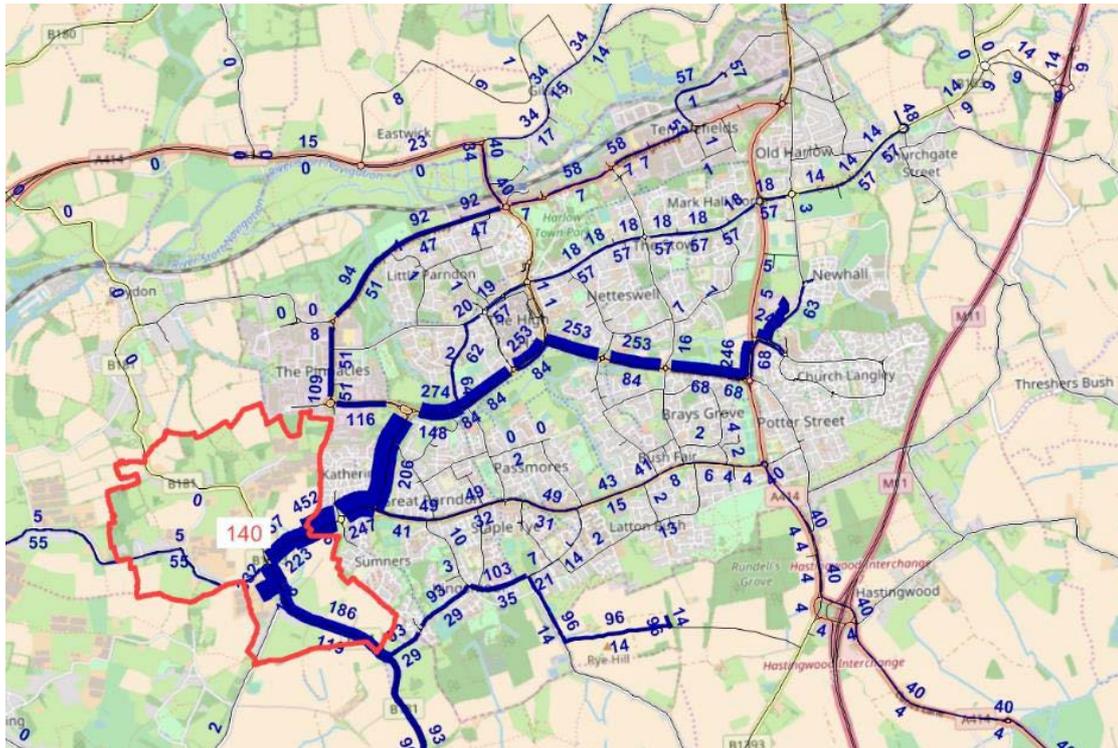
With the Latton Priory updates the AM peak traffic associated with the south-western sites (zone 140 in the model) is shown in Figure 5-4. It can be seen that traffic associated with the south-western sites is assigned with approximately 60% of the total two-way trips likely to use Katherine's Way, around 25% would use B181 Epping Road, and around 15% Southern Way.

Figure 5-4 – South-Western Sites Updated 2-Way Traffic Assignment: AM Peak Hour



With the proposed changes in junction design in place, Figure 5-5 illustrates the revised two-way flows which indicate that the proportion of south-western sites traffic using Katherine's way remains the same at around 60%, while the flows on Southern Way would be likely to reduce to 10%, with an equivalent increase to 30% in traffic using the B181 Epping Road. This indicates that the junction modifications make Southern Way less attractive, but that re-routing to the south is likely to be more attractive than travelling through the town.

Figure 5-5 – South-Western Sites 2-Way Traffic with Junction Re-Design – AM Peak Hour



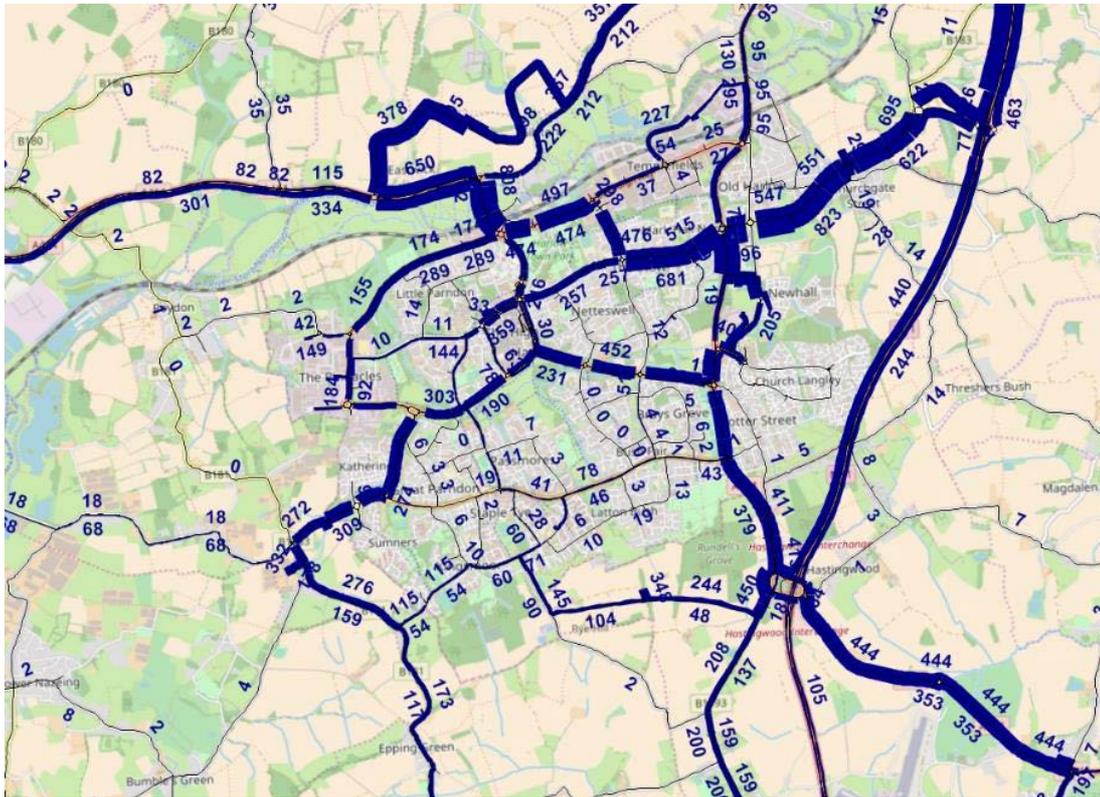
The assignment of AM peak hour traffic to and from West Katherine's and West Summers is shown in Figure 5-6 with all mitigation measures in place. The proportion of south-western sites traffic using Katherine's Way would be likely to increase slightly to around 60%, while that using the B181 Epping would increase to around 33%. Development flows along Southern Way would reduce to around 5%, indicating that the combination of the junction layout changes and the traffic management measures is likely to be an effective deterrent to south-western sites traffic usage.

Figure 5-6 - South-Western Sites 2-Way Traffic with All Mitigation- AM Peak Hour



Figure 5-8 illustrates the wider Harlow developments two-way flows in the AM peak with the junctions redesigned and the traffic management in place. Again it can be seen that the wider Harlow sites assign mainly to the strategic links across the town, and that there are likely to be increases in the south and west of the town, over and above those related to the south-western sites. This would be likely to result in approximately 20% additional traffic on Katherine’s Way, 13% more traffic on Southern Way, and 30% more on B181 Epping Road.

Figure 5-8 – Wider Harlow Development with All Mitigation – AM peak



By way of summary, Table 5-1 sets out the two-way AM link flows without and with the junction changes and traffic management, for the south-western sites and for the wider Harlow sites. It can be seen that the mitigation measures proposed help to reduce the likely impact of development in this area of Harlow, although it may lead to additional movements to the south within Epping Forest District.

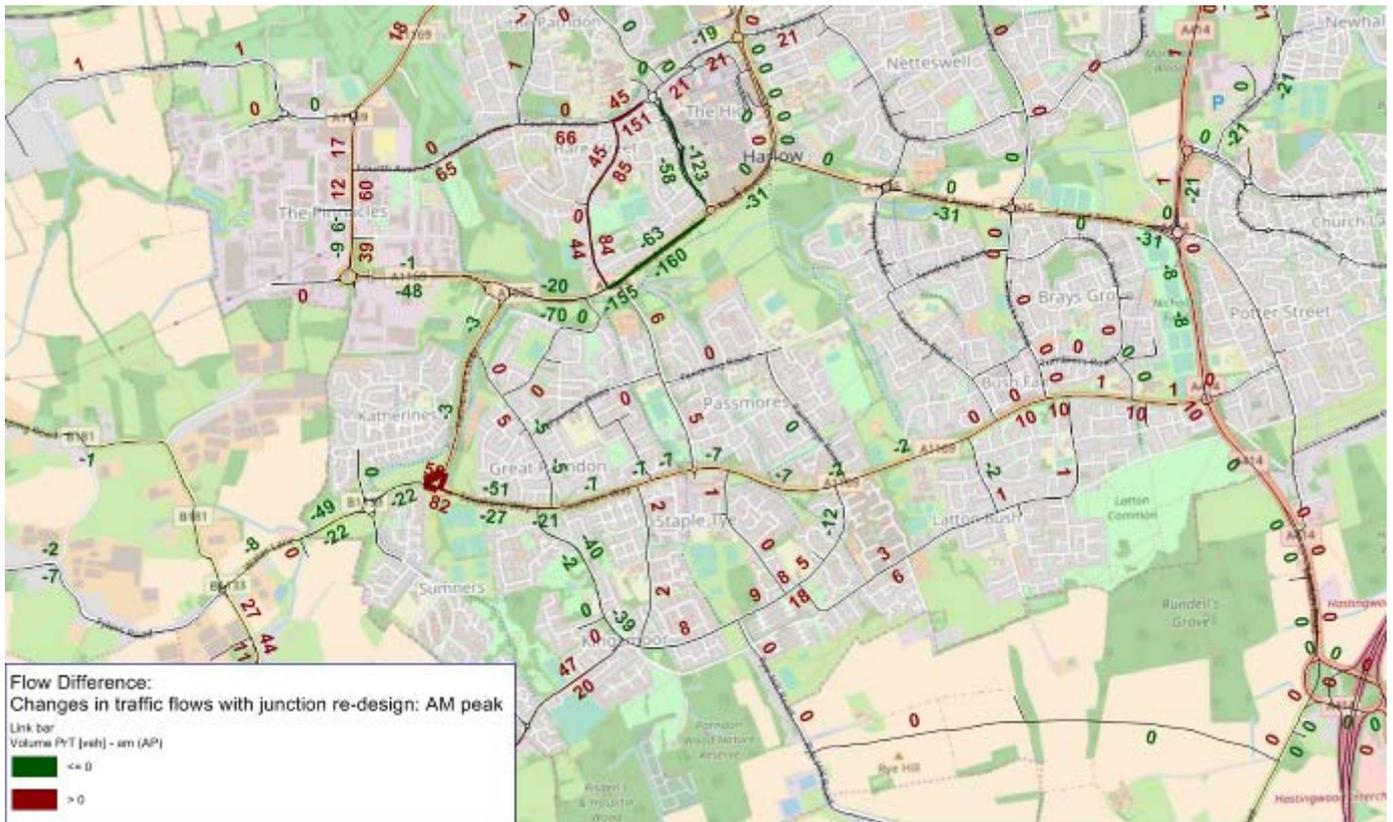
Table 5-1 – Two-Way key Link Flows and Changes with Mitigation Measures: AM Peak Hour

Link	Scenario	South-western sites:			All wider Harlow sites:		
		Updated Network	With mitigation measures	% Change	Updated Network	With mitigation measures	% Change
Katherine’s Way		593	612	+3%	744	723	-3%
Southern Way		163	55	-64%	220	62	-72%
B181 Epping Road		247	335	+36%	341	435	+26%

Figure 5-9 below shows the flow differences before and after junction changes for all development traffic that has been assigned to the network. This combines both departures and arrivals at Zone 140 but also picks up other routing changes from development traffic.

The plot illustrates the overall reduction of traffic along Southern Way alongside local re-routing. It also shows the effect of the Third Avenue/Abercrombie Way junction alteration on choice.

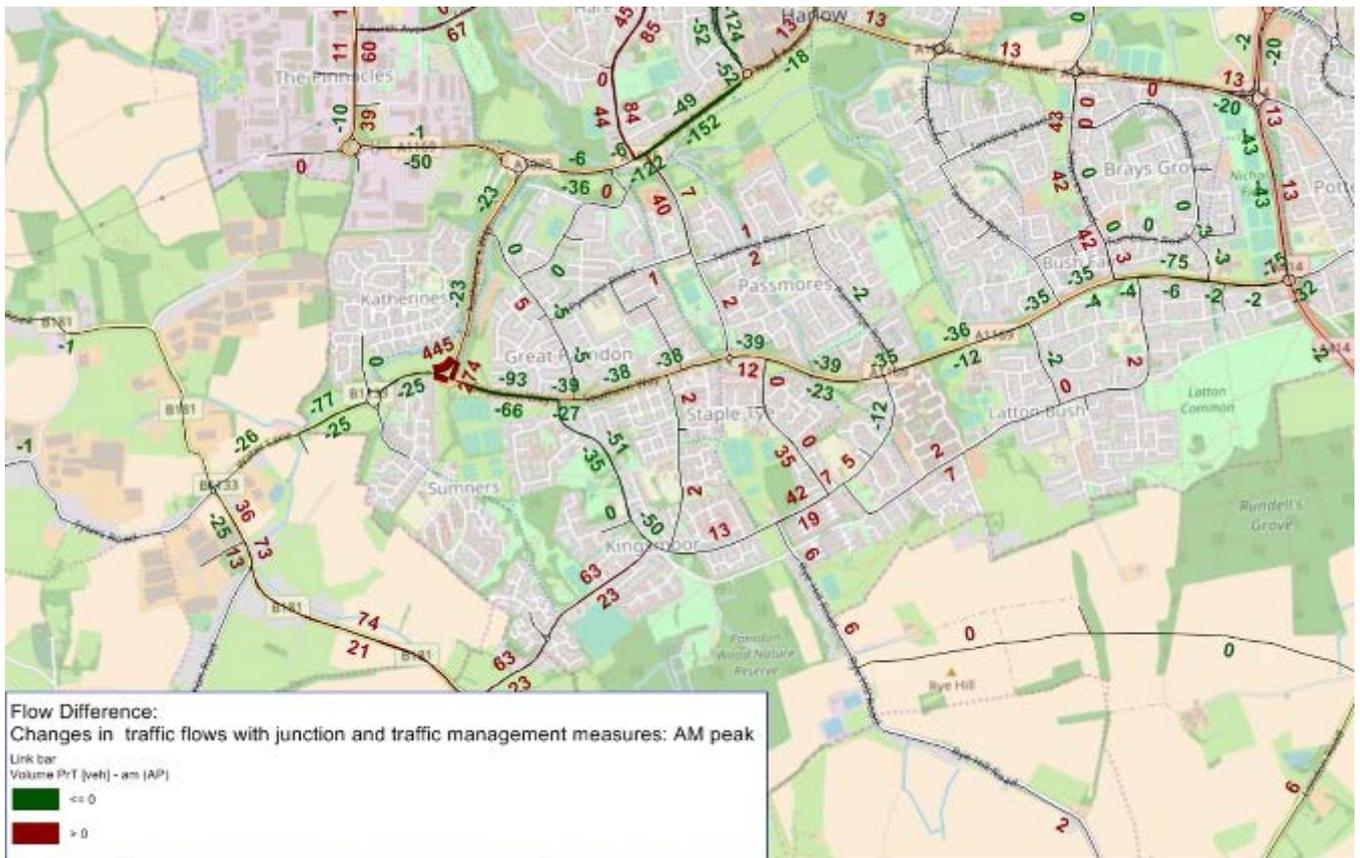
Figure 5-9 - Changes in Wider Harlow Development Traffic Flows with Junction Re-Design – AM Peak Hour



Meanwhile Figure 5-10 shows the 2-way flow differences with all the mitigation measures place. This combines both departures and arrivals at Zone 140 but also picks up other routing changes from development traffic.

The plot indicates that there would be likely to be a reasonable reduction in traffic on Southern Way, with local re-routing onto Epping Road and Parsloe Road.

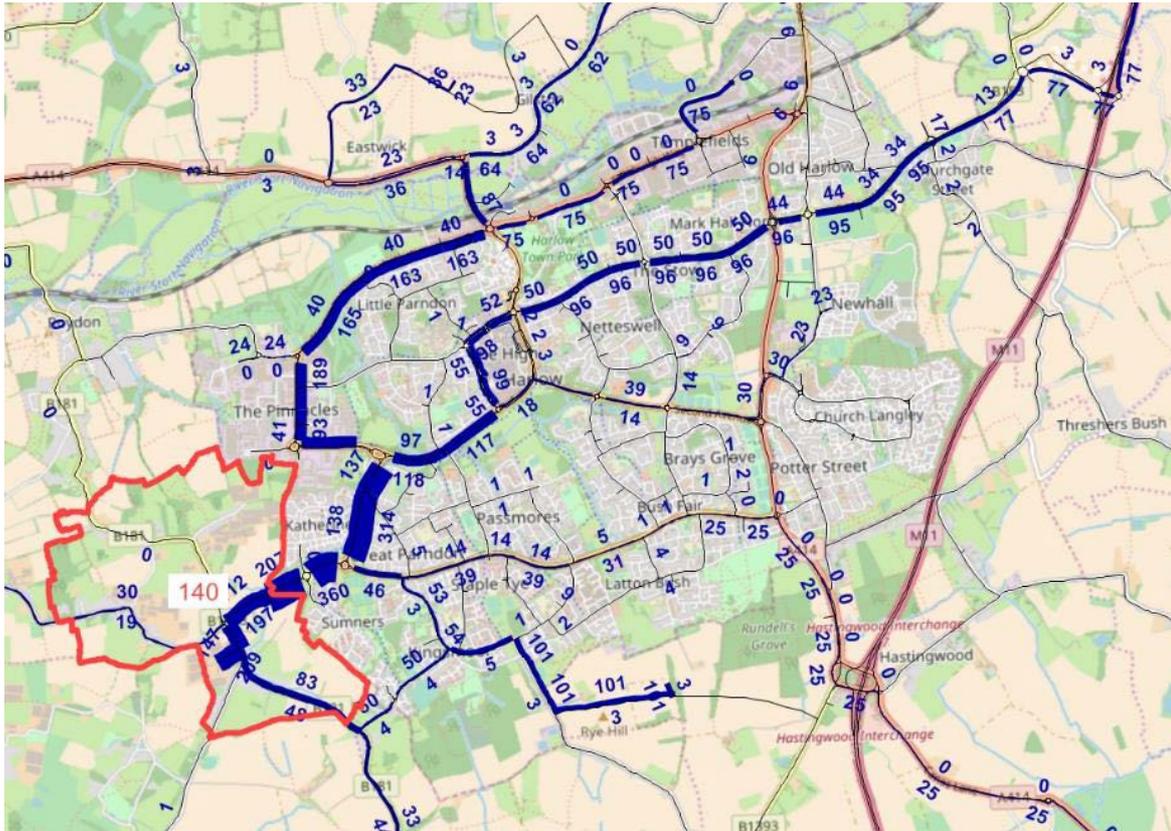
Figure 5-10 – Changes in Wider Harlow Development Traffic Flows with All Mitigation: AM Peak Hour



5.3 Effect of Mitigation Measures: PM Peak Hour

Like the AM peak modelling with the Latton Priory change made, the majority of south-western sites traffic would use Katherine's Way, but the proportion is likely to be higher in the PM peak with approximately 65% of traffic using this link. Around 15% would be likely to use Southern Way, and 20% use the B181 Epping Road. The two-way flows are shown in Figure 5-11.

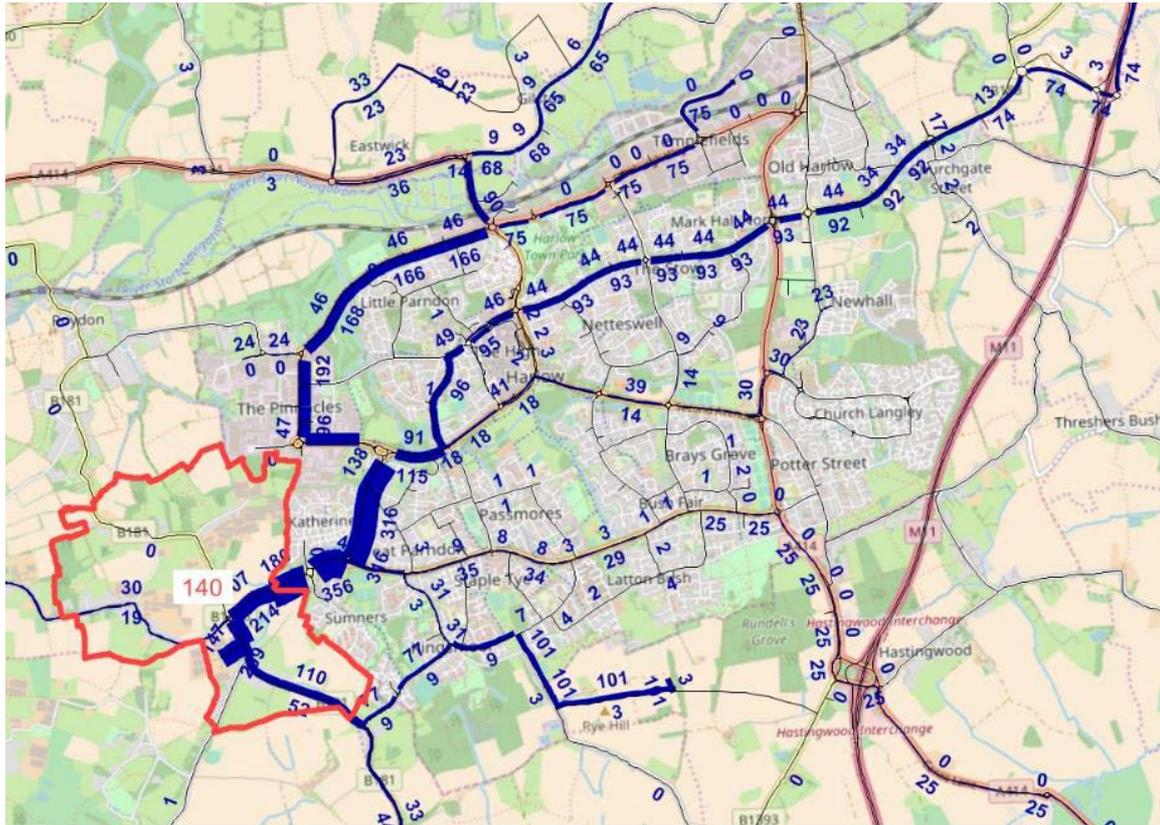
Figure 5-11 - South-Western Sites Updated 2-Way Traffic Assignment: PM Peak Hour



After the junction changes, the proportion of traffic using Katherine's Way remains the same at around 65%, but the proportion likely to use the B181 increases to 25%, and along Southern Way reduces to 12%. The two-way flows are shown in Figure 5-12.

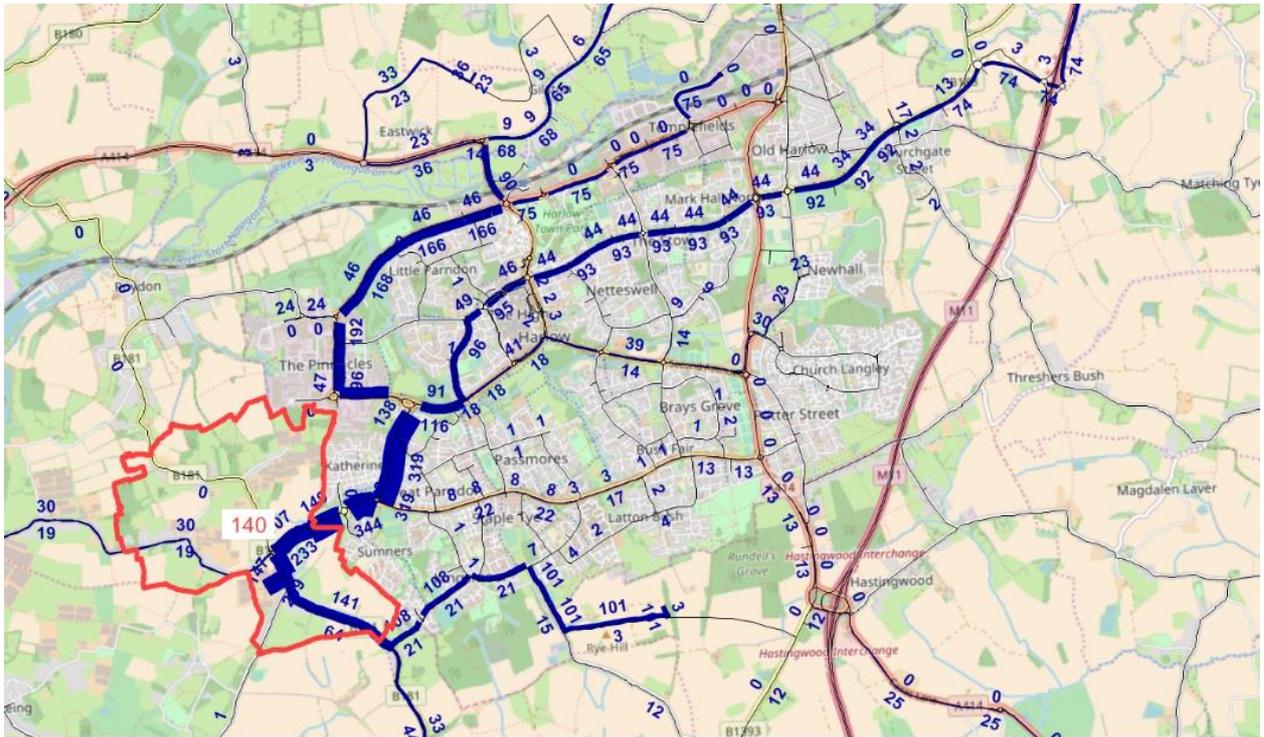
As with the AM peak analysis, the junction changes are likely to result in a reduction in development traffic using Southern Way during the PM peak hour.

Figure 5-12 - South-Western Sites with Junction Re-Design: PM Peak Hour



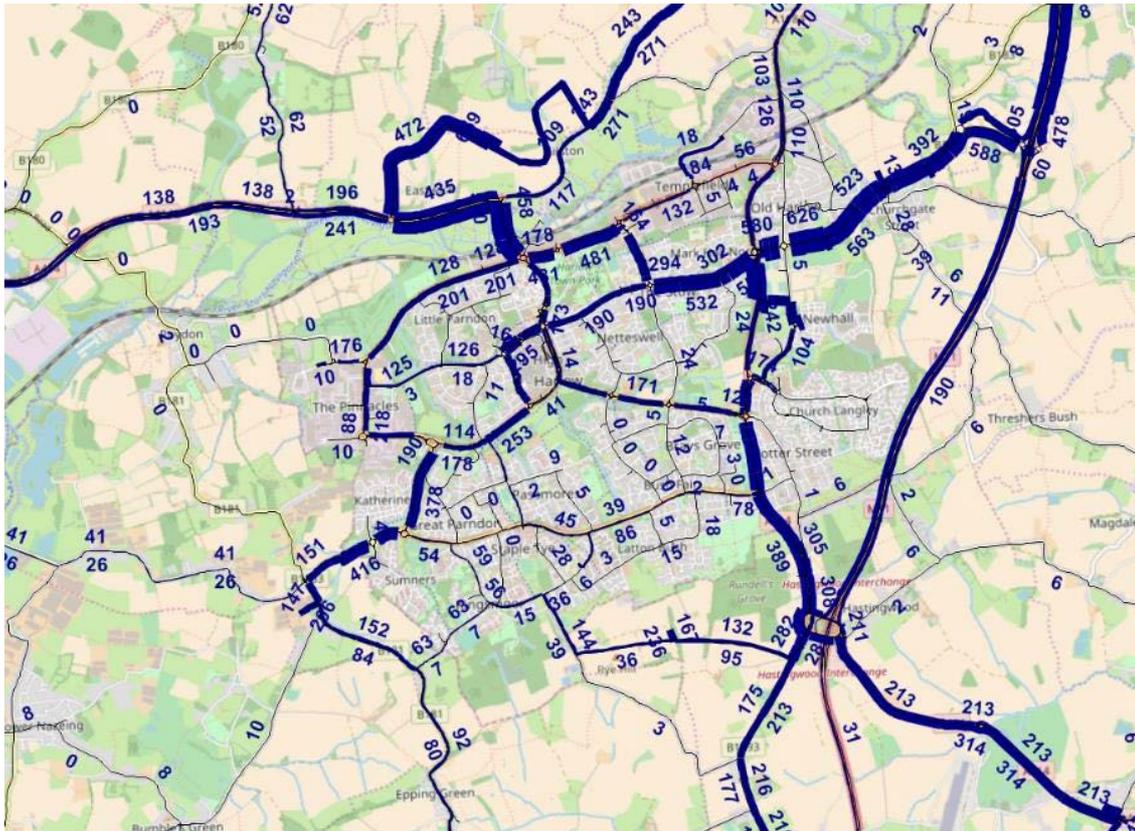
The PM peak hour departing traffic flows for the south-western sites with both the junction changes and traffic management measures in place are shown in Figure 5-13. Like the AM peak hour analysis, the flows likely to use Katherine's Way would increase slightly to 66%, and the use of the B181 Epping Road would also increase to around 30%. The use of Southern Way would be likely to reduce to around 5% of the south-western sites traffic.

Figure 5-13 – South-Western Sites with All Mitigation – PM Peak Hour



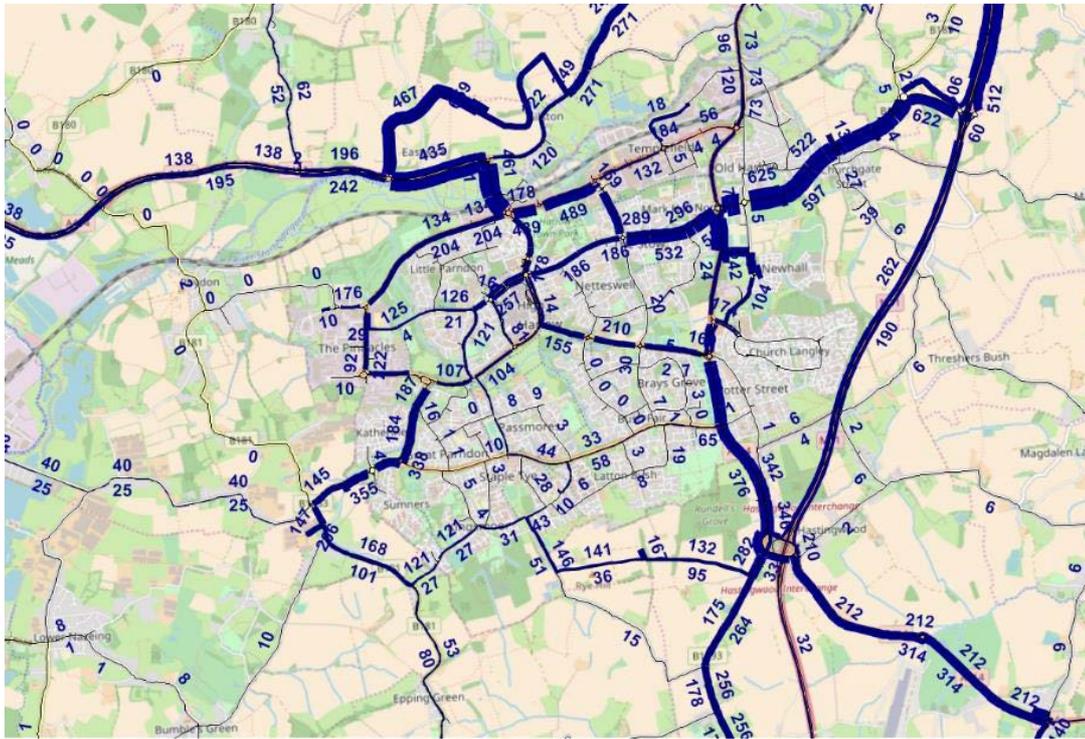
Looking at the likely assignment of all of the wider Harlow developments with the updated network, like the AM peak modelling with the Latton Priory changes made, traffic would be likely to assign to the major routes across the town as shown in Figure 5-14. The impact of all of the wider sites on the south and west of Harlow are likely to see an increase of around 25% on Katherine's Way, 12% on Southern Way, and 80% on B181 Epping Road, over and above that relating to the south-western sites.

Figure 5-14 - Wider Harlow Development Updated 2-Way Traffic Assignment: PM Peak Hour



With all of the mitigation measures in place, the likely impact of all of the wider Harlow sites on the key links in the south and west of Harlow is shown in Figure 5-15. This indicates that flows on Katherine’s Way would be likely to increase by 15%, by 15% on Southern Way, and around 30% on B181 Epping Road, over and above what would be expected from the south-western sites.

Figure 5-15 - Wider Harlow Development Traffic with All Mitigation: PM Peak Hour



In summary Table 5-2 sets out the two-way PM link flows without and with the junction changes and traffic management, for the south-western sites and for all of the wider Harlow sites. It can be seen that the mitigation measures proposed help to reduce the likely impact of development in this area of Harlow, although it may lead to additional movements to the south within Epping Forest District.

Table 5-2 – Two-Way Key Link Flows and Changes with Mitigation Measures: PM Peak Hour

Scenario Link	South-western sites:			Wider Harlow sites		
	Updated Network	With mitigation measures	% Change	Updated Network	With mitigation measures	% Change
Katherine’s Way	452	459	+1%	564	522	-7%
Southern Way	115	34	-70%	129	39	-70%
B181 Epping Road	131	205	+56%	236	269	+14%

Figure 5-16 shows the flow differences before and after junction changes with all the wider Harlow developments traffic assigned to the network. This combines both departures and arrivals at Zone 140 but also picks up other routing changes from other development traffic.

The plot illustrates an overall reduction of one-third of the south-western sites traffic along Southern Way alongside local re-routing. It also shows the effect of the Third Avenue/Abercrombie Way junction alteration on choice and possible impacts on Harberts Road, as previously referred to.

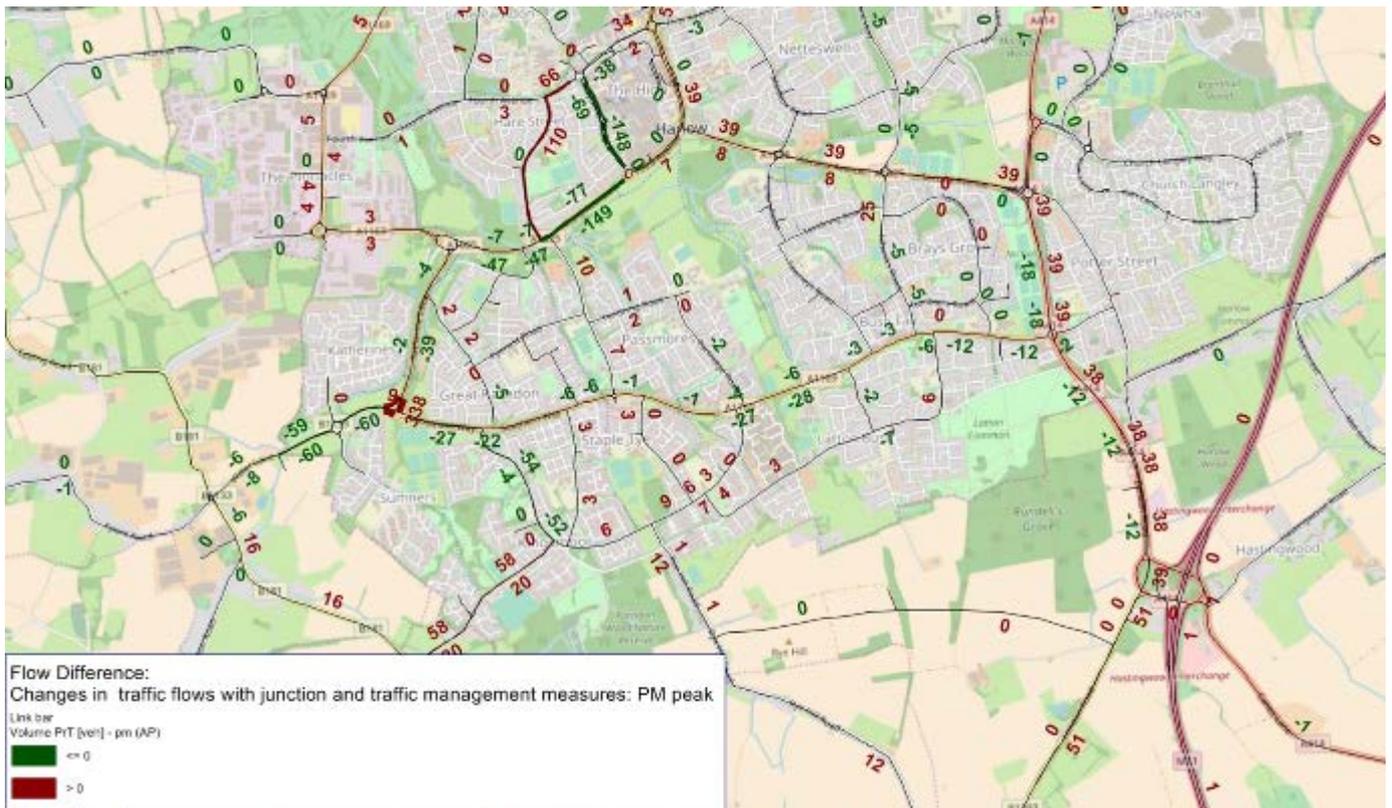
Figure 5-16 - Changes in Wider Harlow Development Traffic Flow with Junction Re-Design – PM Peak Hour



Meanwhile Figure 5-17 shows the 2-way flow differences with all the mitigation measures place. This combines both departures and arrivals at Zone 140 but also picks up other routeing changes from development traffic.

It can be seen that departing traffic would be less likely to use Southern Way, although the decrease in traffic does not appear to be as great as for the AM peak. Again local re-routing onto Parsloe Road and Epping Road may occur.

Figure 5-17 – Changes in Wider Harlow Development Traffic Flows with All Mitigation: PM Peak Hour



5.4 Model Outputs: Link Flow Changes Overview

The flows along Katherine’s Way, Southern Way and Epping Road associated with the south-western sites, zone 140, for each scenario reported in the previous sections are set out in Table 5-1 and Table 5-2. **Error! Reference source not found.** Note that the location of the flows shown for Southern Way is just to the east of its junction with Katherine’s Way.

It can be seen from **Error! Reference source not found.** that the model suggests that the percentage change in flows following the introduction of both mitigation measures would be likely to be greatest on traffic along Southern Way, as desired. The largest changes are to traffic leaving the south-western sites along Southern Way in the AM Peak with the junctions re-designs and traffic management measures.

6. Conclusions

This study set out to:

1. Identify the modelled impact on the local network of traffic from the Latton Priory strategic development site, in particular, along Southern Way using three alternative site access configurations; and
2. Consider the effect of traffic from West Katherine's and West Sumners strategic development sites on the surrounding network, particularly but not exclusively along Southern Way, and evaluate possible traffic management measures.

In order to explore Objective 1, the AM peak model for the forecast year of 2033 was used with an input of development-only car traffic. The development assumptions were taken from the Emerging Option of the WEEH Local Plans without some strategic employment developments in Epping Forest. The Latton Priory development was assumed to contribute 1,050 new homes and no jobs (due to the removal of some Epping Forest employment sites from the model):

- With Option A, the western access, development traffic would be likely to split fairly evenly on Rye Hill Road, with the majority of southbound traffic heading for M11 J7, and northbound being split between Water Lane, Abercrombie Way and the A414, with some of the latter traffic possibly assigning via Commonsides Road. Around 80-90 vehicles would be likely to use some sections of Southern Way.
- With Option B, the eastern access, development traffic would be likely to primarily use the A414 to access the east of Harlow, but for trips to the west these would be likely to route south on the B1393 and then north along Rye Hill Road. Around 20-60 vehicles would be likely to use some sections of Southern Way.
- With Option C, a link road in place and network access available both directions, traffic would be expected to be split with one third using the western access and two thirds using the eastern access. Within Harlow traffic would tend to use north-south routes like the A414 and Katherine's Way/A1019 Velizy Avenue. It would be expected that around 90 vehicles would use the western end of Southern Way.

To address Objective 2, the impact of West Katherine's and West Sumners developments on the network, the same 2033 AM model was used as for Objective 1. The West Katherine's and West Sumners developments were assumed to contribute 2,100 homes in total. In addition, a nearby employment site which is assumed to provide 72 jobs was also included:

Approximately three-quarters of the south-western sites traffic would be likely to head towards Harlow, the majority using Katherine's Way, and one-fifth using Southern Way. Within Harlow, the majority of the traffic would be expected to use A1025 Second Avenue, but generally their traffic impact would be likely to be spread fairly evenly across the town.

These south-western sites would be likely to have more impact on Southern Way than would Latton Priory, as much more development has been assumed there, and there is a greater distance between the sites and the strategic road network. While the modelling of the south-western sites included the Latton Priory link road, this was set to be relatively unattractive to through traffic. If this were to be designed to be more attractive to some through-routing traffic, this would be likely to reduce the level of south-western sites traffic (and other traffic) using Southern Way. However, it is important to note that this could result in the use of the link road as a proxy southern bypass for access between the M11 and The Pinnacles.

To address the potential traffic impact of the south-western sites on Southern Way a series of measures were identified, including re-design of two junctions to encourage use of the Katherine's Way route, and traffic management along Southern Way itself. The junction changes would be likely to discourage traffic from routing along Southern Way, with a reduction of around 65% in both the AM and PM peak hours. Flows on Katherine's Way would be likely to be broadly unchanged in the AM peak hour, but may increase by about 80% in the PM peak hour. Traffic using the route to the south via the B181 towards Kingsmoor and Epping would be likely to increase by around 40% in the AM peak hour and by 25% in the PM peak hour.

It is concluded that it would be possible to accommodate the strategic sites to the south and west of Harlow provided that appropriate access arrangements and traffic management measures are provided (subject to more detailed assessment as part of the planning process).

In using the findings of this report the limitations and assumptions of the modelling approach should also be recognised. Namely:

- The findings in Sections 3-4 are based on an AM peak period model in which it is assumed that PM peak development trips will largely be a reversal of the morning trips
- Epping Forest strategic employment sites have been removed, so the model conceivably under-represents employment developments
- Development-only, car trips have been assigned in the model and all base traffic and background growth has been removed. This will lead to over-simplified traffic assignment in the model. If more traffic was on the network some trips would be assigned to alternative routes.

So while this study has been able to indicate the strategic impacts from the Latton Priory and West Katherine's and West Sumners developments, a more detailed approach using either micro-simulation modelling or junction capacity assessments would be beneficial as details of developments emerge.

References

Jacobs, March 2017, "WEEH Technical Note 1: Forecast Methodology"

Jacobs , March 2017, "WEEH Technical Note 2: Spatial Options A-E (March 2016)"

Jacobs , March 2017, "WEEH Technical Note 4: Emerging Option (September 2016)"