

**Examination of London Plan 2017 as proposed to be modified**

**Statement of the London Borough of Enfield on Matter 79**

**1 Background**

- 1.1 Within its various submissions to the Panel, Enfield has been calling for more flexibility in London Plan 2017 in order that Enfield can meet the challenges particularly of delivering sufficient housing within the Borough to meet both its own needs and the wider needs of London.
- 1.2 In this Statement, in relation to Matter 79 we elaborate on the issues concerning the M25 to the north of Enfield and what the Plan should be addressing. Again, we do this by addressing the Panel's question.

**2 M79. How would delivery of the development proposed in the Plan (particularly the housing and employment development in Opportunity Areas and housing targets in outer Boroughs) and the associated car parking standards affect the safety reliability and/or operation of the motorways (M1, M4, M11 and M25) and strategic trunk roads in and around London?**

- 2.1 Enfield supports the general response to PQ12 made by the Mayor in September 2018. However, it is noted that the failure to address Green Belt options in any meaningful assessment and the limited expectations for development in Enfield's eastern corridor means that the strategic transport modelling undertaken by TfL is not necessarily fit for purpose. If London is to deliver the growth it needs it will need to be less dependent on unrealistic targets associated with the Policy H2 and more open to strategic growth opportunities.
- 2.2 In respect of the stretch of the M25 bordering Enfield, the Council has not relied upon TfL and the Mayor to conduct such modelling. Rather it has taken the lead and engaged with the Department for Transport and Highways England in seeking solutions which will not affect the safety and reliability of the M25 at this point. This has included exploratory discussions in relation to both the development of the Eastern Corridor and the potential associated with the Crews Hill station referred to in paragraph 2.7 of this statement.

- 2.3 These discussions point to the potential need not only to deliver the modal shift required through Four Tracking and Crossrail 2 but also the prospect of improvements to the M25 junctions.
- 2.4 On 7<sup>th</sup> February 2018 with all this background information behind it Enfield responded to the consultation on “Shaping the Future of England’s Strategic Roads”<sup>1</sup>, welcoming the ambition in the direction of travel for the Road Investment Strategy 2 and seeking project involvement with the Department for Transport and Highways England in further development evidence and understanding in relation to the M25 in particular connection with: -
- i) Growth and Housing: supporting schemes required to unlock future strategic growth aligned with other strategic infrastructure investment;
  - ii) Wider Economy Impacts – the mechanisms by which road schemes impact on the wider economy;
  - iii) Wellbeing and Environment: taking a more holistic environment fund that covers human wellbeing and the natural, built and historic environment – dealing current detrimental impact of the SRN on existing communities; and
  - iv) Connecting Communities: To provide more, safer and better links for pedestrians and cyclists and also to help connect communities and encourage people to make sustainable travel choices.
- 2.5 Since then discussions have been taking place with the Department in connection with the matters of mutual interest in connection with this complex strategic situation and the discussions are continuing.
- 2.6 Enfield’s approach is collaborative, and it seeks to address the concerns expressed by the Department in its initial consultation and in particular to devise cooperatively a suite of measures which allows growth whilst at the same time protecting the safety, reliability and operation of the M25 in connection with strategic Good Growth in the Borough. Whilst such discussions remain at an early stage, it is vital from Enfield’s perspective that the strategic planning framework for London does not pre-emptively block such opportunities.

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<sup>1</sup> The Council also responded to the consultation on “Proposals for the Creation of a Major Road Network” on 7<sup>th</sup> March 2018 but this is more about organisational issue rather than strategy.