

**EPPING FOREST  
DISTRICT LOCAL PLAN  
EXAMINATION**

**MATTER 13:  
TRANSPORT**

**ID: 19LAD0121**

**HEARING STATEMENT**

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## MATTER 13 – TRANSPORT

### Introduction

- 1.1 This Matter 13 Statement has been prepared by Carter Jonas LLP on behalf of Pigeon Investment Management Ltd (Pigeon) to respond directly to the Inspector's questions for this Matter. The Statement only responds to the Inspector's Questions which are relevant to Pigeon's interests. Representations were submitted to the Epping Forest District Local Plan 2011-2033 (EFDLP) on behalf of Pigeon (Id. 19LAD0121). Pigeon are promoting land East of Epping for a residential-led mixed use development for around 400 dwellings (or greater)(Site Ref. SR-0153), which is generally consistent with the 2016 draft EFDLP (Regulation 18) which proposed at least 930 homes shared between South (not the Regulation 19 South) and East, but with East having a frontage onto Stewards Green Road included to provide independent access to East Epping and south being land east of the railway line. Pigeon has also promoted a more extensive area of land at East Epping based on Garden Settlement principles, replacing the allocation of 950 homes South of Epping. Alternatively, East Epping could in full or part supplement the South Epping preferred allocation.
- 1.2 East Epping has been promoted as a site that could deliver a mix of uses providing added benefits for Epping, including: a range of housing typologies including a high proportion of bungalows and self-build plots; a high quality mixed use community hub which could include a local convenience store and doctor's surgery and car parking to serve the local facilities and nearby tube station; a C2 Care Village; Primary School site; potential leisure centre with sports pitch provision; and an Eastern link road between Steward's Green Road and Stonards Hill which would assist in reducing traffic having to travel through the Town Centre.
- 1.3 The transport related representations relevant to Matter 13 is Rep Id. 19LAD0121–13.

### MATTER 13: Transport

#### Issue 1: Has regard been had to the Mayor of London's draft Transport Strategy and London Plan in proposing Policy T1; and are its provisions clear and effective?

- 1.4 Policy T1 includes criteria to encourage the use of public transport, walking and cycling, improve accessibility to services by non-car modes of transport, improve the efficiency of the local highway network, and manage congestion for example. It is considered that Policy T1 is generally consistent with Section 4 of the NPPF, and Paragraphs 30 and 34 in particular which seeks to promote sustainable modes of transport.
- 1.5 However, there is no mention of accessibility by sustainable modes of transport in the overarching development strategy contained in Policy SP2. The sites that are being allocated do not maximise the potential to integrate new development with existing transport networks. As set out below, improvements to the tube network will deliver significant improvements in capacity into and out of London. Given the Council has throughout the examination expressed the challenges it faces in respect of highway impact and air quality, identifying development locations that maximise the future use of the underground should be a key priority of this Plan. While the wording of Policy T1, when taken in isolation, is considered to be effective, the Plan, when taken as a whole is not. For example, the decision not to allocate land East of Epping means that an opportunity has been missed to direct development to one of the most sustainable locations on the edge of Epping which is accessible to the facilities within the town centre and the station by walking and cycling. Sites have been favoured which are located further away from the Tube station and which are less likely to maximise the potential for sustainable modes of transport; this issue will be referred to with specific reference to Epping in Pigeon's Hearing Statement for Matter 15. The delivery of sustainable transport options has clearly not informed the site selection process, because if it had then land East of Epping would have been allocated for residential development. Therefore, it is considered that Policy T1 will not be implemented and cannot therefore be effective if the site selection process does not allocate sites which are more sustainable in transport terms.

*1. Does this policy take account of the strategic transport objectives in the Mayor of London's draft Transport Strategy and London Plan? Would the policy support the objectives of these documents in respect of transportation and have any specific conflicts been identified? (Reps TfL).*

- 1.6 It is noted in Transport for London's representations that modelling work indicates that there would be a reduction in Central Line trips once Crossrail/Elizabeth Line is open. On the basis of modelling, TfL conclude that capacity on the Central Line is not a deterrent to growth in Epping Forest District.
- 1.7 Transport for London's Deep Tube Upgrade Programme of May 2018 provides details on the planned timing of major improvement works that will be delivered on a number of London Underground Lines, including the Central Line – extract provided in **Appendix 1**. Figure 1 of the Deep Tube Upgrade Programme shows that the Central Line upgrade will provide a significant 25% capacity improvement and that the associated works are scheduled to be delivered between 2025 and 2033 - within the plan period for EFDLP.
- 1.8 The Crossrail Business Case Update Summary Report of June 2011 includes a prediction of changes in levels of tube and rail crowding in 2026 as a result of Crossrail – extract provided in **Appendix 2**. Figure E from the Business Case Update shows that levels of tube crowding on most of the Central Line section between Bank and Leytonstone are predicted to reduce by between 10% and 30% in 2026 as a result of Crossrail – supporting TfL's position that capacity on the Central Line is not a deterrent to growth in Epping Forest District.

**APPENDIX 1: FIGURE 1 - TRANSPORT FOR LONDON'S DEEP TUBE  
UPGRADE PROGRAMME (MAY 2018)**

- (c) commence the design and specifications for the procurement of infrastructure and railway systems upgrades on the DTUP lines; and
- (d) commence power supply system upgrades and signalling enabling works on the Piccadilly line

3.10 As at April 2018 expenditure incurred against the current authority is £83m.

3.11 Work has also continued on the definition of the overall DTUP scope and requirements with infrastructure analysis and research conducted to further the development of the subsequent line upgrades on the Bakerloo, Central and Waterloo & City lines. The planned sequence of the DTUP (and the percentage line capacity uplifts to be delivered by the programme) is as shown in figure 1.

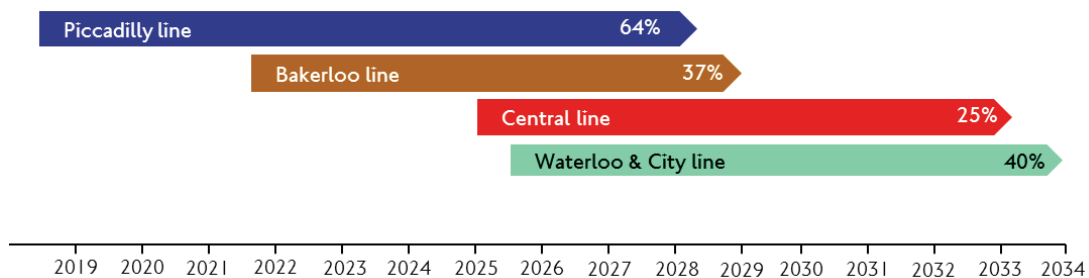


Fig. 1: DTUP line upgrade sequence and capability improvements

### Piccadilly line Upgrade

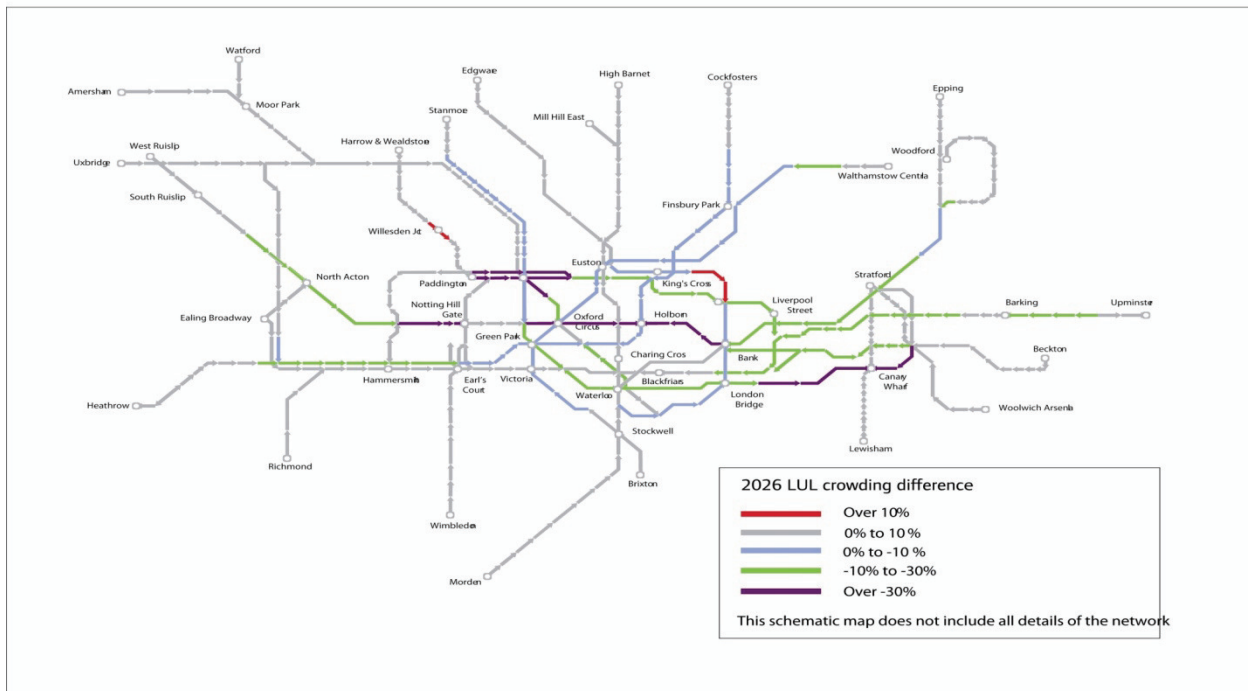
- 3.12 The DTUP delivery will commence with modernisation of the Piccadilly line. The Piccadilly line is the first in the DTUP line sequence in view of its very high levels of demand, ageing rolling stock and signalling assets and inherent line capacity constraints. The line is currently operating at capacity on the busiest sections and an increase in service frequency with higher capacity trains will cater for the forecast expansion of London's population and will support continued economic growth.
- 3.13 The Piccadilly line provides key transport links between Heathrow Airport, the West End and the North and West of London and carries 207 million customers per annum (11 per cent of total Underground ridership). The combination of the limited fleet size (86 trains) and legacy signalling system design capability currently restricts the peak period service to only 24 trains per hour.
- 3.14 The existing Piccadilly line '73' Tube Stock trains were introduced from 1975 in conjunction with the extension of services from Hounslow West to Heathrow Airport by 1977. These trains are now one of the oldest train fleets in passenger service in the UK. With a design life of 40 years, the fleet was originally scheduled for replacement by 2014 under the Public Private Partnership (PPP). With the cancellation of the PPP line upgrades, a programme of life-extension and repair works was carried out between 1996 and 2001 to enable these trains to continue to operate safely and reliably until replacement under the DTUP.

**APPENDIX 2: FIGURE E - CROSSRAIL BUSINESS CASE UPDATE SUMMARY  
REPORT (JUNE 2011)**

## Figures E & F: Tube and Rail Crowding Changes with Crossrail 2026

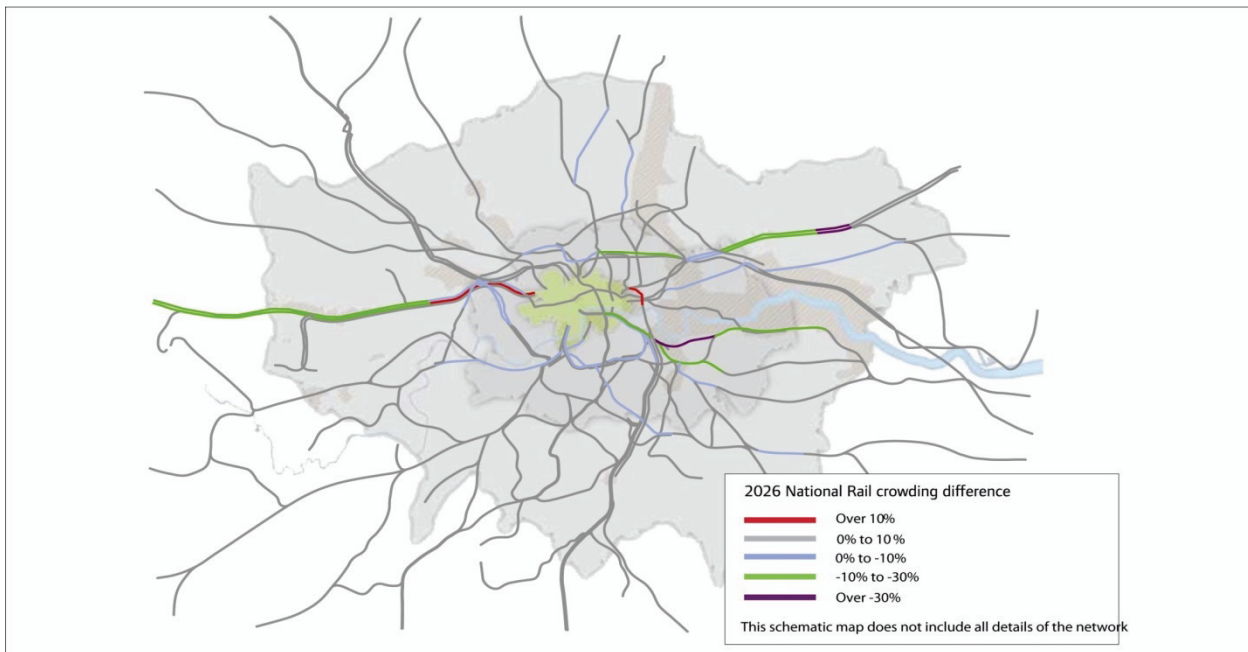
**Figure E**

Tube Crowding Changes with Crossrail 2026



**Figure F**

Rail Crowding Changes with Crossrail 2026



### Improving connections and reducing journey times

- 2.9 As well as providing additional capacity to support London's growth (as described above), Crossrail will also significantly improve connections across London and the South East with benefits to other parts of the existing transport network.
- 2.10 The most obvious element is the new direct connection between the National Rail networks running in to Paddington and Liverpool Street. The benefit from this is not just in terms of "through" passengers looking to travel right across London. More significantly