

F5I Council's response to Q77-80 transport infrastructure - August 2020

INSPECTORS' QUESTION 77

The Brentwood Borough Local Plan Transport Assessment (Stantec January 2020) appears to still be in draft. Has this report been finalised? There is a missing section concerning the M25 Junction 28 at paragraph 10.4.40 on page 113. The report states that this section is to be completed. Can the Council confirm if this part of the report has now been completed, and if not, when this will be available? Can the Council please provide an update in relation to the work being carried out with Highways England on assessing the mitigation required at both junctions 28 and 29 of the M25?

1. The Brentwood Local Plan Transport Assessment (January 2020) was not fully complete. Discussions with Essex County Council and Highways England were still in progress primarily related to the assessment of Junctions 28 and 29 of the M25 and Wilson's Corner in Brentwood town centre. Since January work has progressed in collaboration with the highway authorities and further work is being undertaken.
2. Highways England have provided additional traffic flow information for both Junction 28 and Junction 29. At Junction 28 they have supplied traffic flows derived from the M25 North East Quadrant traffic model and junction models recently used to design an upgrade scheme for the interchange. This information is currently being combined with the Local Plan information to update the assessments of the junction. The use of the Highways England information provides a robust basis for the consideration of the impacts of the Local Plan in this area where the network is congested and removes the need for adjustments to the traffic flows to reflect the behavior of traffic in congested conditions.
3. At Junction 29 Highways England have provided traffic flow information from the Lower Thames Crossing traffic Model and this is currently being combined with the local plan model information to assess mitigation of Local Plan impacts. Discussion

with the highway authorities is progressing to identify a mitigation package that is flexible enough to accommodate the Lower Thames Crossing proposals within the constraints of an already congested network and an alignment on the A127 that falls well below today's design standards.

4. At Wilson's Corner further work has been carried out to investigate several options designed to increase capacity of the junction and the updated report will include information relating to the options tested. Essex County Council have requested that the technical detail of the building of the Local Plan transport model be reported as an appendix to the transport assessment and for that reason the main text of the Transport Assessment will be amended to prevent duplication of this information.
5. Therefore, there will be a substantial revision of the Transport Assessment and this will be complete well in advance of the public hearing, but we will provide an update before a date is set.

INSPECTORS' QUESTION 78

Paragraphs 1.2.19-1.2.21 of the Transport Assessment refer to neighbouring authority local plans. Paragraph 1.2.21 states that additional information on growth from other authorities has been explained in section 2.5, but this section is missing from the report. Can this be provided please? Section 3.5.3 explains that neighbouring authority committed developments in Basildon and Havering have been included within the modelling, but not Thurrock or other authorities. Is this correct and does the Council intend to update this evidence? If not does the Transport Assessment fully take account of the cumulative impact of traffic growth including that arising from existing and proposed developments in neighbouring areas?

6. Information relating to committed developments in Basildon and Havering were made available by the planning authorities. Similar information was requested from Thurrock however it was not available. The trips likely to be generated by development in Thurrock have been accounted for in the model within the background growth, rather than for specific sites as in Basildon and Havering. TEMPro trip end growth rates (factored using National Transport Model traffic growth rates) were used for the background growth and therefore cumulative impact of traffic growth from surrounding areas has been considered.

INSPECTORS' QUESTION 79

Can the Council provide a copy of the A127 Corridor for Growth study, which is referred to in the Transport Assessment?

7. The A127 Growth Study referred to in the Transport Assessment is being progressed by a task force led by Essex County Council. There have been no recent reports issued by the task force; however further details can be found here <http://www.a127.co.uk>.

INSPECTORS' QUESTION 80

Can the Council also please provide an update to the list of Sustainable Transport measures and Highways Mitigations set out in Figures 3.14 and 3.16 of the Transport Infrastructure Development Plan (V4 February 2020) setting out progress in bringing the schemes forward, and whether they are costed, funded and within a delivery programme?

8. All sustainable transport measures are costed within the IDP. Funding for all scheme are to be secured via Section 106 agreements and Community Infrastructure Levy associated with the Local Plan Developments and so are deliverable within the plan period. The key measure – redeveloping West Horndon Station is progressing well. Brentwood have secured the support of C2C and Network rail and are in the process of finalizing an MOU with those parties and Essex County Council. The station designs are at GRIP 2 stage and a Network Rail sponsor has been identified to steer the work through the approvals process.
9. The upgrade to the Bus lane upgrade to the A127 included in the IDP is optional as the A127 route has existing provision, for non-motorized users. Any progress with this will require ECC to bring forward their A127 corridor study as mentioned above – which BBC are a part of. The remaining infrastructure upgrades are justified either for additional flow capacity or sustainable transport reasons.
10. Contingency plans are in place if there is a gap between what developers demonstrate is viable to contribute and defined costs. All the infrastructure upgrades are planned to be delivered in the land ownership of either the Highway Authority or the site promoter to ensure they are cost effective and therefore viable and deliverable within the emerging construction programmes of the allocated development sites.