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Thank you for consulting Transport for London (TfL). The following response has been prepared by officers in TfL Spatial Planning reflecting TfL's statutory role as strategic transport authority for London. A separate response has been submitted by Places for London - TfL's commercial development company.

We have the following comments to make on the Epping Town Neighbourhood Plan:

Section 5.9 refers to 'improvements to car parking – notably at Epping station...' The reference to Epping station should be removed because this is inconsistent with Policy 7 which recognises that the Local Plan is supportive of reduced or car free development in this location.

Policy 5 – Reference should be made in the policy to the importance of improving walking, cycling and bus connections from the South Epping development to the station as well as Epping town centre. It should be noted that any proposals for South Epping which are in close proximity to the Central line tracks, including a proposed crossing of the railway mentioned in section 5.1, will need to be discussed with London Underground Infrastructure Protection at an early stage in masterplanning for the site. Contact: SMBLocationEnquiries@tfl.gov.uk

Section 6.3 needs to be updated and corrected. Epping does have direct connections to the Elizabeth line (formerly Crossrail 1) at Stratford on the Central line. At Stratford, interchange is possible onto a number of other rail, Underground and DLR routes. Crossrail 2 would have an interchange with the Central line at Tottenham Court Road. These points need to be corrected to ensure soundness. Section 6.3 also seems to ignore the role of bus services in providing connections which are accessible to all.

Policy 6 – Enhancing Epping station. Places for London will comment in respect of the latest development proposals. From an operational perspective the inclusion of more car parking is inappropriate, contrary to Local Plan policy, opposed by Essex County Council in their Regulation 14 response and likely to be counter-productive. It also conflicts with Policy 7 which recognises that the Local Plan is supportive of reduced or car free development and so the reference to 'more car parking' should be deleted to ensure soundness. Facilities for Park and Ride vehicles is not something that would be supported by TfL (London Underground) as station operator although we would support improved provision for buses and access by walking and cycling. As previously stated, there are no current plans to extend the Central line beyond Epping station. We note the aspirations of Epping Ongar Heritage Railway for a link with the existing terminus of the Central line at Epping station. London Underground is working with the Heritage Railway to try to facilitate an improved connection should this be possible in the future.

6.6 – We recommend that this section is deleted because there are no current plans and no future prospects of TfL extending Central line services beyond Epping station within the lifetime of the Neighbourhood Plan.

Policy 7 – We welcome acknowledgement that Local Plan policies which support car free development will apply close to the station but there should be a statement that the Neighbourhood Plan supports this approach not just at the station but more widely in sustainable locations such as the town centre. Support should also be provided for improved walking and cycling connections to the station including from the South Epping development.

6.23 -We recommend that the reference to extending the Central line is deleted because there are no current plans and no future prospects of TfL extending Central line services beyond Epping station within the lifetime of the Neighbourhood Plan. London Underground is working with the Heritage Railway to try to facilitate an improved connection at Epping station should this be possible in the future.

13.4 Action Plan - It should be noted that extending the Oyster ticketing system to railway stations that are outside TfL's control would need to be negotiated with the relevant rail operator for those stations.

We hope that these comments are helpful can be incorporated in the finalised Epping Town Neighbourhood Plan.

Best wishes
Richard Carr

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