

TRANSPORT Topic Paper

WALTHAM FOREST UNITARY DEVELOPMENT PLAN (UDP) REVIEW

PUBLIC LOCAL INQUIRY 2005

1.0 Introduction

Purpose of the Topic paper

- 1.1 This paper presents background information relevant to the Transport chapter of the Waltham Forest Unitary Development Plan (UDP) Second Deposit Draft, 2003. It is intended to avoid the need to repeat its contents in response to specific objections to the Plan.
- 1.2 The paper does not seek to respond to any specific objections to the contents of the Transport Chapter as raised during the First or Second Deposit Draft Consultation periods. The Council's response to each specific objection, which have not been conditionally withdrawn, is considered in the proofs of evidence prepared. In response to specific objections, this topic paper must therefore be read together with the proofs of evidence.

2.0 Planning Policy Context: National & Regional Policy Context

- 2.1 A number of documents provide the basis of the policies set out in the Transport Chapter. These are identified below.

Document	Relevant Paragraph	Issues/comment
White Paper on Transport		The Government's White Paper on Transport , July 1998 set out the hard choices needed to combat road congestion and pollution mainly by persuading people to use cars less and encouraging more sustainable modes of travel.
PPG13	3	PPG13 Transport , March 2001, followed on from the White Paper in setting out the key role land use planning has in delivering the Government's integrated transport strategy – by way of influencing the location of development to reduce the need to travel.
	21	In line with above local authorities are recommended to seek the maximum use of the most accessible sites for new development such as town centres and sites with close proximity to major transport interchanges. .
	49/52	The availability of car parking has a major influence on how people choose to travel – setting maximum levels of parking for broad

Document	Relevant Paragraph	Issues/comment
		classes of development can help reduce the attraction of the car and help promote more sustainable modes of travel.
	51	Require convenient safe and secure cycle parking in development.

2.2 London-wide Planning Advice

Document	Relevant Paragraph	Issues/comment
The London Plan	Policy 3C.1	The London Plan, February 2004, states that the Mayor will work with boroughs by encouraging patterns and forms of development that reduce the need to travel especially by car.
	Policy 3C.2	The Mayor will and boroughs should consider proposals for development in terms of existing transport capacity, both at a corridor and local level.
	Policy 3C.3	The Mayor will support access improvements to and within town centres and their residential hinterlands by public transport – including by improved bus services, walking and cycling.

3 Borough Context

- 3.1 The following documents prepared by or for the Council are relevant to this Chapter:

	Draft Local Implementation Plan 2004, London Borough of Waltham Forest, to be adopted December 2005.
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4 Review of UDP

- 4.1 Changes from the 1996 adopted plan to First Deposit Draft
- 4.2 There were changes related to parking requirements in line with Government guidance: parking standards changed from minimum to maximum levels: PTAL scores introduced to calculate off-street residential parking.
- 4.3 New policies were introduced such as 'Car-Free' Housing within Controlled Parking Zones (quite a radical change from current practice

regarding off-street residential parking requirements) , a Town Centre Transport Policy and Transport Assessments/Air Pollution Modelling and Cycle parking.

- 4.4 Policies were deleted which covered either completed new build road schemes ie. M11 Link Road or significant upgrading works such as the North Circular Road improvements:a policy on highway maintenance was also deleted as it was deemed not relevant to land use planning.

Transport Issues Paper, February 2000

- 4.5 The two most significant trends in above were the increasing levels of vehicular traffic on the borough's main road network and on-street parking problems, due to a lack of adequate road space in certain parts of the borough. On-street parking, particularly in town centres and around the main tube/rail stations is still a problem and in some areas is getting worse. To help combat this the Council is extending the areas covered by Controlled Parking Zones which help to control commuter parking and also provide the legal basis for implementing 'car-free' housing developments.

First Deposit Draft UDP

- 4.6 Forty seven objections were received to the policies in the Transport chapter of which twenty have been conditionally withdrawn. The most objected to policies were:

- *Car-free developments (new policy);
- *Green Travel Plans (significantly revised policy);
- *Transport Assessments/Air Pollution Modelling (significantly revised policy).

Second Deposit Draft UDP

- 4.7 Eleven objections were made to the above plan, three have been conditionally withdrawn. The majority of the objections related to the Transport Assessments/Air Pollution Modelling (significantly revised policy).

Main themes of objections to changes made to the 1996 adopted plan.

- 4.8 Car-Free developments (Policy TSP7), a new policy has resulted in objections relating to different aspects of this policy:the types of tenure/ownership affected by this proposal – the use of the increased on-site space (not required for parking) for amenity space use and the potential increases to on-street parking stress.
- 4.9 Green Travel Plans (TSP9) objections made that the revised wording provides insufficient guidance to developers on how to comply with the

requirements of the policy – and also to the ‘inflexibility’ towards parking standards for major new development – omission of a reference to the EIA Regulations 1999. Transport Assessments (TSP10) - objections to the insufficient guidance on the thresholds for which the submission of a Transport Assessment is required – lack of a definition on what constitutes significant transport implications.

- 4.10 Car & Cycle parking (Appendix 1 & 2) objections to the revised car parking standards being too inflexible – objections to the amount of cycle parking required at large retail developments – cycle standards should be treated as guidelines only and interpreted flexibly.

Pre-Inquiry Changes

- 4.11 The Council has proposed twelve minor changes to Chapter 6 Transport and one to Appendix 2, none to Appendix 1, contained in the Pre-Inquiry Changes, Public Consultation 17th June – 2nd August, 2004 document, pp26-29 & page 39.

Policy Formulation – only relates to new/updated policy

	<p>All the following policies were deleted from the 1996 UDP – see paragraph 4.4. Policy TSP11 M11 Link Road to go ahead. Policy TSP14 North Circular Road. Policy TSP21 Highway Maintenance.</p>
TSP6	<p>Access to Industrial and Commercial Sites: Addition of references to rail related infrastructure to the policy, in line with the Government's and the Mayor's objective of improving the integration of all transport modes.</p>
TSP7	<p>Car Free/Reduced Car Owning Residential Developments: New policy included as part of the Council's environmental objective to reduce car ownership, particularly in areas with good access to public transport services. The policy also allows for increased housing at high density developments, mostly in town centre locations which have the necessary travel/retail/leisure provision.</p>
TSP8	<p>Town Centre Transport Policy: New Policy included to be in line with Government guidance which recommends concentrating high trip generating development in town centres on grounds of sustainability.</p>
TSP9	<p>Access and improvements to public transport: Policy widened to include:the submission of Green Travel Plans for developments which would generate significant amounts of travel:the use of planning obligations to bring about more sustainable transport solutions to sites with poor accessibility. Reference included to the Town and Country Planning (Environmental Impact Assessment), England and Wales, Regulations 1999.</p>
TSP10	<p>Transport Assessments/Air Pollution Modelling: Significant addition to an amended policy in line with Government guidance, to require the submission of Transport Assessments including air quality impact assessments where development proposals would have significant transport implications,</p>