Transport Technical specification

Introduction

Castle Point Borough Council is seeking to appoint specialist consultants to undertake a borough wide three stage transport assessment. Following the withdrawal of the Local Plan 2018-2033 in 2022, the Council has started work on preparing the new Castle Point Plan (CPP). This will form the spatial strategy for the Council until 2043. New transport evidence is sought that puts sustainable place-making at the heart of the process and helps to identify those locations where growth can help to alleviate congestion through investment and through more sustainable choices and behaviours. The evidence should show how growth arising during the plan period can be accommodated on transport networks, taking a multi-modal approach.

The study area for the Assessment is Castle Point Borough. It should be recognised that consideration of impacts arising from local plan growth and necessary mitigation may be required beyond Castle Point's immediate boundary. This is particularly important to address the legal Duty to Co-operate the Council has to engage positively and constructively with ECC, neighbouring authorities and National Highways to address cross-boundary strategic planning matters.

A suitably qualified and experienced consultant is required by the Council to undertake a detailed review of the transport network in Castle Point. This evidence will inform the drafting of the CPP and the Council's Infrastructure Delivery Plan (IDP). This brief outlines the local context, previous work and background information on the transport network in Castle Point and the Council's expectations for this work.

Background

Study Area

Castle Point Borough comprises the suburban settlements of Benfleet, Canvey Island, Hadleigh and Thundersley in Essex. It sits between the larger settlements of Basildon and Southend and Rochford district lies to the north, it has a population of 89,600 (Census 2021). Castle Point has a relatively small local economy with three main employment areas in the borough. There is a high level of out-commuting to the nearby areas of Southend and Basildon as well as London for employment opportunities. Many people also out-commute for shopping and leisure activities.

The development of Castle Point has occurred organically over the past century with housing development appearing in a fragmented manner in small scale schemes. This has led to the highway network becoming busier, without strategic interventions accommodating the gradual growth in the population and causing the network to reach, or be close to reaching, capacity in some locations within the borough.

Essex County Council (ECC)

Essex County Council, the Local Transportation and Highway Authority for Castle Point borough, is currently preparing a new LTP4. Further details of the emerging LTP4 are set out in ECCs Essex Transport Policy Relevant to Decarbonisation and Development (August 2022).

The current Essex Transport Strategy enables ECC to identify priorities for transport investment (both capital and revenue) and support funding bids.

ECC's vision is for a transport system that supports sustainable economic growth and helps deliver the best quality of life for the residents of Essex. The Essex Transport Strategy will seek to achieve five broad outcomes that have been developed in parallel with those being sought from the Council's Highways Strategic Transformation (HST) programme:

1. Provide connectivity for Essex communities and international gateways to support sustainable economic growth and regeneration
2. Reduce carbon dioxide emissions and improve air quality through lifestyle changes, innovation and technology
3. Improve safety on the transport network and enhance and promote a safe travelling environment
4. Secure and maintain all transport assets to an appropriate standard and ensure that the network is available for use
5. Provide sustainable access and travel choice for Essex residents to help create sustainable communities.

The successful consultant will be expected to have regard and seek alignment with existing and emerging ECC priorities and policies, guidance and evidence, which are listed in Appendix A.

Transport East

Transport East is the Sub-national Transport Body (STB) for East of England providing a single voice for transport strategy and strategic transport investment priorities.

Following engagement, the partnership developed and adopted its inaugural Transport East Strategy 2022. This provides a strategic framework, identifying the transport investment required to help achieve its ambitious and inclusive economic, social and environmental goals from now to 2050. The Strategy identifies the following four key themes to form the cornerstones of the strategy :

- Decarbonising transport
- Connecting growing places
- Energising coastal and rural communities
- Supporting global gateways

Transport East has identified six connectivity corridors key to the future of the East of England, including a South Essex Corridor.

The successful consultant will be expected to have regard to the Transport Strategy to 2050 East and to support the alignment of any strategic mitigation identified through this commission with Transport East funding objectives.

South Essex Councils (formerly Association of South Essex Local Authorities (ASELA)

The local authorities within South Essex have formed the South Essex Councils (SEC). The successful consultant will be expected to have regard to any SEC / South Essex strategies or policies that emerge during the completion of this contract.

Transport Context

Due to high level of out-commuting and proximity to strategic routes such as the A127 to the north (including the A127/A130 Fairglen Interchange), the A13 through the borough and the A130 to the west of the borough, Thames Freeport and London Southend Airport there is a high level of congestion within the borough. In addition to the strategic nature of the routes within Castle Point, there are limited entry routes into and out of the borough with three main

vehicular entry points placing a considerable degree of pressure on a small number of key junctions and roads. This means that congestion is concentrated at a few key points, increasing the risk that a single traffic incident or road works can create delays within the network. Buses use these routes and become trapped within the traffic at peak times and during traffic incidents, making bus travel less reliable and desirable.

Many of the main routes within the borough are single carriageway roads with little prospect for widening due to the proximity of existing development. Without land acquisition this also limits the potential to provide dedicated passenger transport routes and cycleways to support more sustainable means of transport. Therefore, buses are delayed within normal traffic flows and cyclists must engage with traffic movements and the dangers that entails.

Canvey Island which has a population of approximately 40,000 people is accessed via two routes that converge at the Waterside roundabout, which at times of an accident or road works can cause significant delays for people trying to enter or exit the Island. The two points of access for Canvey Island include:

- the B1014 Canvey Road, which passes by Benfleet Railway station (the nearest station to Canvey Island) and through the historic core of South Benfleet. There are presently no options to improve highway capacity on this route, which whilst being a Priority 1 route, also performs as a local and residential route in places.
- principal access is via the A130 Canvey Way comprising a single carriageway in each direction and converges with the B1014 from South Benfleet at the Waterside Farm junction. This junction experiences congestion and delay at peak hours. The northern extent of Canvey Way is the Sadlers Farm junction of the A13 with the A130.

There is potential to improve general access and egress to Canvey Island and the Access to Canvey Study (2017) is the beginning of a series of investigations to seek to improve traffic flows wherever possible. Improved access to Canvey Island would assist in reducing peak hour congestion at key access points and improve the resilience of the highway network for the Island's residents, particularly in the case of an emergency.

The A127 forms part of the Strategic Road network and its importance in Essex, South Essex and Castle Point is set out in the "A127 A Corridor for Growth - an Economic Plan" 2014, through a transport route management strategy. The A127 presently experiences challenges regarding capacity and peak hour congestion. There is a need to manage traffic along the A127 to improve air quality; improve safety and network resilience and provide congestion relief. A cross authority A127 Task Force including ECC, South Essex Authorities and the London Borough of Havering has been established to co-ordinate transport requirements within the A127 corridor. Transport improvements along the A127 Corridor will be made having regard to the A127 A Corridor For Growth: An Economic Plan.

There are major employment opportunities emerging in Thurrock, not least of which is Thames Freeport, which presently involves lengthy journeys via the A130, A13 and A1014 Manor Way for local residents. The transport evidence should seek to build upon the knowledge of previous studies on access to Canvey Island and seek to find opportunities for delivery for highway and multi-modal improvements which could have the potential to improve traffic flows. There may be a limited role for river transport.

In terms of public transport provision c2c rail services from London Fenchurch Street to Southend runs to Benfleet station in Castle Point which provides fast and reliable services from Castle Point to London and parts of Basildon, Thurrock and Southend. Opportunities to improve access and promote sustainable or active travel to the station should be sought through this transport assessment.

Bus services operating within Castle Point are part of the Southend and Basildon bus networks. Whilst there are good services during the day on most main routes, service frequency is not as good in the evenings and on Sundays. There is a high frequency of bus services on the A13, providing many different routes. In terms of a link to mid and north Essex, there is one bus that runs from Castle Point to Chelmsford, which is a growing employment location for professional services industries, however this is not a direct or frequent service. There are also areas of employment within Basildon and Southend, near the A127, that are not served by direct bus services from Castle Point, with journeys to these locations requiring a change of service and taking in excess of one hour. ECC has prepared a Bus Service Improvement Plan 2021-2026 and a South Essex Transport Strategy and Rapid Transit System is being developed. Both of these will help to inform the preparation of the transport evidence.

The cycle network within Castle Point is limited, and where it does exist, it is disjointed and poorly maintained. This means that cyclists are forced to use the congested road network, which can a less attractive to cyclists, especially during peak hours. There is significant opportunity to improve the cycle network in Castle Point, including better connections, accessibility and maintenance. There is scope to provide more off-road facilities which are pleasant, direct and feel safe, increasing the perception of a better-quality cycle network. Essex County Council (ECC) is preparing a Local Cycling and Walking Improvement Plan (LCWIP) in collaboration with Castle Point, the outputs from this work should be incorporated into the assessment to maximise opportunities for active travel. In addition to this, ECC will also consider a future LCWIP that looks at the wider Essex area outside of the Castle Point boundary area, this should be consulted to look at cross border strategic connections and where there are opportunities to accommodate multi-modal enhancements.

Transport Studies and Engagement

Transport modelling was undertaken to inform the withdrawn Local Plan 2018-2033, the following evidence documents fed into the transport evidence that informed the withdraw plan:

- Transport Evidence for the New Local Plan 2013 (URS)
- Transport Evidence for the New Local Plan: Phase Two 2015 (AECOM)
- Transport Evidence Refresh Interim Report 2018 (Mott MacDonald)
- Transport Evidence Refresh 2019 (Mott MacDonald)
- Proposed Allocations Addendum 2021 (Mott MacDonald)
- Countywide and South Essex Model (Jacobs)
- Castle Point Proposed Allocations Model Audit 2020 (Jacobs)

The transport assessments provide an understanding of some of the existing issues with regards to junctions and routes in the borough. The new transport assessment should review these documents to inform and provide a full update of the transport modelling within the borough updating the data for key junctions as well as the link data between junctions. The more detailed analysis of particular junctions should be agreed by the Council and ECC in consultation with modelling specialists where appropriate.

In addition to the transport studies undertaken for the withdrawn local plan, ECC has a number of past and ongoing studies on a range of transport issues including active and sustainable modes. A list of these can be found in Appendix A and can support this transport work. This includes a piece of work that is being undertaken by ECC about behavioural change in impacting use of active travel modes. This will focus on behaviours in particular areas using mosaic data to identify typical behaviours towards active travel. This will help to pinpoint where interventions to increase usage will be beneficial and what interventions could help the most, based on the behaviour types.

Southend City lies to the east of the Castle Point Borough, the A13 and A127 strategic key routes runs through both authority areas. Southend City Council have been preparing a new local plan for the Southend area. As part of this work a transport assessment has been undertaken by Mott MacDonald, building on their knowledge of the local transport system from previous work completed in Castle Point. Mott MacDonald have an ongoing sole commission to manage the multi-modal traffic model that will underpin the local plan for Southend, this model covers much of Castle Point and Rochford and makes use of TEMPRO, it provides a good basis for the existing network in Castle Point, this model could be used within this transport assessment. This model does not provide a full analysis for Castle Point and if used for the basis of transport modelling for this work it should be reviewed and updated where necessary to ensure a full picture of multi-modal traffic is assessed in Castle Point.

Additionally, ECC has developed an Essex Countywide Strategic Model (Phase 2), which was finalised in 2019 with a 2017 base year. This is capable of predicting trip generation mode shift, redistribution and routing, in response to transport schemes and policies in Essex. Highway and demand model methodologies were developed in line with WebTAG best practice and makes use of TEMPRO, NTS and mobile network data. The model uses aggregated and anonymised mobile network data to develop 24hr prior matrices by main mode in a daily Production-Attraction, and time period Origin-Destination formats. In addition, ECC has developed an Enhanced Essex Countywide Strategic Model for the South Essex area which includes Castle Point borough.

The South Essex model has been used in preparation of the neighbouring Rochford district local plan transport evidence, which lies to the north of Castle Point. This work is being prepared by Systra, which covers the extent of the district and wider strategic network, in liaison with ECC. The Southend model and the South Essex models could be utilised for the transport modelling aspect of this work.

Engagement with National Highways (NH) on any matters relating to highways under their jurisdiction should be undertaken. This may include, but is not necessarily limited to, the M25, A12, A13, Lower Thames Crossing and connecting routes where relevant to the borough. The transport work should also have regard to neighbouring local authorities, in particular, Basildon where Sadlers Farm roundabout falls under, but is the access into the borough from the west.

Transport Assessment Part One – Initial Schedule of Interventions

Scope and Considerations

The Council are seeking a three-stage multi-modal transport assessment. The first stage of the assessment is to provide a detailed baseline overview of the existing transport system in Castle Point, creating an up-to-date model which uses existing models where possible. This should provide a detailed, accurate picture that reflects the existing transport system in Castle Point, using key pieces of existing or emerging evidence, model outputs and uses national and local existing or emerging policies to create an initial schedule of indicatively costed interventions. The initial schedule of interventions will inform stages two and three. It should identify key opportunities for improvements to the transport network and sustainable and active travel modes for the plan period.

When determining which transport model the consultants should use, it should be noted that there may be data processing costs associated for sharing information and modelling with consultants. This should be considered by the consultants as part of this tender.

The transport modelling work and development of an initial schedule of interventions for improving transport in the borough should use existing modelling and evidence where relevant to create a comprehensive multi-modal assessment which:

a) Reflects updates to the National Planning Policy Framework and national Planning Practice Guidance;
b) Agrees the initial approach with Castle Point Borough Council and Essex County Council as the Local Transportation and Highway Authority for Castle Point Borough;
c) Takes into account the policies set out in the adopted Local Transport Plan 2011 (LTP3) and the emerging LTP4, which will be the statutory transport strategy for the area. Further details of the emerging LTP4 are set out in ECCs Essex Transport Policy Relevant to Decarbonisation and Development (August 2022);
d) Reflects the strategic themes set out in the emerging LTP4 (supporting people, health, wellbeing and independence, creating sustainable places and communities and connecting people, places and businesses);
e) Takes into account the Transport East Strategy which sets the strategic direction and investment priorities to 2050 working in close collaboration with the government and the rest of the UK;
f) To have regard to any SEC/South Essex strategies or policies that emerge during the completion of this contract (South Essex Councils (SEC));
g) Incorporates the Avoid, Shift and Improve recommendations in the Essex Climate Action Commission Net Zero: Making Essex Carbon Neutral;
h) Takes into account the impacts on the transport network from neighbouring authority areas including their planned housing growth and significant employment proposals such as Thames Freeport;
i) Takes account of the outputs from the Castle Point and wider Essex Local Cycling and Walking Improvement Plans (LCWIPs) with regards including opportunities for new and/or improvements to the existing walking and cycling network;
j) Takes into account factors which have the potential to impact the transport network in Castle Point, including relevant National Strategic Infrastructure Projects (NSIPs) such as Lower Thames Crossing, the expansion of the Oikos Marine and South Side project on Canvey Island and the Thames Freeport;
k) Takes into account existing and future proposals to address existing traffic issues along the A127 Corridor for Growth, including improvements to A127/A130 Fairglen Interchange and other Major Road Network proposals;
l) Considers the ECC Bus Improvement Plan 2021- 2026, the Southend Bus Improvement Plan and the Castle Point Bus Service Review to identify existing issues and future opportunities to improve the bus network how this could impact the outcomes of the modelling work;
m) Seek opportunities for improved multi-modal strategic connections to key employment areas within and outside of the borough;
n) Is vision led and aimed at place making, citing existing issues and viewing the transport system holistically, identifying ways that the Castle Point Plan can innovatively deliver improvements to these issues;
o) Identifies opportunities to make improvements to the transport network which would create multi-modal benefits and promote sustainable and active travel;
p) Consider the recommendations arising from the A129 Corridor route improvements Study for potential improvements between the A13 / A129 junction and the A129 / A127 Rayleigh Weir junction;
q) Takes into account the list of ECC documents identified in Appendix A;
r) Takes into account national transport policy documents outlined in Appendix B.

Outputs

To ensure that the work is robust and meets the expectations of all relevant stakeholder organisations, the Council expects the appointed consultants to undertake continuous engagement with Essex County Council as the Local Transportation and Highway Authority (encompassing sustainable transport teams) and other services such as Localities, National Highways and Transport East during the preparation of the assessment and to seek their sign off for any modelling assumptions prior to the work being undertaken.

Broader engagement with Active Essex, Active Travel England, neighbouring local authorities, bus user groups, local bus operators, rail operators and blue light services should also be engaged as part of this process.

The following outputs are expected as a consequence of this assessment:

1) A baseline assessment using a multimodal transport model that will:
    a. Identify local trends on the transport network within and outside the borough boundary. This should include peak time data for both weekdays and weekends, walking, bicycle usage and public transport usage.
    b. Identify existing capacities at key junctions and links across the borough, and identify traffic flows and journey time data for key routes, including key movements to destinations outside of the borough.
    c. Establish the barriers to sustainable and active travel using the latest transport data in the first instance.
2) The following modelling outputs:
    a. Current baseline model
    b. Baseline model to 2043 (TEMPRO growth)
    c. Model to 2043 with the initial schedule of interventions
3) Create an initial schedule of interventions for improving transport in Castle Point that:
    a. Provides recommendations for improvements to junctions and links, active travel and sustainable travel opportunities, pulling together information from existing sources and model outputs.
    b. Recommendations on transport improvement opportunities in the borough for all modes of travel. This should include ways to improve uptake of active and sustainable travel, improvements to transport network and infrastructure to increase capacity at key junctions and links thereby improving journey time reliability.
    c. Sets a realistic vision for the transport network in Castle Point to inform the CPP.
    d. Provides high level costings for the proposals in the initial schedule of interventions that can be considered when looking at growth opportunities and incorporated into infrastructure planning work.
4) The key outputs of the model should be provided to the Council in ESRI Shape File format. This includes the existing issues and indicative plans of where interventions can create improvements.
5) A technical report outlining the methodology for the work and detailed outcomes.
6) A note, which details the engagement undertaken with the relevant stakeholder. organisations and evidences their input and for the main stakeholders, their approval of assumptions used during the modelling process.

7) A visually interesting and informative, non-technical summary report, no more than eight pages long that avoids technical wording where possible, which is capable of being read and digested by residents and other non-expert stakeholders.

In terms of timescales the Council is seeking for Part One of this work to be completed by March 2024. Before finalisation of this work consultants should provide draft versions for the Council and ECC to review and provide comments on before it is completed. In particular, the high-level costings and methodology for costing the infrastructure should be agreed with ECC.

Consultants should prepare and present to Castle Point Members on the outcomes of this work.

Transport Assessment Part Two – Spatial Options

Scope and Considerations

Following the completion of the initial schedule of interventions in Part One, the Council will provide mapping of potential development sites that have been tested for their suitability and availability to the consultants. At this stage the consultants will take the potential development sites and assess where there are opportunities to deliver the proposals set out in the initial schedule of interventions, by the creation of a technical matchmaking tool. This could include individual sites or strategic options, where a number of sites could collectively contribute to a scheme set out in the initial schedule of interventions.

If spatial options emerge from this work then the Council will engage with the community and stakeholders on such options from May 2024, taking into account other constraints that may affect site deliverability.

It is envisioned that where sites will be required to make infrastructure improvements to the transport network to make the development acceptable in planning terms, where this can have mutual benefits of meeting the objectives of the initial schedule of interventions this should be explored. This will form part of the site selection process. Additionally, section two should also:

a) Be completed in accordance with national guidance and good practice.
b) Create a technical matchmaking tool to assess the suitability of potential development sites to schemes identified in the Initial Schedule of Interventions.
c) Use mapping provided from the Council of potential development sites to identify opportunities where individual sites could deliver, or help to deliver interventions or enhancements outlined in the initial schedule of interventions.
d) Use mapping provided from the Council of potential development sites to identify opportunities where sites that would mutually benefit from the proposed transport interventions or enhancements outlined in the initial schedule of interventions could be grouped together as a spatial option.

Outputs

At this time it is not possible to specify the number of sites that will be assessed at this stage as part of the transport assessment. It should be assumed that there is the potential for around 20 major sites to be included within this assessment, along with up to 15 clusters of sites which align with interventions proposed at stage one, potentially forming a spatial option. The Council will provide a list of definitive sites by March 2024.

The required outputs of this work are:

1) A short technical note that sets out the methodology.

2) A creation of a technical matchmaking tool that identifies where potential development sites are linked to the schemes identified in the initial schedule of interventions, and where development could in whole or part help deliver those schemes. This should be consistent with all relevant national legislation and guidance.
3) A report that highlights where opportunities to create spatial options that help deliver the proposals set out in the initial schedule of interventions, set out in part one, could be achieved from the sites proposed and where there are gaps to the delivery of the initial schedule of interventions.
4) Where individual sites or a spatial option has been identified in helping to implement any of the proposals in the initial schedule of interventions. The proposals should be highlighted with the relevant site or cluster of sites.
5) Where a spatial option has been identified where a cluster of sites could jointly contribute to delivering the proposals in the initial schedule of interventions, an indicative cost for each potential unit within that cluster should be identified in order to determine how each site can contribute towards that infrastructure project should be provided.
6) Provide mapping in ESRI Shape File format of the site or spatial options that could help deliver the proposals in the initial schedule of interventions.
7) A report identifying the individual sites and spatial options that could deliver the proposals in the initial schedule of interventions. This should include costs per site, based on the densities supplied by the Council.
8) A visually interesting and informative, non-technical summary report, no more than eight pages long that avoids technical wording where possible, which is capable of being read and digested by residents and other non-expert stakeholders.
9) Identification of schemes in the initial schedule of interventions that may not be delivered through the proposed sites or spatial options.

This stage should be completed by May 2024. After completion of this stage the Council will formally engage with the public and stakeholders on the evidence prepared to inform the Castle Point Plan up to that point, that includes the outcomes of stage one and stage two of this work. This engagement will inform the selection of the preferred site options required for stage three. Once the sites have been selected following this engagement the final stage of the work will be required to be completed, this is set out below.

Before finalisation of this work consultants should provide draft versions for the Council and ECC to review and provide comments on before it is completed.

Consultants should prepare and present to Castle Point Members on the outcomes of this work.

Transport Assessment Part Three – Final Schedule of Interventions (Preferred Option)

Scope and Considerations

Following formal engagement, the Council will supply the preferred option with the consultants which will include all the development sites or clusters of sites, that will be fed into the final transport model. A transport model should then be undertaken with this preferred option, identifying the cumulative effect of development on the transport network. This should be undertaken looking at the following scenarios:

1) 2043 baseline scenario including proposed local plan development sites without any relevant interventions identified in the initial schedule of interventions.
2) Model to 2043 with all of the proposed local plan development sites and interventions identified in the initial schedule of interventions (part one).
3) Model to 2043 with proposed local plan development sites and the final strategy interventions.

As a consequence of this process, it is expected that the interventions in the initial schedule of interventions will fall into three categories:

A) Those that align with the delivery of sites or spatial options and can be wholly funded through developer contributions, where they meet the requirements of relevant legislation;
B) Those whilst not obviously aligned with the delivery of sites or spatial options but are shown by the transport modelling to enable/support growth and can be funded through CIL; and
C) Those which do not align with the delivery of growth and will need to find a non-growth related funding source.

If at this stage, because of growth, additional congestion is shown to arise on the transport network, then further interventions should be identified to address the additional congestion arising. If additional interventions cannot be identified and the network remains over capacity, recommendations should be made in respect of the suitability of those sites in transport terms causing the issues arising.

Part three should:

1) Be completed in accordance with requirements set out in Planning Practice Guidance and good practice.
2) Adopt the principles of WebTAG by assessing the potential impacts of development within the framework of WebTAG objectives.
3) Use mapping provided from the Council of the preferred site options to inform the updated transport model based on the growth assumptions.

Outputs

The outputs of the transport modelling should include the following outputs:

1) A report detailing the modelling methodology including assumptions agreed by the Council.
2) A report that provides:
    a) 2043 baseline scenario including proposed local plan development sites without any relevant interventions identified in the initial schedule of interventions (Part One).
    b) Model to 2043 with all of the proposed local plan development sites and interventions identified in the initial schedule of interventions (Part One)
    c) Model to 2043 with proposed local plan development sites and the final strategy interventions.
    d) Test up to five additional interventions, where the network is struggling with growth following the testing with the initial schedule of interventions.
3) Using the outputs of 2 a – d provide a final schedule of interventions, which include those schemes necessary to deliver and be funded by the preferred scenario through developer contributions or CIL, and those improvements that require alternative funding not linked to growth.

4) Any site-specific enhancements that would help to deliver or enhance those sites, for example site access points or opportunities to create active travel linkages through sites.
5) A visually interesting and informative, non-technical summary report, no more than eight pages long that avoids technical wording where possible, which is capable of being read and digested by residents and other non-expert stakeholders.
6) Any relevant GIS overlays in ESRI Shape File format.

The Council will use the Part Three report to inform the transport strategy in the CPP. This stage of work is required to be completed no later than November 2024.

Before finalisation of this work consultants should provide draft versions for the Council and ECC to review and provide comments on before it is completed.

Consultants should prepare and present to Castle Point Members on the outcomes of this work.

Communication

Good communication between the consultant, the Council and ECC's officers, including Jacobs (as ECC's appointed transport consultant) will be expected throughout the life of the project. This should include, but is not limited to regular progress briefings by e-mail in the first instance and regular catch -ups (frequency to be determined according to phase and need).

Responses to this specification should allow for the above communication requirements within the core project costs but should additionally specify standard fees for any additional meetings as may be required.

Examination

It is expected that the work undertaken at Part One, Part Two and Part Three will be sufficiently robust to withstand examination in public. The Council seeks for the supplier to provide suitably qualified individuals to undertake the work and to then represent the Council regarding the transport evidence and its findings at the examination in public for the Castle Point Plan.

It is anticipated that the examination will take place in the latter part of 2025, and the supplier is asked at this time to provide day rates to enable them to be appointed without additional procurement at that time.

Appendix A – Essex County Council Documents

Essex County Council – List of Evidence Documents and links
Below includes a list of evidence documents relevant to ECC transport

Transport

- Safer Greener Healthier campaign
- Net Zero: making Essex Carbon Neutral report; (ECAC report)
- Transport East: Transport Strategy (2022)
- LTP3 Local Transport Plan (2011) - to be replaced by LPT4 – see below
- ECC Transport Policy Note – Development and Decarbonisation August 2022
- LTP4 – in preparation (informed by the above) along with the following policy updates:
    - Place and Movement Approach – in preparation

- Essex Parking Standards (2009) - presently being reviewed by the EPOA – see below.
- Part 2 Essex Garden Communities and Large-Scale Developments Parking Guidance (Part 2) - in preparation
- Walkable Neighbourhoods
- Local Cycling and Walking Infrastructure Plan update - in preparation
- Essex Electric Vehicle Charge Point Strategy – on consultation

- Essex Highway Schemes in Castle Point and adjoining boroughs:
- Castle Point Local Highways Panel – and adjoining boroughs

Active and Sustainable Transport

- *Getting Around - links to Active and Sustainable travel*
- Sustainable Modes of Travel Strategy - implementation and delivery of Travel Plans (Residential and Businesses).
- Essex Cycling Strategy
- Cycling Programme
- Castle Point Cycling Action Plan
- Local Cycling and Walking Infrastructure Plan (LCWIPs) – currently being prepared for Castle Point
- Essex Walking Strategy (2021)
- School and residential travel plans – see ECC's Developers' Guide to Infrastructure Contributions
- Behavioural Modelling – in preparation

Passenger Transport

- The Getting Around in Essex – A bus and passenger transport strategy ('Bus Back Better').
- A Bus Service Area Review has been undertaken for the borough (see below). here. -open winzip
- Bus Service Improvement Plan (2021 - 2026),
- First Annual Review (January 2023) and
- Six Month Report (March 2023)
- Essex Rail Strategy
- Education Transport Policy
- Public Rights of Way - the 'Definitive Map'

The Essex Rights of Way Improvement Plan (ROWIP) and advice note

Development Management

- EPOA Essex Design Guide,- Developer Documentation (Highways Technical Manual) for advice to developers on highways design.
- Street Materials Guide for advice and examples of good practice to guide new development on the best use of street materials.
- Development Management Policies (2011)
- ECC Developers' Guide to Infrastructure Contributions - Sections 5.5 to 5.8

Transport - and key strategic Cross boundary matters and evidence

- A127 Corridor for Growth - An Economic Plan 2014,
- Strategic Outline Business Case - A127 Air Quality Management Plan
- Multi District Highway Schemes – A127 Taskforce and A127/A130 Fairglen Interchange
- Access to Canvey Study
- A129 Corridor route improvements Study

- ECC Responses to Castle Point Plan Stakeholder Engagement 2023 (Transport Section15)

Nationally Significant Infrastructure Projects

ECC is engaging in an extensive number of NSIP projects across Essex including the following of relevance to CPBC:

- Oikos Marine and South Side – Oikos Storage Ltd
- Lower Thames Crossing – National Highways
- Norwich to Tilbury - National Grid
- Bradwell B Nuclear Power Station – Bradwell Power Generating Company Ltd

A full list can be supplied including for example A12 widening and new Solar Farms

Appendix B - National Transport Policy

The national transport policy backdrop has changed dramatically over the last few years with an increased focus on social equity, health and decarbonisation gaining prominence. Covid, Brexit and a need to grow the economy around sustainable and greener development principles has accelerated radical policy transformation and the production of new standards.

- Publication in 2018 of Road to Zero, the Government's carbon reduction strategy for road transport and the publication in July 2021 of the Transport Decarbonisation Plan,
- Publication of the Future of Mobility: Urban Strategy 2019 and the complementary Rural Strategy (currently in development)
- Publication of Gear Change, the Government's vision for walking and cycling, and new guidance on the design of cycle infrastructure.
- New approaches to rail and bus service delivery contained within Bus Back Better and the Williams-Shapps Plan for Rail published in 2021.
- New approaches to aviation with the Aviation Strategy – Flightpath to the Future (DfT, 2022) and Jet Zero Strategy: Delivering Net Zero Aviation by 2050 (DfT, 2022); in addition to Beyond the horizon – The future of UK aviation: Making best use of existing runways (2018) and Airports National Policy Statement: new runway capacity and infrastructure at airports in the South East of England (2018)
- Wider context is also found within the Government's 2020 Ten point plan for a green industrial revolution, the publication in 2021 of the Net Zero Strategy: Build Back Greener and updated guidance within the National Planning Policy Framework 2021