

# Statement of Consultation Appendix – Part 5

Promoting Sustainable Transport & Supporting High Quality Communications Infrastructure

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Summary of Comment	Summary Reference	Council Response	Council Action	Consultee Rep ID
<b>Chp 9 Transport</b>				
Concerned with the capacity of the road network in Billericay, with no option but to use the Sun Corner junction. No apparent solution to the congestion	TS1.1	Basildon Borough Council has worked closely with the Highways Authority at Essex County Council to commission highway modelling work to determine the impact of Local Plan growth on the highway network. BBC & ECC commissioned further highway mitigation modelling work to investigate if there were any road improvements that could be brought forward in order to bring the highway network within capacity in the Basildon Borough. The highway mitigation modelling tested a number of options, some of which made a minimal impact and have been dropped from the Local Plan, but the majority of options tested made some significant improvements to the highway network to the extent that it could be brought within capacity in the future year. For Billericay this includes the provision of a south/south-west relief route, which will provide an alternative route to Sun Corner, the removal of the one-way restriction on Laindon Road and various junction improvements at Sun Corner and Mountnessing Road/London Road junctions.	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	DLP/553, DLP/14356 DLP/14942 DLP/17740 DLP/19655 DLP/20321, DLP/1852, DLP/2175, DLP/1557, DLP/5077, DLP/1038, DLP/14356, DLP/14942, DLP/19655, DLP/12376, DLP/12396, DLP/13313, DLP/14325, DLP/14219, DLP/14328, DLP/17740, DLP/20217, DLP/20321
The results of the highway impact assessment show junctions in Billericay have been over capacity since 2012. There are no options to modify or improve the roads	TS1.2	Basildon Borough Council has worked closely with the Highways Authority at Essex County Council to commission highway modelling work to determine the impact of Local Plan growth on the highway network. BBC & ECC commissioned further highway mitigation modelling work to investigate if there were any road improvements that could be brought forward in order to bring the	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the	DLP/510, DLP/581, DLP/7217, DLP/524, DLP/7354DLPQQ/654, DLPQQ/765

		highway network within capacity in the Basildon Borough. The highway mitigation modelling tested a number of options, some of which made a minimal impact and have been dropped from the Local Plan, but the majority of options tested made some significant improvements to the highway network to the extent that it could be brought within capacity in the future year. For Billericay this includes the provision of a south/south-west relief route, which will provide an alternative route to Sun Corner, the removal of the one-way restriction on Laindon Road and various junction improvements at Sun Corner and Mountnessing Road/London Road junctions.	strategic development sites proposed in the Draft Local Plan.	
A modal shift is uncertain.	TS1.3	The Council's approach to delivering public transport improvements is set out in Policy TS4 of the Draft Local Plan. In order to increase the number of people accessing work and services by public transport the Council will work with Essex County Council and bus service providers to secure funding for a number of improvements in the Borough including improved north-south links and enhancing access to the A127 Enterprise Corridor. The Council will also expect development proposals to, where appropriate, support the establishment of new public transport services for their occupants/users, and be designed to meet the needs of public transport operators and users. The Council will also work with Essex County Council, Network Rail, the Railway Executive and rail franchise operators to secure investment in services which accommodate growth in rail travel, and secure onward journeys by sustainable	Basildon Borough Council will continue to work with the County Council and all other infrastructure providers to continually update the Infrastructure Delivery Plan to inform the Community Infrastructure Levy and to ensure that infrastructure needed to deliver planned growth is done in a sustainable, effective and timely manner.	DLP/510, DLP/581, DLP/505, DLP/502, DLP/524, DLP/3071

		means, including public transport, walking and cycling		
Objection to new junction on A127 as this would cause additional congestion to Cranfield Park Road. Recommends the slip road from A127 to A130 as a cheaper option that would not risk the need for compulsory purchase for the new road.	TS1.4	The purpose of the new junction on the A127 with link roads to Cranfield Park Road, A129/Southend Rd, and the A130 is to provide an alternative route to the Nevendon Road central route through Wickford. This would alleviate congestion on the Nevendon Road as there would be alternative access to all properties on the eastern side of Wickford and an alternative route to the A130 which would prevent traffic using Wickford as a rat run for north-south journeys. The route of the road connecting to Cranfield Park Road as presented in the Draft Local Plan is only indicative and the final route will require further design work to determine its exact location. The Council would only use its compulsory purchase powers as a last resort.	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to review the location of proposed relief routes throughout the Borough, to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	DLP/156, DLP/156, DLP/9173, DLP/9139, DLP/9050, DLP/9036, DLP/8566, DLP/8494, DLP/7354, DLP/11396, DLP/10360DLPQQ/682
The railway from Billericay is over capacity.	TS1.5	In order to ensure the railway can cope with future growth, the Council will work with ECC, Network Rail, the Railway Executive and rail franchise operators to secure investment in services which accommodate growth in rail travel, and secure onward journeys by sustainable means, including public transport, walking and cycling. Abellio Greater Anglia have been awarded the rail franchise for the Liverpool Street line from October 2016 and will oversee a £1.4 billion boost to rail services with more than 1,040 new carriages, journey times cut by 10%, at least 4 90 minute services between London and Norwich, 2 60 minute services per day between London and Ipswich, free wifi,	The Council will maintain, as a living document, an Infrastructure Delivery Plan, which will identify the requirements for infrastructure to support growth, including the railway requirements to support growth within the Borough as a whole, and within particular settlements and on specific development sites. Await findings of the parking capacity study.	DLP/3008, DLP/502, DLP/1002, DLP/566, DLP/12450, DLP/1852, DLP/2175, DLP/1022, DLP/1568, DLP/12450, DLP/15439DLPQQ/798, DLPQQ/842, DLPQQ/954, DLPQQ/849, DLPQQ/888, DLPQQ/989, DLPQQ/707, DLPQQ/793, DLPQQ/765

		<p>automatic 'delay repay' for season and advance purchase tickets, tough newperformance targets of 93%, and a host of new ticket initiatives including offers for part time users. By 2021 there will be more than 32,000 seats on services arriving at London Liverpool Street, while the franchise will introduce 1,144 additional weekday services to stations including Cambridge, Norwich, Stanstead Airport, Lowestoft, Southend, and London Liverpool Street. All new development proposed in the Draft Local Plan will be expected to make provision for car parking, provision for disabled parking and provision for safe and secure parking for bicycles in accordance with the latest adopted Essex Parking Standards, and any future iteration of these standards, once adopted by the Council. The Council is also in the process of producing a 'Vehicle Parking Capacity &amp; Intervention Study' which will provide recommendations as to whether or not parking can be intensified on existing car parks or if additional car parks can be provided at stations / town centres etc.</p>		
<p>Concern over road maintenance and congestion.</p>	<p>TS1.6</p>	<p>The repair of potholes on public roads in Essex is the responsibility of either Essex County Council, the Highways Agency, or County Route, depending on the classification of the road. Whilst the most recent population projections and transport impact assessments predict that population and congestion will increase in the Borough over the plan period to 2034, the provision of new houses to accommodate the population will allow for greater collection of Council tax to be spent on such things as road maintenance and Basildon Council has</p>	<p>Basildon Borough Council will commission additional Highway Modelling work to provide details of sustainable access requirements at each housing allocation site and to determine if there are any additional strategic improvements to the highway network that could further assist in the alleviation of congestion around the Borough. This work will accompany the next stage of the Local Plan, once it has been</p>	<p>DLP/734, DLP/3163, DLP/4796, DLP/14008, DLP/12869, DLP/12842, DLP/8946, DLP/20273, DLP/7180, DLP/20273, DLP/20275, DLP/20473, DLP/8946, DLP/12852, DLP/12877, DLP/14326, DLP/17675, DLP/8684, DLP/8706, DLP/9594, DLP/20319DLP/798, DLPQQ/692, DLPQQ/666</p>

		identified in the Local Plan a number of improvements to carriageway infrastructure to mitigate the impact of development on the road network. It is worth noting that when the Highways Agency became Highways England it was on the basis that they would have a dedicated pot of funding for road maintenance that the Highway Authority at Essex County Council could bid for.	re-drafted to take into consideration the comments made as part of the public consultation.	
Proposed transport improvements are insufficient. Many traffic accidents in Crays Hill	TS1.7	Noted. Basildon Borough Council has worked closely with the Highways Authority at Essex County Council to commission highway modelling work to determine the impact of Local Plan growth on the highway network. This also takes into consideration growth in neighbouring authority areas that is likely to use the strategic road network through the Basildon Borough such as the A127, A13, A129, A176 etc. to see if there is sufficient capacity in the highway network to cope with the additional traffic movements. The Highway Impact Assessment carried out by Ringway Jacobs and commissioned in partnership by Basildon Borough Council and Essex County Council stated that without intervention, the highway network would be over capacity by the end of the Local Plan period. Therefore, BBC & ECC commissioned further work to investigate if there were any road improvements that could be brought forward in order to bring the highway network within capacity in the Basildon Borough. The highway mitigation modelling tested a number of options, some of which made a minimal impact and have been dropped from the Local Plan, but the majority of options tested made some significant improvements to the highway	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	DLP/545, DLP/7246, DLP/7260, DLP/7414, DLP/7423

		network to the extent that it could be brought within capacity in the future year. This piece of work has been carried out at a strategic level and the Council recognises that further work to look at site specific sustainable access needs to be carried out in order to determine if there is any further mitigation required in some areas. The Crays Hill area will form part of the next stage appraisal of the highway network to highlight where sustainable access would be for proposed new development sites and to determine if any mitigation is required in order for those sites to be delivered in an effective and sustainable way.		
Concerned at the impact on the road network in/around Crays Hill from development north of the A127. Recommends mini roundabout at the junction of Gardiners Lane and the A129 and alternative routes to alleviate pressure on the local road network.	TS1.8	Noted. Basildon Borough Council has worked closely with the Highways Authority at Essex County Council to commission highway modelling work to determine the impact of Local Plan growth on the highway network. This also takes into consideration growth in neighbouring authority areas that is likely to use the strategic road network through the Basildon Borough such as the A127, A13, A129, A176 etc. to see if there is sufficient capacity in the highway network to cope with the additional traffic movements. The Highway Impact Assessment carried out by Ringway Jacobs and commissioned in partnership by Basildon Borough Council and Essex County Council stated that without intervention, the highway network would be over capacity by the end of the Local Plan period. Therefore, BBC & ECC commissioned further work to investigate if there were any road improvements that could be brought forward in order to bring the highway network within capacity in the	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	DLP/1453, DLP/1522, DLP/1739, DLP/20284, DLP/8018, DLP/8022, DLP/8026, DLP/9200, DLP/11799, DLP/20288

		<p>Basildon Borough. The highway mitigation modelling tested a number of options, some of which made a minimal impact and have been dropped from the Local Plan, but the majority of options tested made some significant improvements to the highway network to the extent that it could be brought within capacity in the future year. In relation to the strategic road network, the highway Authority have obtained funding to secure a number of improvements to the flow of traffic and is currently working on a similar strategy for the A13. The Local Plan also identifies the necessity to widen the A127 during the plan period. The mitigation modelling work has been carried out at a strategic level and the Council recognises that further work to look at site specific sustainable access needs to be carried out in order to determine if there is any further mitigation required in some areas. The Crays Hill area will form part of the next stage appraisal of the highway network to highlight where sustainable access would be for proposed new development sites and to determine if any mitigation is required in order for those site to be delivered in an effective and sustainable way.</p>		
<p>Object to development in Billericay as the roads are already congested.</p>	TS1.9	<p>Policy TS2 contains a number of improvements to Carriageway Infrastructure across the Borough in order to mitigate the impact of housing growth on the highway network. In addition to this, Policy TS6 which specifically aims to manage congestion caused by new development in the Borough. This Policy states that all development proposals that are likely to generate significant amounts of movements must be accompanied by a Transport Assessment or</p>	<p>Basildon Borough Council will continue to work with Essex County Council as the Highway Authority to develop the transport improvement schemes and to secure funding either through the LEP / Local Growth Fund or through planning obligations to ensure that necessary upgrades are made to highway network in</p>	<p>DLP/1018, DLP/599, DLP/605, DLP/1003, DLP/5117, DLP/18016, DLP/12585, DLP/10118, DLP/9600, DLP/9251, DLP/20149, DLP/20591, DLP/7163, DLP/7397, DLP/7429, DLP/7407, DLP/20180, DLP/20473, DLP/20492, DLP/7228, DLP/7423, DLP/11395, DLP/12450,</p>



		Transport Statement, which must demonstrate how the impacts of the development on the highway network will be mitigated.	order to alleviate the impact of Local Plan growth.	DLP/13374, DLP/18017, DLP/20132, DLP/20145, DLP/20038, DLP/20084, DLP/2059, DLP/2982, DLP/14367, DLP/14377, DLP/14390, DLP/14397, DLP/14409, DLP/14419, DLP/14429, DLP/14439, DLP/14447, DLP/14458, DLP/14470, DLP/9600, DLP/9251, DLP/20473, DLP/20038, DLP/20084, DLP/20149, DLP/20591, DLP/7163, DLP/9304, DLP/10123, DLP/12450, DLP/13374, DLP/16808, DLP/18017, DLP/18153, DLP/20132, DLP/20145, DLP/20180, DLP/7288, DLP/7407, DLP/7429, DLP/10118, DLP/12452, DLP/15439, DLP/7248, DLP/18309, DLP/13391, DLP/15066, DLP/17873, DLP/18006, DLP/18307, DLP/7362, DLP/10120, DLP/20403, DLP/18016, DLP/988, DLPQQ/838, DLPQQ/769, DLPQQ/577, DLPQQ/666, DLPQQ/657, DLPQQ/792, DLPQQ/793
Concerned at the lack of proposed highway infrastructure improvements to support development to the east of Billericay.	TS1.10	Additional work has been commissioned to ensure that the cumulative impacts of development within the Borough on highway capacity has been identified, and the mitigation proposed will be sufficient to deal with these impacts. This may result in additional mitigation requirements being	Undertake additional modelling of the cumulative impacts of development on highways capacity, and mitigation, and where necessary amend policy H27 to reflect the findings.	DLP/2307, DLP/20184, DLP/3191, DLP/5307, DLP/2157, DLP/2248, DLP/1075, DLP/909, DLP/898, DLP/873, DLP/136, DLP/817, DLP/2949, DLP/14272

		identified within the Local Plan, and in relation to specific sites.		
Severe congestion on the road network already.	TS1.11	Policies H7 to H27 identify the site specific local highway improvements required and to be provided alongside individual developments. To manage congestion at key routes, and at key junctions within the Borough, the Council will work with Essex County Council and developers to secure various improvements and alterations to carriageway infrastructure as set out in Policy TS2 of the Draft Local Plan.	Consider the implications of additional work around site access and local junctions, and to determine if there are any additional strategic improvements to the highway network that could further assist in the alleviation of congestion around the Borough. Add to policy requirements accordingly.	DLP/2158, DLP/7235, DLP/2446, DLP/7400DLPQQ/995, DLPQQ/615, DLPQQ/902
Concern about existing road congestion in Wickford	TS1.12	Policies H7 to H27 identify the site specific local highway improvements required and to be provided alongside individual developments. To manage congestion at key routes, and at key junctions within the Borough, the Council will work with Essex County Council and developers to secure various improvements and alterations to carriageway infrastructure as set out in Policy TS2 of the Draft Local Plan.	Consider the implications of additional work around site access and local junctions, and to determine if there are any additional strategic improvements to the highway network that could further assist in the alleviation of congestion around the Borough. Add to policy requirements accordingly.	DLP/3019, DLP/4846, DLP/4934, DLP/20172, DLP/9608, DLP/9615, DLP/9540, DLP/9468, DLP/9377, DLP/8973, DLP/8896, DLP/8836, DLP/7094, DLP/7124, DLP/7316, DLP/20461, DLP/7218, DLP/2446, DLP/1761, DLP/7094, DLP/7124, DLP/7217, DLP/7226, DLP/7235, DLP/7246, DLP/7260, DLP/20461, DLP/20520, DLP/20530, DLP/20543, DLP/20557, DLP/20563, DLP/20569, DLP/20596, DLP/20603, DLP/20610, DLP/20626, DLP/20634, DLP/20638, DLP/20658, DLP/5942, DLP/7134, DLP/7199, DLP/7218, DLP/8011, DLP/8594, DLP/8836, DLP/8896, DLP/8973, DLP/9377, DLP/9468, DLP/11375,

				DLP/11392, DLP/11565, DLP/11601, DLP/11628, DLP/9015, DLP/9547, DLP/14229DLPQQ/663, DLPQQ/890, DLPQQ/999, DLPQQ/948, DLPQQ/642, DLPQQ/945
Concern over the certainty that highway infrastructure improvements will be delivered.	TS1.13	The Highway Mitigation Modelling investigated if there were any road improvements that could be brought forward in order to bring the highway network within capacity in the Basildon Borough if Local Plan growth was applied to a future year scenario. The highway mitigation modelling tested a number of options, which proved to be successful in this regard and the Local Plan has selected the most effective options to be considered through the Draft Local Plan consultation. Funding cannot be secured for such schemes until the Local Plan is adopted and there is assurance that the development coming forward within the Borough would require such improvements to the road network. At the point of adoption of the Local Plan, Basildon Borough Council can work with the Highway Authority as they make bids for funding from the Local Enterprise Partnership/ Local Growth Fund, or it can raise funds through planning obligations (S106, S278, S38) to ensure road improvement schemes are brought forward in a timely fashion to support the level of growth proposed in the Local Plan. For example, Local Enterprise Partnership funding has recently been allocated for various improvements along the A127. In relation to parking, all new development proposed in the Draft Local Plan will be expected to make	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan. The Council will continue to work in partnership with ECC as the Highway Authority and the SELEP in order to secure funding for Local Plan transport schemes. The Council also intends to adopt a CIL in order to obtain contributions to transport infrastructure from developers. The Council will continue to review the parking standards adopted by the Council to ensure they are fit for purpose for the Basildon Borough. The Council will maintain, as a living document, an Infrastructure Delivery Plan, which will identify the requirements for infrastructure to support growth, including the railway requirements to support growth within the Borough as a	DLP/1117, DLP/1153, DLP/1165, DLP/1252, DLP/1312, DLP/1341, DLP/1417, DLP/1602, DLP/1632, DLP/1643, DLP/1674, DLP/1697, DLP/1705, DLP/1714, DLP/1728, DLP/1781, DLP/1828, DLP/1902, DLP/1928, DLP/1943, DLP/1955, DLP/1966, DLP/1982, DLP/1999, DLP/2065, DLP/2099, DLP/2110, DLP/2117, DLP/2409, DLP/2432, DLP/2465, DLP/2484, DLP/2494, DLP/2598, DLP/2623, DLP/2646, DLP/2656, DLP/2667, DLP/2692, DLP/2828, DLP/2872, DLP/2893, DLP/2903, DLP/2908, DLP/2923, DLP/2995, DLP/3116, DLP/3133, DLP/3137, DLP/3151, DLP/3159, DLP/3194, DLP/3212, DLP/3223, DLP/3234, DLP/3245, DLP/3270, DLP/3286, DLP/3298, DLP/3330, DLP/3385, DLP/3395,

		<p>provision for car parking, provision for disabled parking and provision for safe and secure parking for bicycles in accordance with the latest adopted Essex Parking Standards, and any future iteration of these standards, once adopted by the Council.</p>	<p>whole, and within particular settlements and on specific development sites.</p>	<p>DLP/3407, DLP/3415, DLP/3431, DLP/3442, DLP/3456, DLP/3472, DLP/3475, DLP/3492, DLP/3505, DLP/3514, DLP/3525, DLP/3535, DLP/3545, DLP/3550, DLP/3572, DLP/3592, DLP/3594, DLP/3605, DLP/3617, DLP/3625, DLP/3643, DLP/3654, DLP/3678, DLP/3679, DLP/3693, DLP/3704, DLP/3712, DLP/3722, DLP/3731, DLP/3742, DLP/3752, DLP/3765, DLP/3776, DLP/3785, DLP/3795, DLP/3818, DLP/3828, DLP/3842, DLP/3849, DLP/3858, DLP/3871, DLP/3882, DLP/3902, DLP/3914, DLP/3921, DLP/3931, DLP/3942, DLP/3948, DLP/3961, DLP/3971, DLP/3978, DLP/3988, DLP/4010, DLP/4017, DLP/4031, DLP/4033, DLP/4047, DLP/4053, DLP/4063, DLP/4086, DLP/4102, DLP/4103, DLP/4117, DLP/4129, DLP/4132, DLP/4148, DLP/4154, DLP/4163, DLP/4172, DLP/4181, DLP/4190, DLP/4200, DLP/4209, DLP/4236, DLP/4250, DLP/4251,</p>
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Questions the effectiveness of minor highways improvements to alleviate congestion.	TS1.14	Basildon Borough Council has worked closely with the Highways Authority at Essex County Council to commission highway modelling work to determine the impact of Local Plan growth on the highway network. The Highway Impact Assessment carried out by Ringway Jacobs and commissioned in partnership by Basildon Borough Council and Essex County Council stated that without intervention, the highway network would be over capacity by the end of the Local Plan period. Therefore, BBC & ECC	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	DLP/4495, DLP/12602, DLP/12602, DLP/7410, DLP/9580, DLPQQ/968

		<p>commissioned further work to investigate if there were any road improvements that could be brought forward in order to bring the highway network within capacity in the Basildon Borough. The highway mitigation modelling tested a number of options, some of which made a minimal impact and have been dropped from the Local Plan, but the majority of options tested made some significant improvements to the highway network to the extent that it could be brought within capacity in the future year. Basildon Council has commissioned some further highway modelling work to review the impact of Local Plan growth on the highway network in the Basildon Borough in order to identify any additional mitigation options not previously considered that may be required to improve capacity at major junctions, and to determine site specific sustainable access on each of the proposed housing allocations.</p>		
<p>No account has been taken of the effect of the new container port or the Lower Thames Crossing on strategic highway network.</p>	TS1.15	<p>The Council has commissioned various transport modelling studies in partnership with the Highway Authority to determine what improvements to the highway network would be required in order to mitigate the impact of additional traffic. The Council has commissioned further work in this regard which will review the potential impact of development growth in the highway network in the Basildon Borough, identify any additional mitigation options required to improve the highway network and look at site specific sustainable access on individual site allocations. This study will also consider outside factors in the assumptions made for background growth in other Local Authority areas including major developments and the</p>	<p>Basildon Borough Council will continue to review the Essex Parking Standards to ensure that they are still fit for purpose for the Basildon Borough and seek to amend them if necessary. Use the car parking study, currently being carried out to determine the need for parking in different areas of the Borough and to inform any review of adopted parking standards. Basildon Borough Council will continue to work with Highways England, Essex County Council, and neighbouring authorities in order to identify any potential cross boundary issues or impact</p>	DLP/1371

		<p>preferred route for the Lower Thames Crossing will be specifically mentioned in the commentary as having a potential impact on the highway network. However, the full extent will not be known until the government announces the chosen route, in which case Basildon Council may need to lobby government for additional improvements to the highway network to cope with the additional traffic using the strategic routes through the Basildon Borough, which may need to be delivered in partnership with Highways England.</p>	<p>on the highway network in the Basildon Borough caused by development elsewhere.</p>	
<p>Difficult to access Wickford from Crays Hill and off the A127 at peak times.</p>	TS1.16	<p>Noted. Basildon Borough Council has worked closely with the Highways Authority at Essex County Council to commission highway modelling work to determine the impact of Local Plan growth on the highway network. This also takes into consideration growth in neighbouring authority areas that is likely to use the strategic road network through the Basildon Borough such as the A127, A13, A129, A176 etc. to see if there is sufficient capacity in the highway network to cope with the additional traffic movements. The Highway Impact Assessment carried out by Ringway Jacobs and commissioned in partnership by Basildon Borough Council and Essex County Council stated that without intervention, the highway network would be over capacity by the end of the Local Plan period. Therefore, BBC &amp; ECC commissioned further work to investigate if there were any road improvements that could be brought forward in order to bring the highway network within capacity in the Basildon Borough. The highway mitigation modelling tested a number of options, some</p>	<p>Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.</p>	<p>DLP/1717DLPQQ/825, DLPQQ/706</p>

		<p>of which made a minimal impact and have been dropped from the Local Plan, but the majority of options tested made some significant improvements to the highway network to the extent that it could be brought within capacity in the future year. In relation to the strategic road network, the highway Authority have obtained funding to secure a number of improvements to the flow of traffic and is currently working on a similar strategy for the A13. The Local Plan also identifies the necessity to widen the A127 during the plan period. The mitigation modelling work has been carried out at a strategic level and the Council recognises that further work to look at site specific sustainable access needs to be carried out in order to determine if there is any further mitigation required in some areas. The Crays Hill area will form part of the next stage appraisal of the highway network to highlight where sustainable access would be for proposed new development sites and to determine if any mitigation is required in order for those site to be delivered in an effective and sustainable way.</p>		
<p>Road network is at capacity/insufficient and the plan fails to address this.</p>	TS1.17	<p>Noted. Basildon Borough Council has worked closely with the Highways Authority at Essex County Council to commission highway modelling work to determine the impact of Local Plan growth on the highway network. This also takes into consideration growth in neighbouring authority areas that is likely to use the strategic road network through the Basildon Borough such as the A127, A13, A129, A176 etc. to see if there is sufficient capacity in the highway network to cope with the additional traffic movements. The Highway Impact Assessment carried out by</p>	<p>Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.</p>	<p>DLP/83, DLP/1717, DLP/2092, DLP/8001, DLP/20613, DLP/20045, DLP/20190, DLP/2322, DLP/20044, DLP/20239, DLP/1373, DLP/2284, DLP/5704, DLP/2949, DLP/2173, DLP/4583, DLP/4597, DLP/4582, DLP/4598, DLP/20239DLPQQ/749, DLPQQ/697, DLPQQ/1008, DLPQQ/639, DLPQQ/664,</p>



		Ringway Jacobs and commissioned in partnership by Basildon Borough Council and Essex County Council stated that without intervention, the highway network would be over capacity by the end of the Local Plan period. Therefore, BBC & ECC commissioned further work to investigate if there were any road improvements that could be brought forward in order to bring the highway network within capacity in the Basildon Borough. The highway mitigation modelling tested a number of options, some of which made a minimal impact and have been dropped from the Local Plan, but the majority of options tested made some significant improvements to the highway network to the extent that it could be brought within capacity in the future year.		
Road improvements/more development will mean more congestion and pollution.	TS1.18	Some air quality diffusion tubes are already located around the Borough in various locations to determine the local pollution levels from vehicles. However, further work needs to be done to potentially identify any issues of air quality around the Borough to inform site selection in the Draft Local Plan and/or mitigation requirements.	Await the results of this work which will then inform the next version of the Local Plan due for consultation in early 2017.	DLP/2207, DLP/2322, DLP/5108, DLP/20449, DLP/516, DLP/2993, DLP/2793, DLP/3112, DLP/1771, DLP/2284, DLP/5704, DLP/517 DLPQQ/748, DLPQQ/811, DLPQQ/999, DLPQQ/1012
The modelling work carried out suggests that highway capacity problems would still occur.	TS1.19	Basildon Borough Council has worked closely with the Highways Authority at Essex County Council to commission highway modelling work to determine the impact of Local Plan growth on the highway network. This also takes into consideration growth in neighbouring authority areas that is likely to use the strategic road network through the Basildon Borough such as the A127, A13, A129, A176 etc. to see if there is sufficient capacity in the highway network to cope with the additional traffic movements. The	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	DLP/2981, DLP/20174, DLP/246, DLP/20151, DLP/20174, DLP/7354

		<p>Highway Impact Assessment carried out by Ringway Jacobs and commissioned in partnership by Basildon Borough Council and Essex County Council stated that without intervention, the highway network would be over capacity by the end of the Local Plan period. Therefore, BBC &amp; ECC commissioned further work to investigate if there were any road improvements that could be brought forward in order to bring the highway network within capacity in the Basildon Borough. The highway mitigation modelling tested a number of options, some of which made a minimal impact and have been dropped from the Local Plan, but the majority of options tested made some significant improvements to the highway network to the extent that it could be brought within capacity in the future year. Basildon Council has commissioned some further highway modelling work to review the impact of Local Plan growth on the highway network in the Basildon Borough in order to identify any additional mitigation options not previously considered that may be required to improve capacity at major junctions, and to determine site specific sustainable access on each of the proposed housing allocations.</p>		
Strategic highway network is already congested/at capacity.	TS1.20	<p>Noted. Basildon Borough Council has worked closely with the Highways Authority at Essex County Council to commission highway modelling work to determine the impact of Local Plan growth on the highway network. This also takes into consideration growth in neighbouring authority areas that is likely to use the strategic road network through the Basildon Borough such as the A127, A13, A129, A176 etc. to see if there is sufficient</p>	<p>Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.</p>	<p>DLP/2981, DLP/4796, DLP/17671, DLP/9409, DLP/9251, DLP/9224, DLP/18059, DLP/7331, DLP/20275, DLP/20316, DLP/14357, DLP/1584, DLP/2295, DLP/1771, DLP/2004, DLP/1970, DLP/1971, DLP/3046, DLP/2982, DLP/932, DLP/1236,</p>

		<p>capacity in the highway network to cope with the additional traffic movements. The Highway Impact Assessment carried out by Ringway Jacobs and commissioned in partnership by Basildon Borough Council and Essex County Council stated that without intervention, the highway network would be over capacity by the end of the Local Plan period. Therefore, BBC &amp; ECC commissioned further work to investigate if there were any road improvements that could be brought forward in order to bring the highway network within capacity in the Basildon Borough. The highway mitigation modelling tested a number of options, some of which made a minimal impact and have been dropped from the Local Plan, but the majority of options tested made some significant improvements to the highway network to the extent that it could be brought within capacity in the future year.</p>		<p>DLP/1089, DLP/3321, DLP/3140, DLP/1351, DLP/14338, DLP/18090, DLP/9981, DLP/14229, DLP/14357, DLP/20316, DLP/20449, DLP/7331, DLP/9224, DLP/9251, DLP/9409, DLP/17671, DLP/15652</p>
<p>Additional development will increase congestion and give rise to road safety issues.</p>	<p>TS1.21</p>	<p>It is recognised that there will be localised traffic impacts associated with development. The mitigation modelling work has been carried out at a strategic level and the Council recognises that further work to look at site specific sustainable access needs to be carried out in order to determine if there is any further mitigation required in some areas. Further work is being commissioned to determine if there is any further mitigation required to the highway network, and if there are any particular access or safety requirements to be implemented as part of individual development sites. In partnership with Essex County Council and Essex Highways, additional work will be undertaken on local access issues to ensure that new</p>	<p>Undertake additional work looking at local access issues for sites, and where appropriate amend relevant policies to incorporate any additional mitigation requirements.</p>	<p>DLP/1500, DLP/1075, DLP/1816, DLP/1771, DLP/2446, DLP/3062, DLP/1170, DLP/386, DLP/2919, DLP/16432, DLP/20277DLPQQ/766, DLPQQ/754, DLPQQ/655, DLPQQ/737, DLPQQ/711, DLPQQ/1003, DLPQQ/982, DLPQQ/941, DLPQQ/933</p>

		development is accompanied by adequate local junction and road safety improvements. The Crays Hill area will form part of the next stage appraisal of the highway network to highlight where sustainable access would be for proposed new development sites and to determine if any mitigation is required in order for those site to be delivered in an effective and sustainable way.		
The A129 was not built for current size of buses and trucks and is quite narrow.	TS1.22	Noted.. Basildon Borough Council has worked closely with the Highways Authority at Essex County Council to commission highway modelling work to determine the impact of Local Plan growth on the highway network. The Highway Impact Assessment carried out by Ringway Jacobs and commissioned in partnership by Basildon Borough Council and Essex County Council stated that without intervention, the highway network would be over capacity by the end of the Local Plan period. Therefore, BBC & ECC commissioned further work to investigate if there were any road improvements that could be brought forward in order to bring the highway network within capacity in the Basildon Borough. The highway mitigation modelling tested a number of options, some of which made a minimal impact and have been dropped from the Local Plan, but the majority of options tested made some significant improvements to the highway network to the extent that it could be brought within capacity in the future year. The Crays Hill area will form part of the next stage appraisal of the highway network to highlight where sustainable access would be for proposed new development sites and to determine if any mitigation is required in	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	DLP/1500

		order for those site to be delivered in an effective and sustainable way.		
Questions whether land drainage and road access has been considered.	TS1.23	In order to ensure that new development within Basildon Borough does not increase the number of people and properties at risk of flooding the Council will ensure that new development does not increase the risk of flooding elsewhere, and that flood risk is managed effectively on site. Chapter 15 covers flood risk and drainage management. It is recognised that there will be localised traffic impacts associated with development. In partnership with Essex County Council and Essex Highways, additional work will be undertaken on local access issues to ensure that new development is accompanied by adequate local junction and road safety improvements. This may result in the need to add to the policy requirements for development sites H7 to H27.	Continue to review the parking standards adopted by the Council to ensure they are fit for purpose for the Basildon Borough. Work with Essex County Council as the lead Local Flooding Authority to ensure new development effectively mitigates the impact of development so that it does not increase the risk of flooding to any existing or new development. Further work will be commissioned in partnership with the Highway Authority to provide recommendations for safe and sustainable access to proposed housing allocations in the Local Plan.	DLP/1681
Object to the plan due to congestion and lack of rail capacity	TS1.24	Basildon Borough Council has worked closely with the Highways Authority at Essex County Council to commission highway modelling work to determine the impact of Local Plan growth on the highway network. This also takes into consideration growth in neighbouring authority areas that is likely to use the strategic road network through the Basildon Borough such as the A127, A13, A129, A176 etc. to see if there is sufficient capacity in the highway network to cope with the additional traffic movements. The Highway Impact Assessment carried out by Ringway Jacobs and commissioned in	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan. The Council will maintain, as a living document, an Infrastructure Delivery Plan, which will identify the requirements for infrastructure	DLP/1681, DLP/1009, DLP/9441, DLP/3664, DLP/15976DLPQQ/802, DLPQQ/842, DLPQQ/850, DLPQQ/687, DLPQQ/605, DLPQQ/639, DLPQQ/643, DLPQQ/645, DLPQQ/660

	<p>partnership by Basildon Borough Council and Essex County Council stated that without intervention, the highway network would be over capacity by the end of the Local Plan period. Therefore, BBC &amp; ECC commissioned further work to investigate if there were any road improvements that could be brought forward in order to bring the highway network within capacity in the Basildon Borough. The highway mitigation modelling tested a number of options, some of which made a minimal impact and have been dropped from the Local Plan, but the majority of options tested made some significant improvements to the highway network to the extent that it could be brought within capacity in the future year. Basildon Council has commissioned some further highway modelling work to review the impact of Local Plan growth on the highway network in the Basildon Borough in order to identify any additional mitigation options not previously considered that may be required to improve capacity at major junctions, and to determine site specific sustainable access on each of the proposed housing allocations. In order to ensure the railway can cope with future growth, the Council will work with ECC, Network Rail, the Railway Executive and rail franchise operators to secure investment in services which accommodate growth in rail travel, and secure onward journeys by sustainable means, including public transport, walking and cycling. Abellio Greater Anglia have been awarded the rail franchise for the Liverpool Street line from October 2016 and will oversee a £1.4 billion boost to rail services with more than 1,040</p>	<p>to support growth, including the railway requirements to support growth within the Borough as a whole, and within particular settlements and on specific development sites.</p>	
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		new carriages. C2C have been awarded the 15yr rail franchise for the Fenchurch Street line up to 2029 and benefits agreed between National Express and the Department for Transport include new trains with 68 extra carriages from 2019, and a significant upgrade for the existing fleet.		
Brentwood Council support Basildon's approach to the Lower Thames Crossing and note the ongoing work on improvements to the A127 corridor in partnership with ECC & SELEP	TS1.25	Noted	Basildon Borough Council will continue to work with Highways England, Essex County Council, and neighbouring authorities in relation to the Lower Thames Crossing and potential improvements along the A127 corridor	DLP/2053
Supports Policy TS1 in principle but recommends wording changes to make reference to the proposed new junction on the A127 in part d i.	TS1.26	Noted. The Council will consider wording changes to policies in light of the comments received.	Consider wording changes.	DLP/3425
Castle Point Borough Council identified the highways improvements that could have an impact on their Borough as well as individual junction improvements. States that all improvements should be at delivery stage before	TS1.27	Noted. Basildon Borough Council has commissioned additional Highway Mitigation Modelling work to determine if there are any additional mitigation required to the highway network to cope with planned Local Plan growth, to determine site specific sustainable access, which will also assist in the Council's review of its phasing strategy for new development locations.	The Council will continue to work with the Highway Authority and neighbouring authorities through the Duty to Cooperate to address an cross-boundary issues relating to the transport modelling for the Basildon Borough. The phasing strategy for when supporting infrastructure will be delivered to support levels of growth proposed in the Borough will be reviewed to	DLP/1391

significant development commences on site.			ensure that development is delivered in a sustainable, effective, and timely manner.	
Policy TS1 should add encouragement of charging points for electric vehicles	TS1.28	Noted.	The Council will review its transport strategy policies to see if it is appropriate to include references encouraging charging points for electric vehicles.	DLP/1798
Support Policy TS1.	TS1.29	Support noted.	None required.	DLP/692
Concern about impact of more vehicles on pollution/ health.	TS1.30	Some air quality diffusion tubes are already located around the Borough in various locations to determine the local pollution levels from vehicles. However, further work needs to be done to potentially identify any issues of air quality around the Borough to inform site selection in the Draft Local Plan and/or mitigation requirements.	Additional air diffusion tubes have been distributed around the Basildon Borough in the locations where new housing and employment allocations are proposed in the Draft Local Plan, and where new road infrastructure has been proposed to determine if there are any air quality issues arising from additional traffic so that it can be factored into the Sustainability Appraisal and the recommendation for strategic site selection, and/or mitigation requirements for each development proposal. The results of this work will be published alongside the next version of the Local Plan due for consultation in early 2017.	DLP/2841, DLP/319, DLP/5072, DLP/11375, DLP/11392, DLP/11565, DLP/11601, DLP/11628DLPQQ/798, DLPQQ/771, DLPQQ/753, DLPQQ/741, DLPQQ/690, DLPQQ/969
Proposed infrastructure not sufficient to accommodate proposed development in Wickford.	TS1.31	Additional infrastructure is proposed as part of this plan as set out in chapters 9, 13 and 18 and is provided in more detail in the Infrastructure Delivery Plan and within individual development allocations. Policy IMP1 states that development will be phased or limited to ensure that infrastructure capacity is created to accommodate additional people and vehicles, alongside	The Council will continue to work with infrastructure partners and will update the Infrastructure Delivery Plan to reflect changes and the progress made in delivering the plan and securing key pieces of infrastructure.	DLP/5114DLPQQ/779



		new development. This phasing is specified within individual development allocations. Phasing arrangements which would result in unmitigated harm to the environment, or would see infrastructure capacity exceeded or community infrastructure needs unmet will not be accepted.		
Concern over highway maintenance.	TS1.32	The repair of potholes on the public highway in Essex is the responsibility of either Essex County Council, the Highways Agency, or County Route, depending on the classification of the highway. It is worth noting that when the Highways Agency became Highways England it was on the basis that they would have a dedicated pot of funding for road maintenance that the Highway Authority at Essex County Council could bid for.	None required.	DLP/3701 DLP/3954, DLP/4458, DLP/9885, DLP/10767, DLPQQ/798, DLPQQ/783, DLPQQ/813, DLPQQ/833, DLPQQ/991, DLPQQ/773, DLPQQ/766, DLPQQ/738, DLPQQ/737, DLPQQ/690, DLPQQ/977, DLPQQ/941, DLPQQ/933, DLPQQ/928, DLPQQ/925
Suggestions for alternative road routes.	TS1.33	Basildon Borough Council has worked closely with the Highways Authority at Essex County Council to commission highway modelling work to determine the impact of Local Plan growth on the highway network. The Highway Impact Assessment carried out by Ringway Jacobs and commissioned in partnership by Basildon Borough Council and Essex County Council stated that without intervention, the highway network would be over capacity by the end of the Local Plan period. Therefore, BBC & ECC commissioned further work to investigate if there were any road improvements that could be brought forward in order to bring the highway network within capacity in the Basildon Borough. The highway mitigation modelling tested a number of options, some of which made a minimal impact and have	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	DLP/1874, DLP/1764, DLP/2189, DLPQQ/777, DLPQQ/659, DLPQQ/1003, DLPQQ/965, DLPQQ/923

		<p>been dropped from the Local Plan, but the majority of options tested made some significant improvements to the highway network to the extent that it could be brought within capacity in the future year. Basildon Council has commissioned some further highway modelling work to review the impact of Local Plan growth on the highway network in the Basildon Borough in order to identify any additional mitigation options not previously considered that may be required to improve capacity at major junctions, and to determine site specific sustainable access on each of the proposed housing allocations.</p>		
<p>Proposed transport infrastructure improvements are insufficient to support new development.</p>	TS1.34	<p>Noted. Basildon Borough Council has worked closely with the Highways Authority at Essex County Council to commission highway modelling work to determine the impact of Local Plan growth on the highway network. This also takes into consideration growth in neighbouring authority areas that is likely to use the strategic road network through the Basildon Borough such as the A127, A13, A129, A176 etc. to see if there is sufficient capacity in the highway network to cope with the additional traffic movements. The Highway Impact Assessment carried out by Ringway Jacobs and commissioned in partnership by Basildon Borough Council and Essex County Council stated that without intervention, the highway network would be over capacity by the end of the Local Plan period. Therefore, BBC &amp; ECC commissioned further work to investigate if there were any road improvements that could be brought forward in order to bring the highway network within capacity in the Basildon Borough. The highway mitigation</p>	<p>The Council will continue to work with infrastructure partners and will update the Infrastructure Delivery Plan to reflect changes and the progress made in delivering the plan and securing key pieces of infrastructure</p>	<p>DLP/1084, DLP/3191, DLP/5307, DLP/2157, DLP/2248, DLP/873, DLP/2295, DLP/792, DLP/2949, DLP/348, DLP/673, DLP/2988, DLP/2546, DLP/14178, DLP/14815, DLP/15682, DLP/13877, DLP/12135, DLP/12280, DLP/12289, DLP/12299, DLP/12308, DLP/12316, DLP/12323, DLP/12330, DLP/12337, DLP/12346, DLP/12353, DLP/12365, DLP/12367, DLP/12380, DLP/12388, DLP/12403, DLP/12418, DLP/12420, DLP/12440, DLP/12457, DLP/12471, DLP/12474, DLP/12489, DLP/12504, DLP/12514, DLP/12536, DLP/12555, DLP/12570, DLP/12580, DLP/12581, DLP/12591, DLP/12613, DLP/12620, DLP/12649,</p>

		modelling tested a number of options, some of which made a minimal impact and have been dropped from the Local Plan, but the majority of options tested made some significant improvements to the highway network to the extent that it could be brought within capacity in the future year. This piece of work has been carried out at a strategic level and the Council recognises that further work to look at site specific sustainable access needs to be carried out in order to determine if there is any further mitigation required in some areas.		DLP/12666, DLP/12678, DLP/12707, DLP/12727, DLP/12740, DLP/12783, DLP/14648, DLP/14665, DLP/14692, DLP/14701, DLP/14712, DLP/14715, DLP/14729, DLP/14749, DLP/14755, DLPQQ/680
Proposed transport infrastructure not sufficient to accommodate proposed development in Billercay	TS1.35	Additional infrastructure is proposed as part of this plan as set out in chapters 9, 13 and 18 and is provided in more detail in the Infrastructure Delivery Plan and within individual development allocations. Policy IMP1 states that development will be phased or limited to ensure that infrastructure capacity is created to accommodate additional people and vehicles, alongside new development. This phasing is specified within individual development allocations. Phasing arrangements which would result in unmitigated harm to the environment, or would see infrastructure capacity exceeded or community infrastructure needs unmet will not be accepted.	The Council will continue to work with infrastructure partners and will update the Infrastructure Delivery Plan to reflect changes and the progress made in delivering the plan and securing key pieces of infrastructure	DLP/2157, DLP/2248, DLP/3191, DLP/12135, DLP/12138, DLP/12161, DLP/12202, DLP/12203, DLP/12216, DLP/12227, DLP/12242, DLP/12249, DLP/12271, DLP/12280, DLP/12281, DLP/12289, DLP/12290, DLP/12294, DLP/12299, DLP/12300, DLP/12308, DLP/12309, DLP/12316, DLP/12317, DLP/12323, DLP/12324, DLP/12330, DLP/12331, DLP/12337, DLP/12339, DLP/12346, DLP/12347, DLP/12353, DLP/12355, DLP/12365, DLP/12366, DLP/12367, DLP/12370, DLP/12380, DLP/12381, DLP/12388, DLP/12390, DLP/12403, DLP/12405, DLP/12418, DLP/12420, DLP/12421, DLP/12422, DLP/12440, DLP/12442,

			DLP/12457, DLP/12460, DLP/12471, DLP/12473, DLP/12474, DLP/12477, DLP/12489, DLP/12494, DLP/12504, DLP/12505, DLP/12514, DLP/12518, DLP/12536, DLP/12541, DLP/12555, DLP/12562, DLP/12570, DLP/12571, DLP/12572, DLP/12580, DLP/12581, DLP/12582, DLP/12585, DLP/12591, DLP/12592, DLP/12598, DLP/12599, DLP/12606, DLP/12607, DLP/12613, DLP/12614, DLP/12620, DLP/12621, DLP/12627, DLP/12628, DLP/12635, DLP/12636, DLP/12643, DLP/12649, DLP/12650, DLP/12659, DLP/12660, DLP/12666, DLP/12667, DLP/12668, DLP/12669, DLP/12678, DLP/12680, DLP/12681, DLP/12684, DLP/12699, DLP/12700, DLP/12707, DLP/12708, DLP/12714, DLP/12715, DLP/12727, DLP/12729, DLP/12740, DLP/12743, DLP/12755, DLP/12757, DLP/12760, DLP/12763, DLP/12770, DLP/12771, DLP/12783, DLP/12784, DLP/12788, DLP/12793, DLP/12795, DLP/12796, DLP/12810, DLP/12814, DLP/12819, DLP/12842,
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				DLP/12845, DLP/12860, DLP/12861, DLP/12869, DLP/12870, DLP/12872, DLP/12874, DLP/12890, DLP/12893, DLP/12909, DLP/12910, DLP/12925, DLP/12927, DLP/12936, DLP/12938, DLP/12946, DLP/12947, DLP/12970, DLP/12972, DLP/12981, DLP/12983, DLP/12990, DLP/12992, DLP/13013, DLP/13017, DLP/13019, DLP/13023, DLP/13039, DLP/13041, DLP/13048, DLP/13059, DLP/13094, DLP/13098, DLP/13103, DLP/13105, DLP/13125, DLP/13128, DLP/13147, DLP/13209, DLP/13210, DLP/13216, DLP/13217, DLP/13225, DLP/13226, DLP/13240, DLP/13254, DLP/13256, DLP/13267, DLP/13268, DLP/13275, DLP/13277, DLP/13283, DLP/13284, DLP/13290, DLP/13291, DLP/13297, DLP/13304, DLP/13305, DLP/13329, DLP/13348, DLP/13349, DLP/13352, DLP/13356, DLP/13369, DLP/13370, DLP/13382, DLP/13383, DLP/13390, DLP/13392, DLP/13402, DLP/13404, DLP/13418, DLP/13419, DLP/13423, DLP/13430, DLP/13438,
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			DLP/13439, DLP/13445, DLP/13446, DLP/13452, DLP/13453, DLP/13459, DLP/13460, DLP/13469, DLP/13470, DLP/13471, DLP/13474, DLP/13484, DLP/13486, DLP/13487, DLP/13495, DLP/13496, DLP/13502, DLP/13503, DLP/13509, DLP/13510, DLP/13519, DLP/13520, DLP/13523, DLP/13527, DLP/13528, DLP/13530, DLP/13537, DLP/13538, DLP/13545, DLP/13546, DLP/13555, DLP/13556, DLP/13557, DLP/13559, DLP/13568, DLP/13570, DLP/13575, DLP/13581, DLP/13583, DLP/13584, DLP/13590, DLP/13591, DLP/13597, DLP/13598, DLP/13608, DLP/13610, DLP/13621, DLP/13622, DLP/13634, DLP/13636, DLP/13643, DLP/13651, DLP/13652, DLP/13663, DLP/13664, DLP/13667, DLP/13669, DLP/13679, DLP/13682, DLP/13689, DLP/13692, DLP/13697, DLP/13699, DLP/13713, DLP/13715, DLP/13718, DLP/13721, DLP/13733, DLP/13749, DLP/13750, DLP/13751, DLP/13753, DLP/13769, DLP/13770, DLP/13780, DLP/13783,
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				DLP/14479, DLP/14482, DLP/14484, DLP/14485, DLP/14497, DLP/14499, DLP/14502, DLP/14504, DLP/14512, DLP/14514, DLP/14517, DLP/14525, DLP/14526, DLP/14539, DLP/14543, DLP/14546, DLP/14554, DLP/14558, DLP/14564, DLP/14566, DLP/14567, DLP/14568, DLP/14578, DLP/14581, DLP/14584, DLP/14586, DLP/14587, DLP/14591, DLP/14600, DLP/14608, DLP/14613, DLP/14614, DLP/14615, DLP/14622, DLP/14623, DLP/14644, DLP/14646, DLP/14648, DLP/14651, DLP/14665, DLP/14667, DLP/14675, DLP/14677, DLP/14678, DLP/14680, DLP/14692, DLP/14696, DLP/14701, DLP/14702, DLP/14712, DLP/14714, DLP/14715, DLP/14716, DLP/14729, DLP/14738, DLP/14749, DLP/14750, DLP/14752, DLP/14754, DLP/14755, DLP/14758, DLP/14759, DLP/14764, DLP/14765, DLP/14773, DLP/14774, DLP/14785, DLP/14787, DLP/14788, DLP/14789, DLP/14790, DLP/14794, DLP/14797, DLP/14807, DLP/14808, DLP/14815,
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Congestion at Nevendon Road junction with the A127.	TS1.36	The purpose of the new junction on the A127 with link roads to Cranfield Park Road, A129/Southend Rd, and the A130 is to provide an alternative route to the Nevendon Road central route through Wickford. This would alleviate congestion on the Nevendon Road as there would be alternative access to all properties on the eastern side of Wickford and an alternative route to the A130 which would prevent traffic using Wickford as a rat run for north-south journeys. The route of the road connecting to Cranfield Park Road as presented in the Draft Local Plan is only indicative and the final route will require further design work to determine its exact location. The Council would only use its compulsory purchase powers as a last resort.	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to review the location of proposed relief routes throughout the Borough, to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	DLP/7353, DLP/7494, DLP/7513 DLP/8999, DLP/9000, DLP/9101, DLP/9251, DLP/9270, DLP/9272, DLP/9278, DLP/9283, DLP/9288, DLP/9294, DLP/9302, DLP/9309, DLP/9315, DLP/9316, DLP/9326, DLP/9337, DLP/9340, DLP/9351, DLP/9352, DLP/9358, DLP/9363, DLP/9375, DLP/9377, DLP/9380, DLP/9389, DLP/9390, DLP/9396, DLP/9401, DLP/9408, DLP/9409, DLP/9412, DLP/9418, DLP/9419, DLP/9426, DLP/9430, DLP/9436, DLP/9443, DLP/9449, DLP/9457, DLP/9467, DLP/9468, DLP/9471, DLP/9479, DLP/9483, DLP/9484, DLP/9492,

				DLP/9495, DLP/9505, DLP/9506, DLP/9553, DLP/9584, DLP/9909, DLP/9946, DLP/10118, DLP/10890, DLP/11400, DLP/12121, DLP/12452, DLP/12852, DLP/18296, DLP/19010, DLP/20581, DLP/9088, DLP/9013, DLP/8612, DLP/8011, DLP/7134, DLP/2189, DLP/9015, DLP/9547, DLP/14229, DLP/8612, DLP/9013, DLP/9088, DLPQQ/999
No specific comment with regards to the level of development and impact on local highway network.	TS1.37	Basildon Borough Council has worked closely with the Highways Authority at Essex County Council to commission highway modelling work to determine the impact of Local Plan growth on the highway network. The Highway Impact Assessment carried out by Ringway Jacobs and commissioned in partnership by Basildon Borough Council and Essex County Council stated that without intervention, the highway network would be over capacity by the end of the Local Plan period. Therefore, BBC & ECC commissioned further work to investigate if there were any road improvements that could be brought forward in order to bring the highway network within capacity in the Basildon Borough. The highway mitigation modelling tested a number of options, some of which made a minimal impact and have been dropped from the Local Plan, but the majority of options tested made some significant improvements to the highway network to the extent that it could be brought	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	DLP/18486,

		within capacity in the future year. Basildon Council has commissioned some further highway modelling work to review the impact of Local Plan growth on the highway network in the Basildon Borough in order to identify any additional mitigation options not previously considered that may be required to improve capacity at major junctions, and to determine site specific sustainable access on each of the proposed housing allocations.		
Content with the ability of the local highway network to accommodate level of new development	TS1.38	Noted.	None required.	DLP/7323, DLP/12877, DLP/14012, DLP/14326, DLP/7113, DLP/12571, DLP/18486, DLP/12121, DLP/7323, DLP/7439, DLP/7449, DLP/7459, DLP/7469, DLP/8485, DLPQQ/658, DLPQQ/764
Questions what the plans for new roads and traffic management are.	TS1.39	Basildon Borough Council has worked closely with the Highways Authority at Essex County Council to commission highway modelling work to determine the impact of Local Plan growth on the highway network. BBC & ECC commissioned further highway mitigation modelling work to investigate if there were any road improvements that could be brought forward in order to bring the highway network within capacity in the Basildon Borough. The highway mitigation modelling tested a number of options, some of which made a minimal impact and have been dropped from the Local Plan, but the majority of options tested made some significant improvements to the highway network to the extent that it could be brought within capacity in the future year. For Basildon these include improvements to the A127/A130 Fairglen Interchange, widening of	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	DLPQQ/941, DLPQQ/926

		<p>the A127 in line with a revised A127 Corridor For Growth: Economic Strategy, improvements to the A132 Nevendon junction, improvements to the A176 Upper Mayne junction with the A127, improvements to the A13 in line with the A13 Route Management Strategy, removal of the A127 Fortune of War junction, the provision of a new grade separated junction on the A127 at Pound Lane, including a link road to Cranfield Park Road, the A129 and A130, the provision of a link road from West Mayne to a new development site west of Basildon, providing multi modal connections to Laindon town centre, modifications to the Basildon town centre highway network in line with the Basildon Town Centre Masterplan, and various individual junction improvements at A127 Dunton Interchange, A13 Haywain junction, and A176/Dry Street interchange. The mitigation modelling work has been carried out at a strategic level and the Council recognises that further work to look at site specific sustainable access needs to be carried out in order to determine if there is any further mitigation required in some areas.</p>		
<p>Questions why it is proposed to shut off Laindon High Road across to the A127.</p>	TS1.40	<p>Basildon Borough Council has worked closely with the Highways Authority at Essex County Council to commission highway modelling work to determine the impact of Local Plan growth on the highway network. BBC &amp; ECC commissioned further highway mitigation modelling work to investigate if there were any road improvements that could be brought forward in order to bring the highway network within capacity in the Basildon Borough. The Fortune of War junction closure is an example of an</p>	<p>Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.</p>	<p>DLP/483, DLP/10360, DLP/16877, DLP/9036, DLP/9050, DLP/9139, DLP/9173, DLP/8928, DLP/9037DLPQQ/941</p>



		alteration to the strategic road network that would improve traffic flows along the A127, however, the final design has not yet been decided. The A127 is a county route and given that Essex County Council as the Highway Authority has already secured significant investment through the South East Local Enterprise Partnership as part of their A127 Corridor For Growth Economic Strategy, it would make sense that such a strategic improvement to the network should form part of any future iteration of this strategy. Therefore, the highway authority will be carrying out further investigation as to what the final design of the Fortune of War junction improvement may look like and details of this will be provided by the Highway Authority in due course. This investigation will include options for the junction that manage to improve traffic flow on the A127 either with or without the closure of access routes onto the A127 and any final design option would need to take into consideration any local junction improvements contained in the Local Plan. Therefore, Basildon Borough Council and Essex County Council will be commissioning further highway mitigation modelling to determine if there are any further road improvements or mitigation required to the local road network in order to cope with additional traffic caused by Local Plan growth.		
Support the removal of the Fortune of War junction.	TS1.41	Support noted.	None required.	DLP/4659DLPQQ/698
Questions whether the Highways Authority	TS1.42	Basildon Borough Council has worked closely with the Highways Authority at Essex County Council to commission highway	Basildon Borough Council will continue to work with the Highway Authority to commission further	DLPQQ/829

have witnessed traffic issues in the Borough.		modelling work to determine the impact of Local Plan growth on the highway network. The Highway Impact Assessment carried out by Ringway Jacobs and commissioned in partnership by Basildon Borough Council and Essex County Council stated that without intervention, the highway network would be over capacity by the end of the Local Plan period. Therefore, BBC & ECC commissioned further work to investigate if there were any road improvements that could be brought forward in order to bring the highway network within capacity in the Basildon Borough. The highway mitigation modelling tested a number of options, some of which made a minimal impact and have been dropped from the Local Plan, but the majority of options tested made some significant improvements to the highway network to the extent that it could be brought within capacity in the future year. This piece of work has been carried out at a strategic level and the Council recognises that further work to look at site specific sustainable access needs to be carried out in order to determine if there is any further mitigation required in some areas.	Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	
Suggested changes to the High Street in terms of traffic flows, speed and road safety.	TS1.43	It is recognised that there will be localised traffic impacts associated with development. In partnership with Essex County Council and Essex Highways, additional work will be undertaken on local access issues to ensure that new development is accompanied by adequate improvements where required.	Undertake additional work looking at local access issues for sites, and where appropriate amend relevant policies to incorporate any additional mitigation requirements.	DLP/13071, DLPQQ/937
Concern about existing road congestion in Billericay	TS1.44	Policies H7 to H27 identify the site specific local highway improvements required and to be provided alongside individual developments. To manage congestion at key	Consider the implications of additional work around site access and local junctions, and to determine if there are any	DLP/2247, DLP/2391, DLP/4582, DLP/4598, DLP/13924, DLP/16003

		<p>routes, and at key junctions within the Borough, the Council will work with Essex County Council and developers to secure various improvements and alterations to carriageway infrastructure as set out in Policy TS2 of the Draft Local Plan.</p>	<p>additional strategic improvements to the highway network that could further assist in the alleviation of congestion around the Borough. Add to policy requirements accordingly.</p>	
<p>Objects to the level of development due to impact on local highway network.</p>	TS1.45	<p>Basildon Borough Council has worked closely with the Highways Authority at Essex County Council to commission highway modelling work to determine the impact of Local Plan growth on the highway network. The Highway Impact Assessment carried out by Ringway Jacobs and commissioned in partnership by Basildon Borough Council and Essex County Council stated that without intervention, the highway network would be over capacity by the end of the Local Plan period. Therefore, BBC &amp; ECC commissioned further work to investigate if there were any road improvements that could be brought forward in order to bring the highway network within capacity in the Basildon Borough. The highway mitigation modelling tested a number of options, some of which made a minimal impact and have been dropped from the Local Plan, but the majority of options tested made some significant improvements to the highway network to the extent that it could be brought within capacity in the future year. Basildon Council has commissioned some further highway modelling work to review the impact of Local Plan growth on the highway network in the Basildon Borough in order to identify any additional mitigation options not previously considered that may be required to improve capacity at major junctions, and to</p>	<p>Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.</p>	<p>DLP/5072, DLP/20581, DLP/18296, DLP/18355, DLP/18431, DLP/18446, DLP/18464, DLP/18503, DLP/18523, DLP/18557, DLP/18576, DLP/18595, DLP/18609, DLP/18628, DLP/18656, DLP/18674, DLP/18689, DLP/18704, DLP/18725, DLP/18745, DLP/18764, DLP/18780, DLP/18801, DLP/18830, DLP/18844, DLP/18855, DLP/18865, DLP/18875, DLP/18894, DLP/18921, DLP/18941, DLP/18976, DLP/18993, DLP/19010, DLP/19028, DLP/19049, DLP/19072, DLP/19092, DLP/19116, DLP/19134, DLP/19154, DLP/19168, DLP/19186, DLP/19203, DLP/19218, DLP/19238, DLP/19249, DLP/20480, DLP/20573, DLP/7271, DLP/7294, DLP/7311, DLP/7484, DLP/7494, DLP/7504, DLP/7513, DLP/7523, DLP/7533, DLP/7543, DLP/7553, DLP/7563, DLP/7593,</p>

		determine site specific sustainable access on each of the proposed housing allocations.		DLP/7603, DLP/7614, DLP/8041, DLP/7514
No specific comment with regards to the proposed transport infrastructure improvements to support new development.	TS1.46	Noted.	None required.	DLP/15159, DLP/15200, DLP/15697, DLP/15821, DLP/15869, DLP/15987, DLP/15988, DLP/20400
Support for sustainable travel modes.	TS1.47	Support noted	None required.	DLP/3309
Concerned with flooding and contamination from farmers fields into streams and rivers, and drainag. Hazard to Crouch and Blackwater estuaries Ramsar site.	TS1.48	In order to ensure that new development within Basildon Borough does not increase the number of people and properties at risk of flooding the Council will ensure that new development does not increase the risk of flooding elsewhere, and that pluvial flood risk is managed effectively on site. In appropriate circumstances, the use of attenuation based Sustainable Drainage Systems (SuDS) will be required to achieve this.	Work with Essex County Council as the lead Local Flooding Authority to ensure new development effectively mitigates the impact of development so that it does not increase the risk of flooding to any existing or new development.	DLP/2993
New homes should be located close to employment areas areas to encourage people to live close to their work and reduce traffic.	TS1.49	The Local Plan seeks to allocate 49ha of employment land during the plan period up to 2034, this includes intensification of existing employment areas in Wickford and Billericay, totalling approximately 1ha, intensification of employment areas along the A127 corridor of approximately 37ha, and two new employment sites on land either side of the Basildon settlement to the east and west of the existing employment corridor. The Local Plan also proposes to deliver 2,000 homes on land to the east of Basildon, 1,000 dwellings on land to the west of Basildon,	Basildon Borough Council will continue to work with other Greater Essex Authorities on demographic forecasting and economic forecasting to understand the local drivers of housing need in South Essex and more specifically the Basildon Borough.	DLP/1659

		<p>with land safeguarded for a further 1,350 beyond 2034, 660 homes, a 15 pitch gypsy &amp; traveller site and employment on Land West of Gardiners Lane South, which is part of the A127 corridor. There is also 440 homes being constructed at Dunton Fields to the west of the A127 corridor, which would also contribute to the total number of houses delivered within the plan period. Altogether this would represent more than a third of the Boroughs total housing requirement, with well over another third of the development being delivered within the urban area of Basildon. Therefore, there is already a significant proportion of the development being proposed in locations within close proximity to employment opportunities, infrastructure and services, community facilities etc. in accordance with the Council's strategic approach to sustainable development. However, the Council must also provide for population growth within other settlements such as Wickford and Billericay in order to provide the housing and accommodation needs of future generations currently growing up in the area.</p>		
<p>Wickford is already congested, and this will increase with additional houses.</p>	TS1.50	<p>Basildon Borough Council has worked closely with the Highways Authority at Essex County Council to commission highway modelling work to determine the impact of Local Plan growth on the highway network. BBC &amp; ECC commissioned further highway mitigation modelling work to investigate if there were any road improvements that could be brought forward in order to bring the highway network within capacity in the Basildon Borough. The highway mitigation modelling tested a number of options, some</p>	<p>Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.</p>	<p>DLP/1761, DLP/2400, DLP/1764, DLP/2189, DLP/991, DLP/1183, DLP/980</p>

		<p>of which made a minimal impact and have been dropped from the Local Plan, but the majority of options tested made some significant improvements to the highway network to the extent that it could be brought within capacity in the future year. For Wickford these include the provision of a new grade separated junction on the A127 at Pound Lane, including a link road to Cranfield Park Road, the A129 and the A130, improvements to the A132 Nevendon junction and improvements to the junction of Runwell Road and the A132. The link roads proposed from the new junction on the A127 are shown in the results of the Highway Mitigation Modelling to alleviate much of the added congestion experienced in Wickford in the future year and the location of the link routes are at this stage indicative. No decisions have been made as to the exact location of the link roads. However, further work is being commissioned to determine if there is any further mitigation required to highway network.</p>		
<p>Billericay was never designed as a town that could be extended and struggles to cope with levels of traffic and commuters.</p>	TS1.51	<p>Basildon Borough Council has worked closely with the Highways Authority at Essex County Council to commission highway modelling work to determine the impact of Local Plan growth on the highway network. BBC &amp; ECC commissioned further highway mitigation modelling work to investigate if there were any road improvements that could be brought forward in order to bring the highway network within capacity in the Basildon Borough. The highway mitigation modelling tested a number of options, some of which made a minimal impact and have been dropped from the Local Plan, but the</p>	<p>Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan. The Council will maintain, as a living document, an Infrastructure Delivery Plan, which will identify the requirements for</p>	DLP/1851

	<p>majority of options tested made some significant improvements to the highway network to the extent that it could be brought within capacity in the future year. For Billericay this includes the provision of a south/south-west relief route, which will provide an alternative route to Sun Corner, the removal of the one-way restriction on Laindon Road and various junction improvements at Sun Corner and Mountnessing Road/London Road junctions. In order to ensure the railway can cope with future growth, the Council will work with ECC, Network Rail, the Railway Executive and rail franchise operators to secure investment in services which accommodate growth in rail travel, and secure onward journeys by sustainable means, including public transport, walking and cycling. Abellio Greater Anglia have been awarded the rail franchise for the Liverpool Street line from October 2016 and will oversee a £1.4 billion boost to rail services with more than 1,040 new carriages, journey times cut by 10%, at least 4 90 minute services between London and Norwich, 2 60 minute services per day between London and Ipswich, free wifi, automatic 'delay repay' for season and advance purchase tickets, tough newperformance targets of 93%, and a host of new ticket initiatives including offers for part time users. By 2021 there will be more than 32,000 seats on services arriving at London Liverpool Street, while the franchise will introduce 1,144 additional weekday services to stations including Cambridge, Norwich, Stanstead Airport, Lowestoft, Southend, and London Liverpool Street.</p>	<p>infrastructure to support growth, including the railway requirements to support growth within the Borough as a whole, and within particular settlements and on specific development sites.</p>	
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<p>Transport infrastructure should be in place before development takes place/ prior to residents taking up occupation.</p>	<p>TS1.52</p>	<p>There are various mechanisms available for securing the investment necessary to deliver infrastructure provision in the Basildon Borough. These are set out in the Infrastructure Delivery Plan 2015, and will be used as appropriate to secure the investment necessary to support economic growth and improve the quality of life for local residents. There will also be significant contributions from developers through S106, S278, S34 and/or CIL so that the impact of development on infrastructure can be successfully mitigated and as such the successful implementation of infrastructure delivery is partly dependent upon the delivery of new homes. Policy IMP1 states that development will be phased or limited to ensure that infrastructure capacity is created to accommodate additional people and vehicles, alongside new development. This phasing is specified within individual development allocations. Phasing arrangements which would result in unmitigated harm to the environment, or would see infrastructure capacity exceeded or community infrastructure needs unmet will not be accepted.</p>	<p>Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.</p>	<p>DLP/2059, DLP/994, DLP/2386, DLP/5702, DLP/946, DLP/888, DLP/3321, DLP/3140</p>
<p>It will not be possible, affordable or environmentally acceptable to improve the capacity of the strategic road and rail networks to fully accommodate forecast growth.</p>	<p>TS1.53</p>	<p>This quote from the Planning and Transport Strategy for the Thames Gateway South Essex, October 2013 is not stating that planned growth is unsustainable. It is stating that it would be unsustainable, not cost effective and environmentally unacceptable to fully accommodate forecast growth through capacity improvements simply to the road and rail network. Rather, other forms of increasing capacity such as Demand Management (strategies to reduce travel</p>	<p>None required.</p>	<p>DLP/5877</p>



		<p>demand and encourage the development and use of more sustainable transport nodes), Smarter Choices (promotion of the use of sustainable transport, and provision of information to inform transport choice), Improvements to public transport, walking and cycling infrastructure and facilities, and Intelligent Transport Systems (ITS) (Automatic Vehicle Location, CCTV, Variable Message Signing, Real Time Passenger Information, car parking guidance, Automatic Number Plate Recognition, smartphone technology, through-ticketing and smartcards will be used to provide travellers with access to up-to-date information on the road, rail and bus networks) is essential components of meeting future capacity in the future. This document stresses the importance of schemes such as these to contribute to the overall increase in capacity amongst transport networks, it is not a warning that meeting future capacity requirements is not possible.</p>		
<p>Questions what is meant by the phrase 'sustainable transport'.</p>	TS1.54	<p>The term sustainable transport came into use as a logical follow on from the term sustainable development and is used to describe modes of transport, and systems of transport planning which are consistent with wider concerns of sustainability. Sustainable development has been defined in many ways, but the most frequently quoted definition which is in line with the coalition Government's definition when the National Planning Policy Framework was released in 2012, comes from the Brundtland Report which states that "Sustainable Development is development that meets the needs of the present without compromising the ability of</p>	None required.	DLP/673

		<p>future generations to meet their needs". However, in relation to transport, this generally includes transport that does not use or rely on dwindling natural resources, or encourages people to use alternative forms of transport to those which rely upon fossil fuels etc. For example, cycling or walking is a sustainable form of transport. Public transport as it encourages less car use is also a sustainable form of transport.</p>		
<p>Impact of new roads/junctions required to support new development sites have not been considered.</p>	<p>TS1.55</p>	<p>It is recognised that there will be localised traffic impacts associated with development. The mitigation modelling work has been carried out at a strategic level and the Council recognises that further work to look at site specific sustainable access needs to be carried out in order to determine if there is any further mitigation required in some areas. Further work is being commissioned to determine if there is any further mitigation required to the highway network, and if there are any particular access or safety requirements to be implemented as part of individual development sites. In partnership with Essex County Council and Essex Highways, additional work will be undertaken on local access issues to ensure that new development is accompanied by adequate local junction and road safety improvements. The Crays Hill area will form part of the next stage appraisal of the highway network to highlight where sustainable access would be for proposed new development sites and to determine if any mitigation is required in order for those site to be delivered in an effective and sustainable way.</p>	<p>Undertake additional work looking at local access issues for sites, and where appropriate amend relevant policies to incorporate any additional mitigation requirements.</p>	<p>DLP/1265</p>

<p>There is a need to put restrictions in place to prevent commercial traffic using the local road network.</p>	<p>TS1.56</p>	<p>Noted. The mitigation modelling work has been carried out at a strategic level and the Council recognises that further work to look at site specific sustainable access needs to be carried out in order to determine if there is any further mitigation required in some areas. Therefore, further details in terms of the exact location of the proposed junction on the A127, the link roads and access through Pound Lane and Burnt Mills Road will be looked at in further detail. Access to development sites during construction can be restricted by planning condition when considered on a case by case basis and with the advice of the Highway Authority at Essex County Council.</p>	<p>Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.</p>	<p>DLP/3173</p>
<p>ECC welcomes principle of TS1 and establishes mechanism for further cross boundary work that is required to maintain the strategic network in Basildon, South Essex and Greater Essex, LTX. ECC will continue to work with BBC to undertake further transport evidence and modelling to determine final list of schemes in the policy, including the impacts of the LTX.</p>	<p>TS1.57</p>	<p>Noted. Basildon Borough Council appreciates the commitment from ECC to work with the Council, Highways England and SELEP to secure necessary improvements to the transport networks in the Basildon Borough.</p>	<p>Basildon Borough Council will continue to work with Essex County Council as the Highway Authority to develop the transport improvement schemes and to secure funding either through the SELEP / Local Growth Fund or through planning obligations to ensure that they are brought forward in a timely fashion to support the level of growth proposed in the Local Plan. The Council will also review the Highways Topic Paper following the results of the mitigation modelling and will continue to work with infrastructure partners and will update the Infrastructure Delivery Plan to reflect changes and the progress made in delivering the plan and securing key pieces of infrastructure.</p>	<p>DLP/2471</p>

ECC request for the title of the A127 Corridor for Growth: an Economic Plan 2014 to be set out in full.	TS1.58	Suggested reference changes within the policies are noted.	The Council will carry out necessary fact checking and amendments to policy content and wording prior to the next publication of the Local Plan.	DLP/2471
ECC reserve judgement on the BBC decision that the Billericay relief route is unviable at £65m and can be replaced by a route paid for by developers until further investigation, modelling and costing to establish the feasibility of the alternative. The outcome will need to be incorporated into H22-H24, Transport Topic Paper, IDP and Local Plan viability assessment.	TS1.59	Comment on relief route noted.	Basildon Borough Council will continue to work with Essex County Council as the Highway Authority to develop the transport improvement schemes and to secure funding either through the SELEP / Local Growth Fund or through planning obligations to ensure that they are brought forward in a timely fashion to support the level of growth proposed in the Local Plan. The Council will also review the Highways Topic Paper following the results of the mitigation modelling and will continue to work with infrastructure partners and will update the Infrastructure Delivery Plan to reflect changes and the progress made in delivering the plan and securing key pieces of infrastructure.	DLP/2471
The highway mitigation scheme for St Nicholas Lane junction is missing from the list.	TS1.60	Suggested reference changes within the policies are noted.	The Council will carry out necessary fact checking and amendments to policy content and wording prior to the next publication of the Local Plan.	DLP/2471
Questions the achievability of policies aimed at creating a sustainable transport system when housing allocations are on Green	TS1.61	In line with the NPPF, the Council must demonstrate that its objectively assessed need can be met on sites that are ready for development. Through Policy TS1, the Council will seek to deliver improved accessibility to jobs, services and facilities via	None required.	DLP/1088

Belt some distance away from stations / town centre.		an enhanced and better integrated transport network. New development will be well located and designed to minimise the need for travel, encourage the use of sustainable modes of travel as an alternative to the private car, and provide or contribute towards necessary transport infrastructure, including local and strategic highways mitigation and sustainable travel services, routes and facilities.		
Support of the broad aims of Policy TS1. Maitland Lodge is in a location suitable for walking and cycling as alternative forms of transport.	TS1.62	Support of the broad aims of Policy TS1 is noted, as is the promotion of the development of Maitland Lodge on the basis that the site would meet those aims.	Basildon Borough Council will review the Evidence Base used to inform the Housing Allocation policies in accordance with the comments received as part of the public consultation in order to determine if there should be any alterations to locations for housing or other forms of development incorporated into the next version of the Local Plan.	DLP/664
There is also a weak bridge linking Pitsea Station and Pitsea refuse collection that will be further weakened by additional traffic	TS1.63	Comments in relation to the weak bridge are noted and the Council will work with the Highway Authority and Network Rail to ensure necessary upgrades to the highway network and public transport infrastructure are brought forward to support growth.	The Council will maintain, as a living document, an Infrastructure Delivery Plan, which will identify the requirements for infrastructure to support growth, including the railway and public transport requirements to support growth within the Borough as a whole, and within particular settlements and on specific development sites.	DLP/2449
Proposals for Lower Thames Crossing and/or Crossrail are strategically important for Basildon and London.	TS1.65	Noted.	Continue to work with partners and stakeholders.	DLP/3249, DLP/1848

For the safety of people in Crays Hill, speed cameras are essential and decreased noise levels.	TS1.66	Noted.	Basildon Borough Council will share all comments in relation to transport and highway infrastructure with the Highway Authority at Essex County Council, who are the responsible authority for the introduction of traffic calming measures. Basildon Borough Council will also continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	DLP/3627
TfL highlights the close relationship between the Basildon area and Greater London, and is working on the East London Transport Option Study assessing various further transport options to relieve capacity issues in this period.	TS1.67	Noted. Basildon Borough Council appreciates TfL's commitment to deal with the stress experienced on the A13/C2C corridor in 2031, through working on the East London Transport Option Study assessing various further transport options to relieve capacity issues in this period.	Basildon Borough Council will review the policies set out in the Transport Strategy chapter to see if additional weight can be given to Network Rail led schemes along the GEML and Essex Thameside routes, and to ensure the right balance is struck between road improvements, and improvements to more sustainable forms of transport such as walking, cycling and public transport.	DLP/1848
Policy TS1 should be amended to include a commitment to the protection and enhancement of the natural environment.	TS1.68	Noted.	Basildon Borough Council will review the policies set out in the Transport Strategy chapter to see if additional weight can be given to the protection and enhancement of the natural	DLP/2722

			environment in Policies TS1, TS2 and TS5.	
Concerned about the impact of employment development on the highway infrastructure.	TS1.64 NEW continued	The Highways Modelling has accounted for growth in Business activity in establishing impacts and in assessing mitigation. In terms of commercial vehicles, it is recognised that these may impact on amenity of residents where commercial development and residential development are in close proximity. However, by focusing commercial development in the A127 Enterprise Corridor this should be avoided in the main. Furthermore, policy TS9 requires commercial developments that are likely to be regularly accessed by HGVs to be on higher tier roads, and not rely on residential roads for access.	None required.	DLP/5703, DLP/3095, DLP/1298
Support new junction on A127. Should be delivered before development.	TS2.1	Noted.	The Council will be considering its phasing strategy and carrying out further mitigation modelling to ensure that mitigation proposals are brought forward in a sustainable, effective and timely manner.	DLP/1594, DLP/1912, DLP/1873, DLP/4895, DLP/4319, DLP/20316, DLP/20027, DLP/14607
Object to Laindon Road becoming two way due to impact on surrounding uses.	TS2.2	Basildon Borough Council has commissioned some additional mitigation modelling to review the impact of Local Plan growth on the highway network in the Basildon Borough, to identify any additional mitigation options not previously considered that would be required to accommodate growth and to look in more detail at specific sites in terms of sustainable access.	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	DLP/2981, DLP/387, DLP/388, DLP/7291, DLP/1283, DLP/2793, DLP/2982, DLP/2173, DLP/1089, DLP/7291, DLPQQ/815, DLPQQ/778, DLPQQ/570, DLPQQ/915, DLPQQ/916
Object to left turn filter lane at sun corner but would support the signalisation of the junction.	TS2.3	Noted. The slip road at Sun Corner from Laindon Road to London Road was tested as part of the highway mitigation modelling but was not included as one of the Improvements to Highway Infrastructure listed in Policy TS2	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to	DLP/387, DLP/388

		on the advice of the Highway Authority in relation to safety of pedestrian movements in this area. Therefore it is not being proposed in the Draft Local Plan.	the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	
Suggests alternative mini-roundabout proposal at Mountnessing road junction.	TS2.4	Basildon Borough Council has commissioned some additional mitigation modelling to review the impact of Local Plan growth on the highway network in the Basildon Borough, to identify any additional mitigation options not previously considered that would be required to accommodate growth and to look in more detail at specific sites in terms of sustainable access.	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	DLP/387, DLP/10120
Object to loss of green space for highways infrastructure.	TS2.5	Noted.	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	DLP/387, DLP/388, DLP/2546DLPQQ/659, DLPQQ/716
Concern over funding of infrastructure. Requires justification it can be achieved.	TS2.6	The Whole Plan Viability Assessment carried out by Peter Brett Associates on behalf of the Council provides evidence showing the amount of money that can normally be raised through development and also looks at various implications of policy requirements on the viability of certain development sites. This includes such things as the Affordable Housing requirement, building standards etc. to determine the overall amount that Basildon Borough Council could charge per square metre as part of the CIL. CIL and S106 agreements are not expected to cover the	Basildon Borough Council will continue to work with Essex County Council as the Highway Authority to develop the transport improvement schemes and to secure funding either through the LEP / Local Growth Fund or through planning obligations (S106, S278, S38) to ensure that they are brought forward in a timely fashion to support the level of growth proposed in the Local Plan. The Council will continue to	DLP/522



		entire requirement for infrastructure funding. For example, Local Enterprise Partnership funding has recently been allocated for various improvements along the A127. However, bids for funding of this nature cannot be made until infrastructure projects such as the road improvement schemes have been adopted through the Local Plan to provide certainty that they are required. The amount of funding required to meet other infrastructure such as schools, health centres etc. is contained in the Infrastructure Delivery Plan, which is supporting evidence for the Draft Local Plan.	work with all infrastructure providers to continually update the Infrastructure Delivery Plan throughout the Local Plan period so that the Council can effectively prioritise infrastructure projects to support future growth.	
Highways Impact Assessment only goes to 2031.	TS2.7	Noted. Basildon Borough Council has commissioned a review of the transport modelling work that will look at a scenario up to the future year of 2034 and consider if there are any additional strategic mitigation options that would need to come forward in order to cope with the impact of future growth.	Undertake additional transport modelling work.	DLP/373
Traffic studies do not cover the selected south western side planned development in Billericay	TS2.8	Noted. Further transport modelling work will look at site specific sustainable access in order to improve the level of detail around more local transport improvements.	Undertake additional transport modelling work.	DLP/373DLPQQ/731
The Billericay Relief Road should be built first in the development. Without it there will be severe congestion.	TS2.9	Noted. The Council will be seeking to align the provision of new homes with infrastructure in accordance with the requirements of the NPPF. The requirements for this are set out in policies IMP1, IMP2 and IMP3. There are various mechanisms available for securing the investment necessary to deliver infrastructure provision in the Basildon Borough. These include using planning obligations, CIL and phasing to ensure that infrastructure deficits do not	The Council will continue to work with infrastructure partners and will update the Infrastructure Delivery Plan to reflect changes and the progress made in delivering the plan and securing key pieces of infrastructure.	DLP/732, DLP/887, DLP/3583

		arise, and are set out in the Infrastructure Delivery Plan 2015.		
Slip road at Sun Corner is not a viable option.	TS2.10	Noted. The slip road at Sun Corner from Laindon Road to London Road was tested as part of the highway mitigation modelling but was not included as one of the Improvements to Highway Infrastructure listed in Policy TS2 on the advice of the Highway Authority in relation to safety of pedestrian movements in this area. Therefore it is not being proposed in the Draft Local Plan.	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	DLP/388, DLP/2981, DLP/3027, DLP/2173, DLP/1265
Concern that the Billericay relief road and surrounding roads would become a rat run.	TS2.11	??	??.	DLP/2981, DLP/2982
A127 is already at capacity.	TS2.12	Noted. Policy TS2 'Improvements to Carriageway Infrastructure' states that the A127 will be widened in line with the A127 Corridor for Growth Strategy, which has already secured funding from the South Essex Local Enterprise Partnership for a number of improvements along it's route. There is also a number of other improvements identified to come forward within the plan period to address the capacity issues that would be created by Local Plan growth.	Basildon Borough Council will continue to work with Essex County Council as the Highway Authority to develop the transport improvement schemes and to secure funding either through the LEP / Local Growth Fund or through planning obligations (S106, S278, S38) to ensure that they are brought forward in a timely fashion to support the level of growth proposed in the Local Plan.	DLP/1274, DLP/1279, DLP/2841, DLP/7226, DLP/7397DLPQQ/749, DLPQQ/727
Road infrastructure is insufficient and no planned budgets for improvements to A127.	TS2.13	Noted. Policy TS2 'Improvements to Carriageway Infrastructure' states that the A127 will be widened in line with the A127 Corridor for Growth Strategy, which has already secured funding from the South Essex Local Enterprise Partnership for a number of improvements along it's route. There is also a number of other	Basildon Borough Council will continue to work with Essex County Council as the Highway Authority to develop the transport improvement schemes and to secure funding either through the LEP / Local Growth Fund or through planning obligations	DLP/5108, DLP/9946, DLP/9946DLPQQ/594

		improvements identified to come forward within the plan period to address the capacity issues that would be created by Local Plan growth.	(S106, S278, S38) to ensure that they are brought forward in a timely fashion to support the level of growth proposed in the Local Plan.	
Requires more detailed information on the Billericay Relief Road.	TS2.14	Basildon Borough Council has worked closely with the Highways Authority at Essex County Council to commission highway modelling work to determine the impact of Local Plan growth on the highway network. The Highway Impact Assessment carried out by Ringway Jacobs and commissioned in partnership by Basildon Borough Council and Essex County Council stated that without intervention, the highway network would be over capacity by the end of the Local Plan period. Therefore, BBC & ECC commissioned further work to investigate if there were any road improvements that could be brought forward in order to bring the highway network within capacity in the Basildon Borough. The highway mitigation modelling tested a number of options, some of which made a minimal impact and have been dropped from the Local Plan, but the majority of options tested made some significant improvements to the highway network to the extent that it could be brought within capacity in the future year. The mitigation modelling work has been carried out at a strategic level and the Council recognises that further work to look at site specific sustainable access needs to be carried out in order to determine if there is any further mitigation required in some areas. The Relief route proposed around Billericay is shown in the results of the Highway Mitigation Modelling to alleviate much of the	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan. The mitigation modelling has been commissioned to determine if there are any improvements that could be made to highway network to cope with the additional traffic caused by Local Plan growth in a future year. Once established, any chosen option would be subject to further design work to establish what the final route / junction improvement would look like on the ground.	DLP/2010, DLP/3164, DLP/4682DLPQQ/655, DLPQQ/707, DLPQQ/917, DLPQQ/958, DLPQQ/861, DLPQQ/564, DLPQQ/1004, DLPQQ/964, DLPQQ/817, DLPQQ/612, DLPQQ/571, DLPQQ/723, DLPQQ/801, DLPQQ/679

		added congestion experienced in the future year and the location of the route is at this stage indicative. No decisions have been made as to the exact location of the relief route or the final design for the proposed housing development. Further highway modelling has been commissioned to look at how the route could potentially be delivered.		
Highways Modelling do not cover the selected south eastern side planned developments in Billericay	TS2.15	The Highway Impact Assessment looked at various development scenarios in all areas of Billericay. The mitigation modelling then looked at potential improvements to the road network that would be able to increase capacity so that it could accommodate the additional traffic caused by Local Plan growth. The Council has commissioned further highway modelling work as it is noted that some of the site specific sustainable access has not yet been determined and the Council will review the impact of Local Plan Growth on the highway network in the Basildon Borough to determine if there are any further mitigation options not previously considered that are necessary to effectively mitigate the additional traffic in the future year 2034.	Undertake additional transport modelling work.	DLP/321DLPQQ/862

Objects to the Billerica Relief Road.	TS2.16	Objection noted.	None required.	DLP/367, DLP/1002, DLP/1003, DLP/1075, DLP/2092, DLP/2949, DLP/5307, DLP/7113, DLP/8811, DLP/12270, DLP/14178, DLP/14607, DLP/14643, DLP/14688, DLP/14709, DLP/14733, DLP/14810, DLP/14815, DLP/14858, DLP/14916, DLP/14938, DLP/14960, DLP/14981, DLP/15006, DLP/15030, DLP/15063, DLP/15084, DLP/15130, DLP/15140, DLP/15167, DLP/15211, DLP/15243, DLP/15292, DLP/15473, DLP/15536, DLP/15559, DLP/15585, DLP/15632, DLP/15669, DLP/15682, DLP/15711, DLP/15748, DLP/15765, DLP/15783, DLP/16058, DLP/16098, DLP/16151, DLP/16200, DLP/16281, DLP/16498, DLP/16556, DLP/16571, DLP/16652, DLP/16658, DLP/16734, DLP/16819, DLP/16936, DLP/16947, DLP/17003, DLP/17158, DLP/17199, DLP/17276, DLP/17318, DLP/17332, DLP/17423, DLP/17438, DLP/17484, DLP/17509, DLP/17526, DLP/17542, DLP/17560, DLP/17571, DLP/17574, DLP/17586, DLP/17602, DLP/17621, DLP/17632,
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<p>Concerned that road widening from three lanes to one at the Nevendon junction will not improve congestion</p>	<p>TS2.17</p>	<p>The proposed road improvements set out in the Draft Local Plan have been developed through a Highway Mitigation Modelling exercise commissioned by Basildon Borough Council in partnership with the Highway Authority and carried out by Ringway Jacobs. This study looks at a number of potential solutions to the traffic congestion forecast for the future year once Local Plan growth, and growth in other neighbouring authority areas has been applied to the network. One of these options is to provide widening of the A132 Nevendon Road for two lanes up to the junction with Cranfield Park Road. Another is for an entirely new junction on the A127 that would provide alternative access to Cranfield Park Road, the A129 Southend Road and the A130 to the north, and Pound Lane, Burnt Mills Road / Courtauld Road to the south. This option is shown in the Highway Mitigation Modelling to be much more effective at reducing congestion on the Nevendon Road as it provides an alternative route to the south of Wickford, Shotgate, and the A130. Once the Local Plan is adopted, this will provide confirmation that the schemes identified will then be used as the basis for bids by the highway authority to secure funding from the South East Local Enterprise Partnership / Local Growth Fund in order to bring these schemes forward. The Highway Authority will be expected to go through a further design stage for what the final junction improvement may look like but this will be expected to achieve the same outcome in terms of alleviating congestion on the highway network as the proposed</p>	<p>Basildon Borough Council will continue to work with Essex County Council as the Highway Authority to develop the transport improvement schemes and to secure funding either through the LEP / Local Growth Fund or through planning obligations to ensure that they are brought forward in a timely fashion to support the level of growth proposed in the Local Plan.</p>	<p>DLP/1117, DLP/1153, DLP/1252, DLP/1312, DLP/1341, DLP/1417, DLP/1602, DLP/1632, DLP/1643, DLP/1674, DLP/1697, DLP/1705, DLP/1714, DLP/1728, DLP/1781, DLP/1828, DLP/1902, DLP/1928, DLP/1943, DLP/1955, DLP/1966, DLP/1982, DLP/1999, DLP/2065, DLP/2099, DLP/2110, DLP/2117, DLP/2136, DLP/2364, DLP/2378, DLP/2409, DLP/2432, DLP/2465, DLP/2484, DLP/2494, DLP/2598, DLP/2623, DLP/2646, DLP/2656, DLP/2667, DLP/2692, DLP/2828, DLP/2872, DLP/2893, DLP/2903, DLP/2908, DLP/2923, DLP/2995, DLP/3116, DLP/3133, DLP/3137, DLP/3151, DLP/3159, DLP/3194, DLP/3212, DLP/3223, DLP/3234, DLP/3245, DLP/3270, DLP/3286, DLP/3298, DLP/3330, DLP/3385, DLP/3395, DLP/3407, DLP/3415, DLP/3431, DLP/3442, DLP/3456, DLP/3472, DLP/3475, DLP/3492, DLP/3505, DLP/3514, DLP/3525, DLP/3535,</p>
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		mitigation option included within the Draft Local Plan.	DLP/3545, DLP/3550, DLP/3572, DLP/3592, DLP/3594, DLP/3605, DLP/3617, DLP/3625, DLP/3643, DLP/3654, DLP/3678, DLP/3679, DLP/3693, DLP/3704, DLP/3712, DLP/3722, DLP/3731, DLP/3742, DLP/3752, DLP/3765, DLP/3776, DLP/3785, DLP/3795, DLP/3818, DLP/3828, DLP/3842, DLP/3849, DLP/3858, DLP/3871, DLP/3882, DLP/3902, DLP/3914, DLP/3921, DLP/3931, DLP/3942, DLP/3948, DLP/3961, DLP/3971, DLP/3978, DLP/3988, DLP/4010, DLP/4017, DLP/4031, DLP/4033, DLP/4047, DLP/4053, DLP/4063, DLP/4086, DLP/4102, DLP/4103, DLP/4117, DLP/4129, DLP/4132, DLP/4148, DLP/4154, DLP/4163, DLP/4172, DLP/4181, DLP/4190, DLP/4200, DLP/4209, DLP/4236, DLP/4250, DLP/4251, DLP/4265, DLP/4273, DLP/4285, DLP/4298, DLP/4313, DLP/4328, DLP/4331, DLP/4352, DLP/4369, DLP/4375, DLP/4386, DLP/4393,
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				DLP/4423, DLP/4444, DLP/4469, DLP/4481, DLP/4490, DLP/4504, DLP/4518, DLP/4529, DLP/4539, DLP/4572, DLP/4589, DLP/4608, DLP/4619, DLP/4627, DLP/4634, DLP/4643, DLP/4653, DLP/4666, DLP/4675, DLP/4687, DLP/4696, DLP/4705, DLP/4730, DLP/4744, DLP/4745, DLP/4752, DLP/4753, DLP/4770, DLP/4775, DLP/4779, DLP/4793, DLP/4803, DLP/4809, DLP/4836, DLP/4843, DLP/4860, DLP/4868, DLP/4880, DLP/4890, DLP/4906, DLP/4916, DLP/4922, DLP/4935, DLP/4983, DLP/4992, DLP/5001, DLP/5010, DLP/5019, DLP/5028, DLP/5044, DLP/5053, DLP/5062, DLP/5075, DLP/5095, DLP/5098, DLP/5116, DLP/5128, DLP/5137, DLP/5146, DLP/5164, DLP/5174, DLP/5183, DLP/5192, DLP/5201, DLP/5210, DLP/5219, DLP/5228, DLP/5237, DLP/5246, DLP/5255, DLP/5264, DLP/5273, DLP/5282, DLP/5300, DLP/5325, DLP/5334,
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				DLP/6093, DLP/6102, DLP/6111, DLP/6120, DLP/6130, DLP/6139, DLP/6148, DLP/6157, DLP/6167, DLP/6176, DLP/6185, DLP/6194, DLP/6203, DLP/6212, DLP/6221, DLP/6226, DLP/6235, DLP/6254, DLP/6265, DLP/6282, DLP/6291, DLP/6300, DLP/6309, DLP/6318, DLP/6327, DLP/6336, DLP/6345, DLP/6363, DLP/6372, DLP/6381, DLP/6390, DLP/6399, DLP/6408, DLP/6417, DLP/6426, DLP/6435, DLP/6439, DLP/6448, DLP/6458, DLP/6467, DLP/6476, DLP/6485, DLP/6494, DLP/6503, DLP/6515, DLP/6524, DLP/6533, DLP/6542, DLP/6551, DLP/6560, DLP/6570, DLP/6580, DLP/6589, DLP/6599, DLP/6607, DLP/6616, DLP/6625, DLP/6634, DLP/6644, DLP/6653, DLP/6662, DLP/6670, DLP/6680, DLP/6690, DLP/6699, DLP/6708, DLP/6717, DLP/6726, DLP/6735, DLP/6745, DLP/6754, DLP/6763, DLP/6772, DLP/6780, DLP/6790, DLP/6799,
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Highway infrastructure in the Crays Hill area will require major improvements and upgrading.	TS2.18	Noted. Other localised improvements to carriageway infrastructure will also be secured in addition to those proposed in the Draft Local Plan alongside development where it is necessary to reduce local congestion and ensure road safety. Basildon Borough Council will commission additional Highway Modelling work to provide details of sustainable access requirements at each housing allocation site and to determine if there are any additional strategic improvements to the highway network that could further assist in the alleviation of	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	DLP/1508

		congestion around the Borough. This work will accompany the next stage of the Local Plan, once it has been re-drafted to take into consideration the comments made as part of the public consultation		
Development should only provide necessary highway infrastructure to serve and make a development safe. Other listed road improvements would be funded through CIL	TS2.19	Noted. The Council is currently in the process of producing its Community Infrastructure Levy with consultation on the Preliminary Draft Charging Schedule proposed in the near future. The Council will also work with all infrastructure providers to determine what priorities there are in the Borough for specific infrastructure projects to be included on the Regulation 123 list.	None required.	DLP/693
Concerned with the extensive list of carriageway infrastructure and alterations set out in Policy TS2 and recommends changes. Once the CIL is adopted, there will be no need for policy TS2. Prior to CIL adoption contributions should only be for the needs arising from the development.	TS2.20	Noted. Whilst there is an extensive list of improvements to road infrastructure in Policy TS2, the entire cost of the projects is not expected to be met entirely through planning obligations. As the policy states developers will be expected to make contributions through CIL levy, S106, S38 and S278 agreements but the Council will also expect to secure some funding through the Local Enterprise Partnership and Local Growth Fund. The Policy does not set the context for S106 agreements, this will be shown in the Regulation 123 list for the Community Infrastructure Levy and future iterations of the Planning Obligations Strategy. The Council's consultation on the Preliminary Draft Charging Schedule will only contain the Levy rate to be charged, the list of infrastructure projects that will be funded through CIL will be contained in the Regulation 123 list which will form part of a later consultation on the CIL. Once the Levy is in place it will be clear which projects listed, if any, are intended to be part funded	The Council is intending to go out for consultations on a Preliminary Draft Charging Schedule and the Regulation 123 list and will take into consideration any comments received in relation to viability and supporting planning obligations policies as the Levy is developed.	DLP/2829, DLP/19384, DLP/16098, DLP/16151, DLP/16200, DLP/16658



		by the Levy, and which will be expected to be negotiated through S106, S38 and S278 agreements. This is only clear with the Policy listing all road infrastructure requirements, however, so there is a clear need for the policy to remain once the CIL is in place.		
Billericay Relief Road should be linked to Kennel Lane roundabout.	TS2.21	The Relief route proposed around Billericay is shown in the results of the Highway Mitigation Modelling to alleviate much of the added congestion experienced in the future year and the location of the route is at this stage indicative. No decisions have been made as to the exact location of the relief route or the final design for the proposed housing development. Further highway modelling has been commissioned to look at how the route could potentially be delivered.	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling	DLP/388, DLP/887, DLP/3583, DLP/1089
Recommends a link road between Shotgate and the Wick to ease congestion.	TS2.22	Policy TS2 contains the proposed improvements to carriageway infrastructure which includes the provision of a new grade separated junction on the A127 at Pound Lane, that would include a link road to Cranfield Park Road, the A129/Southend Road at Shotgate, and the A130. This is not specifically shown on the Policies Map as the route would be outside of the Basildon Borough, but this is the intention in regards to the proposed highway improvements.	Basildon Borough Council will continue to work with Essex County Council as the Highway Authority to develop the transport improvement schemes and to secure funding either through the LEP / Local Growth Fund or through planning obligations to ensure that they are brought forward in a timely fashion to support the level of growth proposed in the Local Plan.	DLP/1751
Concerned the new junction on the A127 will increase congestion on surrounding roads.	TS2.23	Noted. There are a number of potential solutions in order to ensure that Pound Lane is not used as a through route for traffic from the new junction obtaining access to the A13 etc. Basildon Borough Council has commissioned additional Highway Modelling to review the impact of Local Plan growth on the highway network and to identify any additional mitigation options not previously	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the	DLP/2223DLPQQ/706, DLPQQ/904

		considered but necessary to improve the highway infrastructure to cope with additional traffic caused by Local Plan growth. This will also look at site specific access to ensure that it is sustainable, effective and delivered in a timely manner.	strategic development sites proposed in the Draft Local Plan.	
Object to link road from new junction on A127 to Cranfield Park Road. An accurate route should be provided which does not impact on residential and commercial buildings.	TS2.24	Noted. The route shown on the policies map is indeed indicative. The Council will be commissioning additional highway modelling to determine more specific routes for the larger highway upgrades and to provide recommendations for safe access into and out of areas allocated for future housing growth. This will be published alongside the next version of the Local Plan scheduled for consultation in early 2017.	Undertake additional transport modelling work.	DLP/1174
Questions whether there any changes due to existing rail stations.	TS2.25	Network Rail have not suggested that they have any intention to close Laindon or West Horndon Station. In response to the joint Basildon & Brentwood Council's consultation on a Dunton Garden Suburb proposal, which showed a potential new rail station, Network Rail suggested that they would not want an additional station on the Licerpool Street line and if one were to be provided, either Laindon or West Horndon Stations would need to close. However, Basildon Borough Council is currently not going ahead with the Dunton Garden Suburb proposal as it is not convinced that Brentwood Council has provided sufficient evidence in the production of it's Local Plan that this is the most sustainable location for development in the Brentwood Borough and its inclusion within the Basildon Local Plan would risk the plan not being found sound at the examination in public. Basildon Borough Council is not proposing a new rail station as part of its	Basildon Borough Council will continue to work with Brentwood Borough Council under the Duty to Cooperate to identify any potential cross-boundary issues in relation to new development proposals in either Local Plan.	

		development allocation to the west of Basildon, but is unaware as to whether or not Brentwood Council is intending to provide a rail station as part of their revised 'Dunton Garden Village' allocation. Basildon Borough Council has responded to the Brentwood Plan to outline its objection to this proposal		
No specific comment with regards Mountnessing Road/London Road roundabout.	TS2.26 ,	Noted.	None required.	DLP/17267, DLP/14528, DLP/16771, DLP/17545, DLP/17576, DLP/18151
Object to slip road at Sun Corner.	TS2.27	Noted. The slip road at Sun Corner from Laindon Road to London Road was tested as part of the highway mitigation modelling but was not included as one of the Improvements to Highway Infrastructure listed in Policy TS2 on the advice of the Highway Authority in relation to safety of pedestrian movements in this area. Therefore it is not being proposed in the Draft Local Plan.	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	DLP/446, DLP/2949, DLP/2982, DLP/5307, DLP/12202, DLP/12294, DLP/12370, DLP/12571, DLP/12598, DLP/12599, DLP/12606, DLP/12607, DLP/12627, DLP/12628, DLP/12635, DLP/12636, DLP/12659, DLP/12660, DLP/12699, DLP/12755, DLP/12757, DLP/12795, DLP/12796, DLP/12860, DLP/12861, DLP/12872, DLP/12874, DLP/12925, DLP/12927, DLP/12946, DLP/12947, DLP/12970, DLP/12972, DLP/13013, DLP/13017, DLP/13349, DLP/13356, DLP/13369, DLP/13370, DLP/13423, DLP/13430, DLP/13445, DLP/13446, DLP/13469, DLP/13470, DLP/13471, DLP/13474, DLP/13487, DLP/13495, DLP/13496, DLP/13502, DLP/13503, DLP/13523,

				DLP/13527, DLP/13555, DLP/13556, DLP/13557, DLP/13559, DLP/13568, DLP/13570, DLP/13590, DLP/13591, DLP/13597, DLP/13598, DLP/13608, DLP/13610, DLP/13634, DLP/13636, DLP/13643, DLP/13667, DLP/13669, DLP/13689, DLP/13692, DLP/13713, DLP/13715, DLP/13749, DLP/13753, DLP/13790, DLP/13795, DLP/13884, DLP/13885, DLP/13927, DLP/13982, DLP/13992, DLP/14009, DLP/14035, DLP/14043, DLP/14056, DLP/14120, DLP/14137, DLP/14164, DLP/14178, DLP/14312, DLP/14368, DLP/14378, DLP/14413, DLP/14485, DLP/14546, DLP/14567, DLP/14600, DLP/14607, DLP/14623, DLP/14643, DLP/14648, DLP/14651, DLP/14665, DLP/14667, DLP/14688, DLP/14692, DLP/14696, DLP/14701, DLP/14702, DLP/14709, DLP/14712, DLP/14714, DLP/14715, DLP/14729, DLP/14733, DLP/14738, DLP/14749, DLP/14755, DLP/14759, DLP/14789, DLP/14810, DLP/14815, DLP/14818, DLP/14854, DLP/14858, DLP/14877,
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Supports Mountnessing Road/London Road roundabout.	TS2.28	Support noted.	None required.	DLP/17736, DLP/18260, DLP/18310, DLP/18391, DLP/18417, DLP/2949, DLP/14178, DLP/14815, DLP/15682, DLP/17270, DLP/17484, DLP/17510, DLP/17664, DLP/17736, DLP/17790, DLP/18260, DLP/18310, DLP/18391, DLP/18417
Supports proposal for Laindon Road becoming two way.	TS2.29	Support noted.	None required.	DLP/17576, DLP/17736, DLP/17979, DLP/17270, DLP/18260, DLP/18310, DLP/18391, DLP/18417, DLP/14178, DLP/14815, DLP/15682, DLP/17736, DLP/18260, DLP/18310, DLP/18391, DLP/18417, DLP/17577, DLP/17979, DLP/18154
No specific comment with regards to the Billericay Relief Road	TS2.30	Noted.	None required.	DLP/12118, DLP/18254, DLP/18306, DLP/18254, DLP/18306

No specific comment with regards to Laindon Road becoming two way.	TS2.31	Noted.	None required.	DLP/12118, DLP/14528, DLP/16771
No specific comment with regards to the proposed slip road at Sun Corner.	TS2.32	Noted. The slip road at Sun Corner from Laindon Road to London Road was tested as part of the highway mitigation modelling but was not included as one of the Improvements to Highway Infrastructure listed in Policy TS2 on the advice of the Highway Authority in relation to safety of pedestrian movements in this area. Therefore it is not being proposed in the Draft Local Plan.	None required.	DLP/17978, DLP/17267, DLP/14528, DLP/16771, DLP/18151, DLP/17978, DLP/7270
Object to the proposed Mountnessing Road/London Road roundabout.	TS2.33	Objection noted.	None required.	DLP/17652, DLP/17758, DLP/16877, DLP/17664, DLP/5307, DLP/1075, DLP/14607, DLP/14818, DLP/15683, DLP/19431, DLP/17652, DLP/17758, DLP/18047
Roads should be improved.	TS2.34	Noted. Policy TS2 contains the proposed improvements to carriageway infrastructure. Other localised improvements to carriageway infrastructure will also be secured in addition to those proposed in the Draft Local Plan alongside development where it is necessary to reduce local congestion and ensure road safety. Basildon Borough Council will commission additional Highway Modelling work to provide details of sustainable access requirements at each housing allocation site and to determine if there are any additional strategic improvements to the highway network that could further assist in the alleviation of congestion around the Borough. This work will accompany the next stage of the Local Plan, once it has been re-drafted to	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	DLPQQ/563



		take into consideration the comments made as part of the public consultation		
Is the Sun Corner junction going to be a traffic light system.	TS2.35	One of the mitigation options in the Highway mitigation modelling suggested the use of intelligent traffic lights which would gauge the level of congestion at each approach. At this stage they are options for alleviating traffic congestion at the Sun Corner junction and will be subject to further design appraisal before a final design for the junction is determined. It is worth noting that the alteration from one way to two way on the Laindon Road was shown in the results of the Highway Mitigation Modelling to be the most effective solution to congestion at the sun corner junction. Therefore it has not been decided as to whether a roadabout or traffic light junction will work best.	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	DLPQQ/741
Support Billericay Relief Road and roundabout.	TS2.36	Support noted.	None required.	DLP/20246, DLP/7270, DLP/17736, DLP/19493, DLP/7354, DLP/17736, DLP/19493, DLP/20246, 2568DLPQQ/943
Widening of A127 / A13 cannot be regarded as a long term proposal, as the roads are likely to get worse in the short term.	TS2.37	Basildon Borough Council has worked closely with the Highways Authority at Essex County Council to commission highway modelling work to determine the impact of Local Plan growth on the highway network. BBC & ECC commissioned further highway mitigation modelling work to investigate if there were any road improvements that could be brought forward in order to bring the highway network within capacity in the Basildon Borough. The highway mitigation modelling tested a number of options, some of which made a minimal impact and have been dropped from the Local Plan, but the majority of options tested made some	Basildon Borough Council will continue to work with Essex County Council as the Highway Authority to develop the transport improvement schemes and to secure funding either through the LEP / Local Growth Fund or through planning obligations (S106, S278, S38) to ensure that they are brought forward in a timely fashion to support the level of growth proposed in the Local Plan.	DLP/516

		<p>significant improvements to the highway network to the extent that it could be brought within capacity in the future year. For Basildon these include improvements to the A127/A130 Fairglen Interchange, widening of the A127 in line with the A127 Corridor For Growth: An Economic Strategy 2014, improvements to the A132 Nevendon junction, improvements to the A176 Upper Mayne junction with the A127, improvements to the A13 in line with the A13 Route Mangement Strategy, removal of the A127 Fortune of War junction, the provision of a new grade seperated junction on the A127 at Pound Lane, including a link road to Cranfield Park Road, the A129 and A130, the provision of a link road from West Mayne to a new development site west of Basildon, providing mutli modal connections to Laindon town centre, modifications to the Basildon town centre highway network in line with the Basildon Town Centre Masterplan, and various individual junction improvments at A127 Dunton Interchange, A13 Haywain junction, and A176/Dry Street interchange.</p>		
<p>Widening of the A127 will require central government funding and will take years to secure plan and carry out construction.</p>	TS2.38	<p>The current A127 Corridor For Growth: An Economic Strategy 2014 has already secured significant funding for a number of improvements along the A127, and is currently being reviewed for the purposes of additional bids for funding. A route based strategy is also underway for the A13 and these studies can be used as the basis for securing funding from the South East Local Enterprise Partnership, the Local Growth Fund, S106, CIL, S278, and S38 agreements.</p>	<p>Basildon Borough Council will continue to work with Essex County Council as the Highway Authority to develop the transport improvement schemes and to secure funding either through the LEP / Local Growth Fund or through planning obligations (S106, S278, S38) to ensure that they are brought forward in a timely fashion to support the level of growth proposed in the Local Plan.</p>	DLP/266, DLP/516

<p>Road infrastructure in the Borough must be regarded as an immediate constraint on further housing development and should be used to reduce housing target.</p>	<p>TS2.39</p>	<p>The mitigation modelling work has been carried out at a strategic level and the Council recognises that further work to look at site specific sustainable access needs to be carried out in order to determine if there is any further mitigation required in some areas. Further work is being commissioned to determine if there is any further mitigation required to the highway network, and if there are any particular access or safety requirements to be implemented as part of individual development sites. Once the Local Plan is adopted, this will provide confirmation that the schemes identified will then be used as the basis for bids by the highway authority to secure funding from the South East Local Enterprise Partnership / Local Growth Fund in order to bring these schemes forward. The Highway Authority will be expected to go through a further design stage for what the final junction improvement may look like but this will be expected to achieve the same outcome in terms of alleviating congestion on the highway network as the proposed mitigation option included within the Draft Local Plan.</p>	<p>Basildon Borough Council will continue to work with Essex County Council as the Highway Authority to develop the transport improvement schemes and to secure funding either through the LEP / Local Growth Fund or through planning obligations (S106, S278, S38) to ensure that they are brought forward in a timely fashion to support the level of growth proposed in the Local Plan.</p>	<p>DLP/516</p>
<p>Overdevelopment without sufficient infrastructure has been a reason to declare Local Plans unsound in the past (e.g. Uttlesford).</p>	<p>TS2.40</p>	<p>The Uttlesford Local Plan was not rejected due to a lack of infrastructure to support development. There were fundamental issues with how they had calculated their housing numbers and in fact the inspector suggested that the actual number should be higher, not reduced due to a lack of infrastructure. In relation to transport, the inspector had a concern that the impact on the highway network had not been sufficiently determined to suggest that the mitigation identified was sufficient to alleviate the</p>	<p>Basildon Borough Council will continue to work with Essex County Council as the Highway Authority to develop the transport improvement schemes and to secure funding either through the LEP / Local Growth Fund or through planning obligations (S106, S278, S38) to ensure that they are brought forward in a timely fashion to support the level</p>	<p>DLP/516</p>

		<p>impact of a large housing allocation on the highway network. The Modelling that had been completed at the time of the examination was not viewed by the inspector to adequately demonstrate that (when the models under development have been run) the Uttlesford allocations, taken together with those in nearby districts, will be sound in the sense of being compatible with the road network. The inspector also noted that additional modelling, agreed by the relevant authorities as being required to make this determination, and which included a VISUM model, would not be signed off until after the examination. Basildon Borough Council has already completed Highway Modelling that has looked at the impact of Local Plan growth, in addition to background growth in neighbouring authorities to determine what the impact to the highway network in the Borough would be. Further modelling has also been carried out to determine whether or not mitigation options could be brought forward to alleviate the impact to the highway network. Basildon Borough Council and Essex County Council have now commissioned further work to determine if there is any further mitigation required to the highway network in some areas, and to refine the current transport assessments to establish a final list of mitigation requirements.</p>	<p>of growth proposed in the Local Plan.</p>	
<p>The proposed relief route will not improve traffic congestion.</p>	<p>TS2.41</p>	<p>Basildon Borough Council has worked closely with the Highways Authority at Essex County Council to commission highway modelling work to determine the impact of Local Plan growth on the highway network. BBC &amp; ECC commissioned further highway mitigation modelling work to investigate if</p>	<p>Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable</p>	<p>DLP/1494, DLP/3758, DLP/2982, DLP/2173</p>

		<p>there were any road improvements that could be brought forward in order to bring the highway network within capacity in the Basildon Borough. The highway mitigation modelling tested a number of options, some of which made a minimal impact and have been dropped from the Local Plan, but the majority of options tested made some significant improvements to the highway network to the extent that it could be brought within capacity in the future year. For Billericay this includes the provision of a south/south-west relief route, which will provide an alternative route to Sun Corner, the removal of the one-way restriction on Laindon Road and various junction improvements at Sun Corner and Mountnessing Road/London Road junctions. However, further work is being commissioned to determine if there is any further mitigation required to highway network.</p>	<p>access measures for each of the strategic development sites proposed in the Draft Local Plan.</p>	
<p>The Highways/traffic modelling is inaccurate/outdated.</p>	<p>TS2.42</p>	<p>Noted. Basildon Borough Council has commissioned a review of the transport modelling work that will look at a scenario up to the future year of 2034 using 2014 as the base year, and will consider if there are any additional strategic mitigation options that would need to come forward in order to cope with the impact of future growth. Basildon Borough Council has worked closely with the Highways Authority at Essex County Council to commission highway modelling work to determine the impact of Local Plan growth on the highway network. This also takes into consideration growth in neighbouring authority areas that is likely to use the strategic road network through the Basildon Borough such as the A127, A13, A129, A176</p>	<p>Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.</p>	<p>DLP/1584, DLP/792, DLP/346, DLP/791, DLP/348, DLP/2173, DLP/1265, DLP/5072, DLP/3812, DLP/1557, DLP/5077, DLP/1038</p>

	<p>etc. to see if there is sufficient capacity in the highway network to cope with the additional traffic movements. The Highway Impact Assessment carried out by Ringway Jacobs and commissioned in partnership by Basildon Borough Council and Essex County Council stated that without intervention, the highway network would be over capacity by the end of the Local Plan period. Therefore, BBC &amp; ECC commissioned further work to investigate if there were any road improvements that could be brought forward in order to bring the highway network within capacity in the Basildon Borough. The highway mitigation modelling tested a number of options, some of which made a minimal impact and have been dropped from the Local Plan, but the majority of options tested made some significant improvements to the highway network to the extent that it could be brought within capacity in the future year. For Billericay this includes the provision of a south/south-west relief route, which will provide an alternative route to Sun Corner, the removal of the one-way restriction on Laindon Road and various junction improvements at Sun Corner and Mountnessing Road/London Road junctions. The Relief route proposed around Billericay is shown in the results of the Highway Mitigation Modelling to alleviate much of the added congestion experienced in the future year and the location of the route is at this stage indicative. However, further work is being commissioned to determine if there is any further mitigation required to highway network.</p>		
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<p>Additional development in Wickford, Billericay and Runwell will increase traffic on A129 and access roads to A127. These roads cannot cope now.</p>	<p>TS2.43</p>	<p>Basildon Borough Council has worked closely with the Highways Authority at Essex County Council to commission highway modelling work to determine the impact of Local Plan growth on the highway network. BBC &amp; ECC commissioned further highway mitigation modelling work to investigate if there were any road improvements that could be brought forward in order to bring the highway network within capacity in the Basildon Borough. The highway mitigation modelling tested a number of options, some of which made a minimal impact and have been dropped from the Local Plan, but the majority of options tested made some significant improvements to the highway network to the extent that it could be brought within capacity in the future year. For Billericay this includes the provision of a south/south-west relief route, which will provide an alternative route to Sun Corner, the removal of the one-way restriction on Laindon Road and various junction improvements at Sun Corner and Mountnessing Road/London Road junctions. For Wickford these include the provision of a new grade seperated junction on the A127 at Pound Lane, including a link road to Cranfield Park Road, the A129 and the A130, improvements to the A132 Nevendon junction and improvements to the junction of Runwell Road and the A132. The link roads proposed from the new junction on the A127 are shown in the results of the Highway Mitigation Modelling to alleviate much of the added congestion experienced in Wickford in the future year and the location of the link routes are at this stage indicative. No</p>	<p>Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan. Basildon Borough Council will also continue to work with the Highway Authority, Essex County Council to assist in the production of future strategies for the main arterial routes in south Essex.</p>	<p>DLP/1425, DLP/1430</p>
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		<p>decisions have been made as to the exact location of the link roads. However, further work is being commissioned to determine if there is any further mitigation required to the highway network. The Draft Local Plan contains details of the potential widening of the A127, in addition to significant funding that has already been secured by the Highway Authority to make various improvements to the A127 corridor. Full details of these can be found in the A127 Corridor for Growth Economic strategy. The Highway Authority are currently working on a similar strategy for the A13 and will be expected to be delivered in tandem with the Local Plan junction improvements and new link roads and relief routes.</p>		
<p>Building new housing and new roads generates extra traffic.</p>	TS2.44	<p>Basildon Borough Council has worked closely with the Highways Authority at Essex County Council to commission highway modelling work to determine the impact of Local Plan growth on the highway network. BBC &amp; ECC commissioned further highway mitigation modelling work to investigate if there were any road improvements that could be brought forward in order to bring the highway network within capacity in the Basildon Borough. The highway mitigation modelling tested a number of options, some of which made a minimal impact and have been dropped from the Local Plan, but the majority of options tested made some significant improvements to the highway network to the extent that it could be brought within capacity in the future year. For Billericay this includes the provision of a south/south-west relief route, which will provide an alternative route to Sun Corner,</p>	<p>Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.</p>	DLP/2993



		<p>the removal of the one-way restriction on Laindon Road and various junction improvements at Sun Corner and Mountnessing Road/London Road junctions. The Relief route proposed around Billericay is shown in the results of the Highway Mitigation Modelling to alleviate much of the added congestion experienced in the future year and the location of the route is at this stage indicative. No decisions have been made as to the exact location of the relief route or the final design for the proposed housing development. For Wickford these include the provision of a new grade seperated junction on the A127 at Pound Lane, including a link road to Cranfield Park Road, the A129 and the A130, improvements to the A132 Nevendon junction and improvements to the junction of Runwell Road and the A132. The link roads proposed from the new junction on the A127 are shown in the results of the Highway Mitigation Modelling to alleviate much of the added congestion experienced in Wickford in the future year and the location of the link routes are at this stage indicative. No decisions have been made as to the exact location of the link roads. However, further work is being commissioned to determine if there is any further mitigation required to highway network.</p>		
<p>Concerns over congestion in Pound Lane/London Rd/Burnt Mills Rd as a result of the proposed road improvements and</p>	<p>TS2.45</p>	<p>Basildon Borough Council has worked closely with the Highways Authority at Essex County Council to commission highway modelling work to determine the impact of Local Plan growth on the highway network. This also takes into consideration growth in neighbouring authority areas that is likely to</p>	<p>Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable</p>	<p>DLP/2079, DLP/5702, DLP/1063, DLP/2967</p>

development in Bowers Gifford.		use the strategic road network through the Basildon Borough such as the A127, A13, A129, A176 etc. to see if there is sufficient capacity in the highway network to cope with the additional traffic movements. BBC & ECC commissioned further highway mitigation modelling work to investigate if there were any road improvements that could be brought forward in order to bring the highway network within capacity in the Basildon Borough. The highway mitigation modelling tested a number of options, some of which made a minimal impact and have been dropped from the Local Plan, but the majority of options tested made some significant improvements to the highway network to the extent that it could be brought within capacity in the future year. The mitigation modelling work has been carried out at a strategic level and the Council recognises that further work to look at site specific sustainable access needs to be carried out in order to determine if there is any further mitigation required in some areas. Therefore, further details in terms of the exact location of the proposed junction on the A127, the link roads and access through Pound Lane and Burnt Mills Road will be looked at in further detail.	access measures for each of the strategic development sites proposed in the Draft Local Plan.	
Tye Common Road is not a viable link between the A127 and Billericay.	TS2.46	Basildon Borough Council has worked closely with the Highways Authority at Essex County Council to commission highway modelling work to determine the impact of Local Plan growth on the highway network. BBC & ECC commissioned further highway mitigation modelling work to investigate if there were any road improvements that could be brought forward in order to bring the highway network within capacity in the	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	DLP/3164

		<p>Basildon Borough. The highway mitigation modelling tested a number of options, some of which made a minimal impact and have been dropped from the Local Plan, but the majority of options tested made some significant improvements to the highway network to the extent that it could be brought within capacity in the future year. For Billericay this includes the provision of a south/south-west relief route, which will provide an alternative route to Sun Corner, the removal of the one-way restriction on Laindon Road and various junction improvements at Sun Corner and Mountnessing Road/London Road junctions. However, further work is being commissioned to determine if there is any further mitigation required to the highway network. The Relief route proposed around Billericay is shown in the results of the Highway Mitigation Modelling to alleviate much of the added congestion experienced in the future year and the location of the route is at this stage indicative. However, further work is being commissioned to determine if there is any further mitigation required to highway network and to determine the location of the proposed Relief Route.</p>		
<p>Concerns over the funding and/or delivery of transport infrastructure.</p>	<p>TS2.47</p>	<p>Developers will be expected to cover the cost of the road that will be delivered within the development site as part of the proposal but there is also other funding available that can be secured through either the South East Local Enterprise Partnership, the Local Growth fund or national infrastructure funding pots in order to help pay for the cost of road infrastructure schemes. Once the Local Plan is adopted, it will mean that Basildon</p>	<p>Basildon Borough Council will continue to work with Essex County Council as the Highway Authority to develop the transport improvement schemes and to secure funding either through the LEP / Local Growth Fund or through planning obligations (S106, S278, S38) to ensure that they are brought forward in a</p>	<p>DLP/3164, DLP/1283, DLP/909, DLP/2275, DLP/5704, DLP/2446, DLP/5878, DLP/4682, DLP/2083, DLP/4583, DLP/447, DLP/3321, DLP/3140, DLP/980, DLP/3812, DLP/1557, DLP/5077, DLP/1038</p>

		<p>Borough Council will be able to work with the Highway Authority to ensure that bids for such funding are made. Policy IMP1 states that development will be phased or limited to ensure that infrastructure capacity is created to accommodate additional people and vehicles, alongside new development. This phasing is specified within individual development allocations. Phasing arrangements which would result in unmitigated harm to the environment, or would see infrastructure capacity exceeded or community infrastructure needs unmet will not be accepted. For the most part, the infrastructure upgrades will be delivered alongside new development, and where significant improvements to highway infrastructure are required in order to satisfactorily mitigate the impact of growth, development will be phased towards the end of the plan period until the new roads / junction improvements have secured sufficient funding.</p>	<p>timely fashion to support the level of growth proposed in the Local Plan.</p>	
<p>All housing and industrial development should be moved to the areas on the new Relief Rd to prevent congestion in town centre, east &amp; south Billericay.</p>	<p>TS2.48</p>	<p>Basildon Borough Council has worked closely with the Highways Authority at Essex County Council to commission highway modelling work to determine the impact of Local Plan growth on the highway network. BBC &amp; ECC commissioned further highway mitigation modelling work to investigate if there were any road improvements that could be brought forward in order to bring the highway network within capacity in the Basildon Borough. The highway mitigation modelling tested a number of options, some of which made a minimal impact and have been dropped from the Local Plan, but the majority of options tested made some</p>	<p>Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.</p>	<p>DLP/1583, DLP/4007</p>

		<p>significant improvements to the highway network to the extent that it could be brought within capacity in the future year. For Billericay this includes the provision of a south/south-west relief route, which will provide an alternative route to Sun Corner, the removal of the one-way restriction on Laindon Road and various junction improvements at Sun Corner and Mountnessing Road/London Road junctions. However, further work is being commissioned to determine if there is any further mitigation required to highway network.</p>		
<p>Identifies traffic/congestion issues at Sun Corner.</p>	<p>TS2.49</p>	<p>Basildon Borough Council has worked closely with the Highways Authority at Essex County Council to commission highway modelling work to determine the impact of Local Plan growth on the highway network. BBC &amp; ECC commissioned further highway mitigation modelling work to investigate if there were any road improvements that could be brought forward in order to bring the highway network within capacity in the Basildon Borough. The highway mitigation modelling tested a number of options, some of which made a minimal impact and have been dropped from the Local Plan, but the majority of options tested made some significant improvements to the highway network to the extent that it could be brought within capacity in the future year. For Billericay this includes the provision of a south/south-west relief route, which will provide an alternative route to Sun Corner, the removal of the one-way restriction on Laindon Road and various junction improvements at Sun Corner and Mountnessing Road/London Road junctions.</p>	<p>Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.</p>	<p>DLP/1583, DLP/2126, DLP/1373, DLP/4007, DLP/2391</p>

		However, further work is being commissioned to determine if there is any further mitigation required to highway network.		
Roads are currently at capacity in Billericay, and the increase in homes would put further pressure on the road system.	TS2.50	Basildon Borough Council has worked closely with the Highways Authority at Essex County Council to commission highway modelling work to determine the impact of Local Plan growth on the highway network. BBC & ECC commissioned further highway mitigation modelling work to investigate if there were any road improvements that could be brought forward in order to bring the highway network within capacity in the Basildon Borough. The highway mitigation modelling tested a number of options, some of which made a minimal impact and have been dropped from the Local Plan, but the majority of options tested made some significant improvements to the highway network to the extent that it could be brought within capacity in the future year. For Billericay this includes the provision of a south/south-west relief route, which will provide an alternative route to Sun Corner, the removal of the one-way restriction on Laindon Road and various junction improvements at Sun Corner and Mountnessing Road/London Road junctions. However, further work is being commissioned to determine if there is any further mitigation required to highway network. In relation to the strategic road network, the highway Authority have obtained funding to secure a number of improvements to the flow of traffic along the A127 and is currently working on a similar strategy for the A13. The Local Plan	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	DLP/2126, DLP/2793, DLP/2295, DLP/3583, DLP/3995, DLP/1571

		also identifies the necessity to widen the A127 during the plan period. The mitigation modelling work has been carried out at a strategic level and the Council recognises that further work to look at site specific sustainable access needs to be carried out in order to determine if there is any further mitigation required in some areas.		
Object to the relief road in Billericay as it will run along cricket/tennis clubs and the green belt.	TS2.51	The Relief route proposed around Billericay is shown in the results of the Highway Mitigation Modelling to alleviate much of the added congestion experienced in the future year and the location of the route is at this stage indicative. However, the land where the cricket club is sited has been submitted to the Council for consideration for housing development and could be re-located as part of the proposals. At this stage no decisions have been made as to the exact location of the relief route or the final design for the proposed housing development. Further highway modelling has been commissioned to look at how the route could potentially be delivered, and compulsory purchase would be a last resort for the Council. This additional modelling work will also look at safe and sustainable access on each of the specific development allocations, but given that there are many existing schools located in close proximity to a two way road, there should be a safe solution to accommodating the proposed alteration on Laindon Road.	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	DLP/1283, DLP/2793, DLP/1494, DLP/1658, DLP/3112
The proposed relief route via Frithwood Lane/Tye Common may lead to compulsory purchase of houses in this area.	TS2.52	The Relief route proposed around Billericay is shown in the results of the Highway Mitigation Modelling to alleviate much of the added congestion experienced in the future year and the location of the route is at this stage indicative. However, the land where the	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required,	DLP/2793

		<p>cricket club is sited has been submitted to the Council for consideration for housing development and could be re-located as part of the proposals. At this stage no decisions have been made as to the exact location of the relief route or the final design for the proposed housing development. Further highway modelling has been commissioned to look at how the route could potentially be delivered, and compulsory purchase would be a last resort for the Council. This additional modelling work will also look at safe and sustainable access on each of the specific development allocations, but given that there are many existing schools located in close proximity to a two way road, there should be a safe solution to accommodating the proposed alteration on Laindon Road.</p>	<p>and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.</p>	
<p>The proposed improvement at Mountnessing Road/London Road roundabout will not reduce the amount of traffic at this junction.</p>	<p>TS2.53</p>	<p>Basildon Borough Council has worked closely with the Highways Authority at Essex County Council to commission highway modelling work to determine the impact of Local Plan growth on the highway network. BBC &amp; ECC commissioned further highway mitigation modelling work to investigate if there were any road improvements that could be brought forward in order to bring the highway network within capacity in the Basildon Borough. The highway mitigation modelling tested a number of options, some of which made a minimal impact and have been dropped from the Local Plan, but the majority of options tested made some significant improvements to the highway network to the extent that it could be brought within capacity in the future year. For Billericay this includes the provision of a south/south-west relief route, which will</p>	<p>Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.</p>	<p>DLP/1494, DLP/2173, DLP/4583, DLP/319</p>



		provide an alternative route to Sun Corner, the removal of the one-way restriction on Laindon Road and various junction improvements at Sun Corner and Mountnessing Road/London Road junctions. However, further work is being commissioned to determine if there is any further mitigation required to highway network.		
Object to the relief road in Billericay as it will lead to the demolition of houses to provide width for lorries, pavements, cycle lane, e.tc.	TS2.54	Basildon Borough Council has worked closely with the Highways Authority at Essex County Council to commission highway modelling work to determine the impact of Local Plan growth on the highway network. BBC & ECC commissioned further highway mitigation modelling work to investigate if there were any road improvements that could be brought forward in order to bring the highway network within capacity in the Basildon Borough. The highway mitigation modelling tested a number of options, some of which made a minimal impact and have been dropped from the Local Plan, but the majority of options tested made some significant improvements to the highway network to the extent that it could be brought within capacity in the future year. For Billericay this includes the provision of a south/south-west relief route, which will provide an alternative route to Sun Corner, the removal of the one-way restriction on Laindon Road and various junction improvements at Sun Corner and Mountnessing Road/London Road junctions. However, further work is being commissioned to determine if there is any further mitigation required to highway network. The Relief route proposed around Billericay is shown in the results of the Highway Mitigation	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	DLP/1847, DLP/3112, DLP/3256, DLP/3758

		Modelling to alleviate much of the added congestion experienced in the future year and the location of the route is at this stage indicative. However, further work is being commissioned to determine if there is any further mitigation required to the highway network and to determine the location / design of the proposed Relief Route.		
Improvements to junctions in the north of the A129 should be incorporated into the plan.	TS2.55	Site specific local highway improvements will be provided alongside individual developments, and development throughout the Borough will be phased in such a way that new infrastructure is delivered to address deficiencies in the network. To manage congestion at key routes, and at key junctions within the Borough, the Council will work with Essex County Council and developers to secure various improvements and alterations to carriageway infrastructure as set out in Policy TS2 of the Draft Local Plan.	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	DLP/3583
The Council should clearly state the metric on what an acceptable level of queuing and capacity at junctions.	TS2.56	The RFC does show at what point a junction within the highway network would reach capacity. However, paragraph 32 of the NPPF states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are 'severe'. However, neither the NPPF nor the Planning Practice Guidance provides a specific threshold for the definition of 'severe'. This suggests that severity could be considered in terms of the relative setting of a planning application, where it can be determined as part of a decision making process on a case by case basis. Also, given that the test of severity has a close relationship with other development, i.e. the 'cumulative impact', and given that	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	DLP/792, DLP/376, DLP/375

		the impacts are to be assessed after mitigation is taken into account, it would seem that an appropriate interpretation would be whether or not the 'residual' impact on the highway network as a result of development that would need to be considered 'severe' for it to be a limiting factor.		
The Mitigation testing for Billericay only considers a few junctions, and does not fully consider Tye Common Rd. Billericay is already experiencing 2031 levels at certain junctions.	TS2.57	The highway mitigation modelling tested a number of options, some of which made a minimal impact and have been dropped from the Local Plan, but the majority of options tested made some significant improvements to the highway network to the extent that it could be brought within capacity in the future year. For Billericay this includes the provision of a south/south-west relief route, which will provide an alternative route to Sun Corner, the removal of the one-way restriction on Laindon Road and various junction improvements at Sun Corner and Mountnessing Road/London Road junctions. The Relief route proposed around Billericay is shown in the results of the Highway Mitigation Modelling to alleviate much of the added congestion experienced in the future year and the location of the route is at this stage indicative. However, further work is being commissioned to determine if there is any further mitigation required to highway network.	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	DLP/792, DLP/348, DLP/319
Billericay Relief Road should be linked to Noak Hill Road roundabout.	TS2.58	Basildon Borough Council has worked closely with the Highways Authority at Essex County Council to commission highway modelling work to determine the impact of Local Plan growth on the highway network. BBC & ECC commissioned further highway mitigation modelling work to investigate if there were any road improvements that could	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling	DLP/1658

		be brought forward in order to bring the highway network within capacity in the Basildon Borough. The highway mitigation modelling tested a number of options, some of which made a minimal impact and have been dropped from the Local Plan, but the majority of options tested made some significant improvements to the highway network to the extent that it could be brought within capacity in the future year. The Relief route proposed around Billericay is shown in the results of the Highway Mitigation Modelling to alleviate much of the added congestion experienced in the future year and the location of the route is at this stage indicative. No decisions have been made as to the exact location of the relief route or the final design for the proposed housing development. Further highway modelling has been commissioned to look at how the route could potentially be delivered.		
Policy TS2 need to be amended to include safeguards to ensure protection and enhancement of biodiversity at the project stage, and where adverse effects are predicted, appropriate mitigation will need to be identified.	TS2.59	Noted.	The Council will take into consideration suggested wording changes in the next version of the Local Plan.	DLP/2725
Policy TS2 need to include safeguards to ensure protection and enhancement of natural environment at project	TS2.60	Noted.	The Council will take into consideration suggested wording changes in the next version of the Local Plan.	DLP/2724

stage, for example potential impacts on Vange & Fobbing Marshes SSSI and adjacent LWSs.				
Proposed transport improvements for Billericay are insufficient.	TS2.61	Basildon Borough Council has worked closely with the Highways Authority at Essex County Council to commission highway modelling work to determine the impact of Local Plan growth on the highway network. BBC & ECC commissioned further highway mitigation modelling work to investigate if there were any road improvements that could be brought forward in order to bring the highway network within capacity in the Basildon Borough. The highway mitigation modelling tested a number of options, some of which made a minimal impact and have been dropped from the Local Plan, but the majority of options tested made some significant improvements to the highway network to the extent that it could be brought within capacity in the future year. For Billericay this includes the provision of a south/south-west relief route, which will provide an alternative route to Sun Corner, the removal of the one-way restriction on Laindon Road and various junction improvements at Sun Corner and Mountnessing Road/London Road junctions. However, further work is being commissioned to determine if there is any further mitigation required to highway network.	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	DLP/246, DLP/2173, DLP/1265, DLP/4583, DLP/2391
Concern over highway infrastructure in Billericay.	TS2.62	Basildon Borough Council has worked closely with the Highways Authority at Essex County Council to commission highway modelling work to determine the impact of Local Plan growth on the highway network.	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to	DLP/935, DLP/4597

		BBC & ECC commissioned further highway mitigation modelling work to investigate if there were any road improvements that could be brought forward in order to bring the highway network within capacity in the Basildon Borough. The highway mitigation modelling tested a number of options, some of which made a minimal impact and have been dropped from the Local Plan, but the majority of options tested made some significant improvements to the highway network to the extent that it could be brought within capacity in the future year. For Billericay this includes the provision of a south/south-west relief route, which will provide an alternative route to Sun Corner, the removal of the one-way restriction on Laindon Road and various junction improvements at Sun Corner and Mountnessing Road/London Road junctions.	the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	
A development to the north of Bowers Gifford would alleviate congestion on the B1464.	TS2.63	Comments in relation to the alternative development site to the north of the village is noted, but this particular area suffers from high flood risk and the results of the landscape site study also stated that there was no capacity for significant housing development in this area.	Basildon Borough Council will continue to review the Essex Parking Standards to ensure that they are still fit for purpose for the Basildon Borough and seek to amend them if necessary.	DLP/5704
Sadlers Farm roundabout is incorrectly referenced as Pitsea instead of Bowers Gifford.	TS2.64	Comments in relation to Sadlers Farm are also noted and will be shared with the Highway Authority.	Basildon Borough Council will continue to review the Essex Parking Standards to ensure that they are still fit for purpose for the Basildon Borough and seek to amend them if necessary.	DLP/5704
There is a 16th Century Cottage next to the current A127 / Pound Lane junction and a C17th one on London	TS2.65	Any new link roads from the new junction on the A127 are only indicative at this stage and any listed buildings or heritage assets would need to be taken into consideration in the	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to	DLP/2446, DLP/199

Road which will suffer from increased traffic and infrastructure.		final design of the proposed highway mitigation option.	the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	
Generally in favour of the new junction/link road on A127. Makes suggestions on the need to make the roads through Wickford less attractive for traffic northbound on A130.	TS2.66	Comments in relation to making the A132 Nevendon Road route through Wickford less attractive are noted and further work is being commissioned to determine if there is any further mitigation required to highway network. Basildon Borough Council will work with Essex County Council and bus service providers to secure enhancements to the public transport network in south Essex with particular emphasis on projects that will improve north-south links within the Basildon Borough and enhance access to other main towns in Essex, as set out in Policy TS4.	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan. The Council will maintain, as a living document, an Infrastructure Delivery Plan, which will identify the requirements for infrastructure to support growth, including the railway requirements to support growth within the Borough as a whole, and within particular settlements and on specific development sites	DLP/1566, DLP/1567

<p>Concerns about insufficient consideration of issues in neighbouring authorities and of the potential impact of traffic growth on the A127/M25 junction.</p>	<p>TS2.67</p>	<p>Noted. Basildon Borough Council has commissioned a review of the transport modelling work that will look at a scenario up to the future year of 2034 using 2014 as the base year, and will consider if there are any additional strategic mitigation options that would need to come forward in order to cope with the impact of future growth. Basildon Borough Council has worked closely with the Highways Authority at Essex County Council to commission highway modelling work to determine the impact of Local Plan growth on the highway network. This also takes into consideration growth in neighbouring authority areas that is likely to use the strategic road network through the Basildon Borough such as the A127, A13, A129, A176 etc. to see if there is sufficient capacity in the highway network to cope with the additional traffic movements. The Highway Impact Assessment carried out by Ringway Jacobs and commissioned in partnership by Basildon Borough Council and Essex County Council stated that without intervention, the highway network would be over capacity by the end of the Local Plan period. Therefore, BBC &amp; ECC commissioned further work to investigate if there were any road improvements that could be brought forward in order to bring the highway network within capacity in the Basildon Borough. The highway mitigation modelling tested a number of options, some of which made a minimal impact and have been dropped from the Local Plan, but the majority of options tested made some significant improvements to the highway network to the extent that it could be brought within capacity in the future</p>	<p>Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan. Basildon Borough Council will continue to work with Highways England, Essex County Council, and neighbouring authorities in order to identify any potential cross boundary issues or impact on the highway network in the Basildon Borough caused by development elsewhere.</p>	<p>DLP/4659</p>
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	<p>year. This study will also consider outside factors in the assumptions made for background growth in other Local Authority areas including major developments and the preferred route for the Lower Thames Crossing will be specifically mentioned in the commentary as having a potential impact on the highway network. However, the full extent will not be known until the government announces the chosen route, in which case Basildon Council (and Brentwood Council potentially) may need to lobby government for additional improvements to the highway network to cope with the additional traffic using the strategic routes through the Basildon Borough should Route 3 or Route 4 be chosen, which may need to be delivered in partnership with Highways England. Highways England, however, are not responsible for the A127 as this is a County Route in the responsibility of the local Highway Authority at Essex County Council. Highways England is responsible for the strategic highway network including the M25 and parts of the A13. The majority of the A13 is however a County Route also. Brentwood Borough Council in their response to the Basildon Draft Local Plan consultation supports the statement that Basildon Borough Council will work closely with Highways England, Essex County Council and its neighbouring authorities to ensure that the challenges arising from the Lower Thames Crossing to the local transport network are fully addressed. Brentwood Borough Council note the on-going work with Essex County Council, as the local Highway Authority, and the South East Local</p>		
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		Enterprise Partnership regarding potential improvement along the A127 Corridor.		
Object to the removal of the Fortune of War junction.	TS2.68	Basildon Borough Council has worked closely with the Highways Authority at Essex County Council to commission highway modelling work to determine the impact of Local Plan growth on the highway network. BBC & ECC commissioned further highway mitigation modelling work to investigate if there were any road improvements that could be brought forward in order to bring the highway network within capacity in the Basildon Borough. The Fortune of War junction closure is an example of an alteration to the strategic road network that would improve traffic flows along the A127, however, the final design has not yet been decided. The A127 is a county route and given that Essex County Council as the Highway Authority has already secured significant investment through the South East Local Enterprise Partnership as part of their A127 Corridor For Growth Economic Strategy, it would make sense that such a strategic improvement to the network should form part of any future iteration of this	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan. Basildon Borough Council will also work with the Essex County Council as they develop any future strategies for county routes through the Basildon Borough (A127, A13) to ensure that any widening of these routes, or junction improvements compliment the local road network schemes contained in the Local Plan.	DLP/829, DLP/419, DLP/270, DLP/1282, DLP/256, DLP/258, DLP/537

		strategy. Therefore, the highway authority will be carrying out further investigation as to what the final design of the Fortune of War junction improvement may look like and details of this will be provided by the Highway Authority in due course. This investigation will include options for the junction that manage to improve traffic flow on the A127 either with or without the closure of access routes onto the A127 and any final design option would need to take into consideration any local junction improvements contained in the Local Plan. Therefore, Basildon Borough Council and Essex County Council will be commissioning further highway mitigation modelling to determine if there are any further road improvements or mitigation required to the local road network in order to cope with additional traffic caused by Local Plan growth.		
Observations regarding wording changes to Policy TS2 to clarify details about the removal of the Fortune of War.	TS2.69	The Council will consider wording changes in light of comments received.	Consider wording changes.	DLP/3357
It is pointless to add an extra circulatory lane to the Nevendon Interchange as a second lane has not been constructed for the full length of A132 through Wickford	TS2.70	For the A132 Nevendon Road, the highway mitigation modelling also tested a full two-lane northbound approach to the roundabout junction with Cranfield Park Road. However, this option just transferred the congestion issue to the Nevendon Road / Cranfield Park Road roundabout and a new junction on the A127 between Nevendon and Fairglens interchanges, including link roads to Cranfield Park Road, the A129, and the A130 was considered much more effective at alleviating congestion on the A132 Nevendon Road and	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	DLP/1872

		was the proposal put forward in the Local Plan. However, further work is being commissioned to determine if there is any further mitigation required to highway network.		
Suggests alternative road improvements to allow development on site H23 in Billericay to come forward. Additional housing should be allocated in this area to pay for the relief road.	TS2.71	Comments in support of a proposal on H23 and suggestions for larger development on the H24 site are noted. Basildon Borough Council has worked closely with the Highways Authority at Essex County Council to commission highway modelling work to determine the impact of Local Plan growth on the highway network. BBC & ECC commissioned further highway mitigation modelling work to investigate if there were any road improvements that could be brought forward in order to bring the highway network within capacity in the Basildon Borough. The highway mitigation modelling tested a number of options, some of which made a minimal impact and have been dropped from the Local Plan, but the majority of options tested made some significant improvements to the highway network to the extent that it could be brought within capacity in the future year. For Billericay this includes the provision of a south/south-west relief route, which will provide an alternative route to Sun Corner, the removal of the one-way restriction on Laindon Road and various junction improvements at Sun Corner and Mountnessing Road/London Road junctions. The slip road at Sun Corner from Laindon Road to London Road was tested as part of the highway mitigation modelling but was not included as one of the Improvements to Highway Infrastructure listed in Policy TS2 on the advice of the Highway Authority in	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	DLP/4719, DLP/4682

		<p>relation to safety of pedestrian movements in this area. Therefore it is not being proposed in the Draft Local Plan. The Relief route proposed around Billericay is shown in the results of the Highway Mitigation Modelling to alleviate much of the added congestion experienced in the future year and the location of the route is at this stage indicative. The mitigation modelling work has been carried out at a strategic level and the Council recognises that further work to look at site specific sustainable access needs to be carried out in order to determine if there is any further mitigation required in some areas. With regards to the phasing of development some additional modelling work will be carried out to determine site specific sustainable access on each development site and to inform a more detailed appraisal of phasing requirements, including potential short to medium term options. For the most part, the infrastructure upgrades will be delivered alongside new development, and where significant improvements to highway infrastructure are required in order to satisfactorily mitigate the impact of growth, development will be phased towards the end of the plan period until the new roads / junction improvements have secured sufficient funding.</p>		
<p>Paragraph 9.33 should refer to sites H20 to 23 (not H22 to H24) in terms of the provision of the relief road through development. Road should be re-located further south.</p>	<p>TS2.72</p>	<p>Suggested reference changes within the policies are noted.</p>	<p>The Council will carry out necessary fact checking and amendments to policy content and wording prior to the next publication of the Local Plan.</p>	<p>DLP/4682</p>

<p>Concerns regarding the Level 1 costs for Highway Mitigation improvements and other road infrastructure requirements around Basildon highlighted in the infrastrucre delivery plan.</p>	<p>TS2.73</p>	<p>Noted. Comments in relation to the High Level Costing exercise for the proposed road improvements is noted and the Council will be commissioning further work with the Highway Authority to address this issue. With regards to other road infrastructure requirements around Basildon highlighted in the infrastrucre delivery plan; development will need to be phased to ensure that highway improvements are brought forward alongside development so that additional traffic caused by Local Plan growth does not have a servere adverse impact. With regards to the phasing of development some additional modelling work will be carried out to determine site specific sustainable access on each development site and to inform a more detailed appraisal of phasing requirements, including potential short to medium term options. For the most part, the infrastructure upgrades will be delivered alongside new development, but where significant improvements to highway infrastructure are required in order to satisfactorily mitigate the impact of growth, development will be phased towards the end of the plan period until the new roads / junction improvements have secured sufficient funding. The Council is not currently in a position to state categorically which infrastructure projects will be funded by CIL as it has not been subject to the same level of public consultation as the Local Plan. Some additional work will be carried out by the Council to update the Infrastructure Delivery Plan, which will inform the CIL.</p>	<p>Basildon Borough Council will consider wording changes to the Transport Strategy Policies to ensure clarity in terms of the delivery of schemes. Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sutainable access measures for each of the strategic development sites proposed in the Draft Local Plan. Basildon Council will also consider any wording changes to Transport Policies following the results of the additional modelling work. The Council will maintain, as a living document, an Infrastructure Delivery Plan, which will identify the requirements for infrastructure to support growth within the Borough. As this document will be continually updated this will be used to identify infrastructure priorities and focus funding sources such as the Community Infrastructure Levy to specific infrastructure projects.</p>	<p>DLP/2083</p>
<p>Support Policy TS2 in principle.</p>	<p>TS2.74</p>	<p>Support noted.</p>	<p>None required.</p>	<p>DLP/3430</p>

<p>Errors in Paragraph 9.23. H14 should read H13 and H15 should read H14.</p>	<p>TS2.75</p>	<p>Noted in relation to Housing Allocation number errors.</p>	<p>Basildon Borough Council will consider wording changes to the Transport Strategy Policies to ensure clarity in terms of the delivery of schemes.</p>	<p>DLP/3430</p>
<p>Paras 9.18 and 9.32 are slightly different in terms of the required support for funding.</p>	<p>TS2.76</p>	<p>Paragraph 9.32 refers to political support as well as financial support but it is acknowledged that the wording suggests that the political support would come from neighbouring authorities and the financial support would come from DfT. It is considered that particularly for the new junction on the A127, the benefits are likely to be experienced beyond the Basildon Borough boundary and there may be scope to obtain financial support from neighbouring authorities not only for this but all infrastructure of benefit to more than one Borough. Comments on Para 9.18 are noted and the delivery of new A127 junction would not be entirely reliant on DfT funding with other funding acquired from the SE LEP, Local Growth Fund, CIL, S106, S278, S38 agreements etc.</p>	<p>The Council will maintain, as a living document, an Infrastructure Delivery Plan, which will identify the requirements for infrastructure to support growth within the Borough. As this document will be continually updated this will be used to identify infrastructure priorities and focus funding sources such as the Community Infrastructure Levy to specific infrastructure projects.</p>	<p>DLP/3430</p>
<p>Concerned about lack of priorities for schemes whose total cost will be very substantial.</p>	<p>TS2.77</p>	<p>With regards to the phasing of development some additional modelling work will be carried out to determine site specific sustainable access on each development site and to inform a more detailed appraisal of phasing requirements, including potential short to medium term options. For the most part, the infrastructure upgrades will be delivered alongside new development, and where significant improvements to highway infrastructure are required in order to satisfactorily mitigate the impact of growth, development will be phased towards the end of the plan period until the new roads /</p>	<p>The Council will maintain, as a living document, an Infrastructure Delivery Plan, which will identify the requirements for infrastructure to support growth within the Borough. As this document will be continually updated this will be used to identify infrastructure priorities and focus funding sources such as the Community Infrastructure Levy to specific infrastructure projects.</p>	<p>DLP/3430</p>

		junction improvements have secured sufficient funding.		
Concerned that more deliverable and affordable mitigation has not been tested in combination with other measures found to be partially effective.	TS2.78	Noted. Basildon Borough Council has worked closely with the Highways Authority at Essex County Council to commission highway modelling work to determine the impact of Local Plan growth on the highway network. This also takes into consideration growth in neighbouring authority areas that is likely to use the strategic road network through the Basildon Borough such as the A127, A13, A129, A176 etc. to see if there is sufficient capacity in the highway network to cope with the additional traffic movements. The Highway Impact Assessment carried out by Ringway Jacobs and commissioned in partnership by Basildon Borough Council and Essex County Council stated that without intervention, the highway network would be over capacity by the end of the Local Plan period. Therefore, BBC & ECC commissioned further work to investigate if there were any road improvements that could be brought forward in order to bring the highway network within capacity in the Basildon Borough. The highway mitigation modelling tested a number of options, some of which made a minimal impact and have been dropped from the Local Plan, but the majority of options tested made some significant improvements to the highway network to the extent that it could be brought within capacity in the future year. In relation to the strategic road network, the highway Authority have obtained funding to secure a number of improvements to the flow of traffic and is currently working on a similar strategy	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan. The Council will also review the Highways Topic Paper following the results of the mitigation modelling and will continue to work with infrastructure partners and will update the Infrastructure Delivery Plan to reflect changes and the progress made in delivering the plan and securing key pieces of infrastructure.	DLP/3071



	<p>for the A13. The Local Plan also identifies the necessity to widen the A127 during the plan period. One of these options is to provide widening of the A132 Nevendon Road for two lanes up to the junction with Cranfield Park Road. Another is for an entirely new junction on the A127 that would provide alternative access to Cranfield Park Road, the A129 Southend Road and the A130 to the north, and Pound Lane, Burnt Mills Road / Courtauld Road to the south. This option is shown in the Highway Mitigation Modelling to be much more effective at reducing congestion on the Nevendon Road as it provides an alternative route to the south of Wickford, Shotgate, and the A130. Your comment in relation to the cumulative impact of the Morbec Spur with the two lane approach is noted and this was actually considered as part of the Highways Topic Paper which states that whilst the Morbec would alleviate some capacity issues, it would not be sufficient to fully mitigate the additional traffic caused by Local Plan growth on any one of the junctions in Wickford and that whilst a full two lane approach to the roundabout junction of Nevendon Road with Cranfield Park road would have benefits in terms of traffic flowing away from the Nevendon Interchange more efficiently and preventing potential queuing onto the A127, it just means that traffic would arrive quicker at the junction with Cranfield Park Road and would do nothing to alleviate the capacity issues at junctions within Wickford. Figure 11 of the Highways Topic Paper provides a comparison of the impact on the highway network with the new junction on the A127</p>		
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		and states that with the Morbec Spur combined with all other mitigation options, but without the new junction on the A127, the only improvement to the road network would be the junction of the A132 / Runwell Road junction in the AM and PM peaks. Therefore, it was not considered an appropriate alternative to the new junction on the A127, and the Highways Topic Paper has been thoroughly considered by the Highway Authority prior to public consultation on the Local Plan. However, further work is being commissioned to determine if there is any further mitigation required to highway network.		
ECC has undertaken modelling for Basildon, Billericay and Wickford based on Local Plan growth assumptions and acknowledge that significant further work will be required towards the unsubstantiated level of detail for what, at this stage is only an indicative position.	TS2.79	Noted.	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to review the location of proposed relief routes throughout the Borough, to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	DLP/2472
ECC suggests wording changes to TS2 and whilst in support of the improvement schemes in principle, this is based on mitigation and costing to date.	TS2.80	Noted.	Basildon Borough Council will consider wording changes to the Transport Strategy Policies to ensure clarity in terms of the delivery of schemes.	DLP/2472

<p>ECC acknowledges congestion on main arteries, and the need to improve the road network especially the A132 &amp; A127.</p>	<p>TS2.81</p>	<p>Noted. Basildon Borough Council has worked closely with the Highways Authority at Essex County Council to commission highway modelling work to determine the impact of Local Plan growth on the highway network. This also takes into consideration growth in neighbouring authority areas that is likely to use the strategic road network through the Basildon Borough such as the A127, A13, A129, A176 etc. to see if there is sufficient capacity in the highway network to cope with the additional traffic movements. The Highway Impact Assessment carried out by Ringway Jacobs and commissioned in partnership by Basildon Borough Council and Essex County Council stated that without intervention, the highway network would be over capacity by the end of the Local Plan period. Therefore, BBC &amp; ECC commissioned further work to investigate if there were any road improvements that could be brought forward in order to bring the highway network within capacity in the Basildon Borough. The highway mitigation modelling tested a number of options, some of which made a minimal impact and have been dropped from the Local Plan, but the majority of options tested made some significant improvements to the highway network to the extent that it could be brought within capacity in the future year. In relation to the strategic road network, the highway Authority have obtained funding to secure a number of improvements to the flow of traffic and is currently working on a similar strategy for the A13. The Local Plan also identifies the necessity to widen the A127 during the plan period. One of these options is to provide</p>	<p>Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.</p>	<p>TS2.81</p>
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		<p>widening of the A132 Nevendon Road for two lanes up to the junction with Cranfield Park Road. Another is for an entirely new junction on the A127 that would provide alternative access to Cranfield Park Road, the A129 Southend Road and the A130 to the north, and Pound Lane, Burnt Mills Road / Courtauld Road to the south. This option is shown in the Highway Mitigation Modelling to be much more effective at reducing congestion on the Nevendon Road as it provides an alternative route to the south of Wickford, Shotgate, and the A130. The mitigation modelling work has been carried out at a strategic level and the Council recognises that further work to look at site specific sustainable access needs to be carried out in order to determine if there is any further mitigation required in some areas. The Crays Hill area will form part of the next stage appraisal of the highway network to highlight where sustainable access would be for proposed new development sites and to determine if any mitigation is required in order for those sites to be delivered in an effective and sustainable way.</p>		
<p>Concerns about pedestrian crossings and road safety around Sun Corner.</p>	TS2.82	<p>The slip road at Sun Corner from Laindon Road to London Road was tested as part of the highway mitigation modelling but was not included as one of the Improvements to Highway Infrastructure listed in Policy TS2 on the advice of the Highway Authority in relation to safety of pedestrian movements in this area. Therefore it is not being proposed in the Draft Local Plan. The Relief route proposed around Billericay is shown in the results of the Highway Mitigation Modelling to alleviate much of the added congestion</p>	<p>Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.</p>	DLP/2173

		experienced in the future year and the location of the route is at this stage indicative. However, the mitigation modelling work has been carried out at a strategic level and the Council recognises that further work to look at site specific sustainable access needs to be carried out in order to determine if there is any further mitigation required in some areas. The Council will be seeking to align the provision of new homes with infrastructure in accordance with the requirements of the NPPF.		
Concerned about the current route from the new junction on the A127, and its impact on existing and potential development.	TS2.83	The purpose of the new junction on the A127 with link roads to Cranfield Park Road, A129/Southend Rd, and the A130 is to provide an alternative route to the Nevendon Road central route through Wickford. This would alleviate congestion on the Nevendon Road as there would be alternative access to all properties on the eastern side of Wickford and an alternative route to the A130 which would prevent traffic using Wickford as a rat run for north-south journeys. The route of the road connecting to Cranfield Park Road as presented in the Draft Local Plan is only indicative and the final route will require further design work to determine its exact location. The Council would only use its compulsory purchase powers as a last resort.	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to review the location of proposed relief routes throughout the Borough, to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	DLP/573, DLP/1175
Criterion 3 of Policy TS2 should be altered to reflect a proportionate basis for developer funding. Development should be able to come forward prior to infrastructure upgrades if it can be	TS2.84	With regards to the phasing of development some additional modelling work will be carried out to determine site specific sustainable access on each development site and to inform a more detailed appraisal of phasing requirements, including potential short to medium term options. For the most part, the infrastructure upgrades will need to be delivered alongside new development,	Consider wording changes to Policy TS2 criterion 3. Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access	DLP/121, DLP/1199

<p>demonstrated that there are no issues with highway capacity or safety and Criterion 3 should be amended to reflect that.</p>		<p>and where significant improvements to highway infrastructure are required in order to satisfactorily mitigate the impact of growth, development will be phased towards the end of the plan period until the new roads / junction improvements have secured sufficient funding. As the highway impact assessment has identified a significant number of junctions on the highway network would be over capacity, at capacity, or over capacity, the delivery of the supporting infrastructure is fundamental to the Local Plan.</p>	<p>measures for each of the strategic development sites proposed in the Draft Local Plan. The Council will maintain, as a living document, an Infrastructure Delivery Plan, which will identify the requirements for infrastructure to support growth within the Borough. As this document will be continually updated this will be used to identify infrastructure priorities and focus funding sources such as the Community Infrastructure Levy to specific infrastructure projects.</p>	
<p>The construction of the Billericay Relief Road should be phased/aligned with the provision of new development in the area.</p>	<p>TS2.85</p>	<p>With regards to the phasing of development some additional modelling work will be carried out to determine site specific sustainable access on each development site and to inform a more detailed appraisal of phasing requirements, including potential short to medium term options. For the most part, the infrastructure upgrades will need to be delivered alongside new development, and where significant improvements to highway infrastructure are required in order to satisfactorily mitigate the impact of growth, development will be phased towards the end of the plan period until the new roads / junction improvements have secured sufficient funding to be brought forward. As the highway impact assessment has identified a significant number of junctions on the highway network would be over capacity, at capacity, or over capacity, the delivery of the supporting infrastructure is fundamental to the Local Plan. Once the Local Plan is adopted, this will provide confirmation that</p>	<p>Basildon Borough Council will continue to work with Essex County Council as the Highway Authority to develop the transport improvement schemes and to secure funding either through the LEP / Local Growth Fund or through planning obligations to ensure that they are brought forward in a timely fashion to support the level of growth proposed in the Local Plan. The Council will maintain, as a living document, an Infrastructure Delivery Plan, which will identify the requirements for infrastructure to support growth within the Borough. As this document will be continually updated this will be used to identify infrastructure priorities and focus funding sources such as the Community Infrastructure Levy to specific</p>	<p>DLP/386, DLP/1089</p>

		the schemes identified will then be used as the basis for bids by the highway authority to secure funding from the South East Local Enterprise Partnership / Local Growth Fund in order to bring these schemes forward.	infrastructure projects. Basildon Borough Council will continue to work with neighbouring authorities through the Duty to Cooperate to determine any cross boundary impacts of development proposals and to identify any opportunities for joint working on new infrastructure proposals.	
There are significant limitations to capacity improvements to the road network. Therefore, development land should be released in specific phases.	TS2.86	With regards to the phasing of development some additional modelling work will be carried out to determine site specific sustainable access on each development site and to inform a more detailed appraisal of phasing requirements, including potential short to medium term options. For the most part, the infrastructure upgrades will need to be delivered alongside new development, and where significant improvements to highway infrastructure are required in order to satisfactorily mitigate the impact of growth, development will be phased towards the end of the plan period until the new roads / junction improvements have secured sufficient funding to be brought forward. As the highway impact assessment has identified a significant number of junctions on the highway network would be over capacity, at capacity, or over capacity, the delivery of the supporting infrastructure is fundamental to the Local Plan.	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan. The Council will maintain, as a living document, an Infrastructure Delivery Plan, which will identify the requirements for infrastructure to support growth within the Borough. As this document will be continually updated this will be used to identify infrastructure priorities and focus funding sources such as the Community Infrastructure Levy to specific infrastructure projects.	DLP/1556
Improvements to the transport network could then be done in conjunction with a new Lower Thames Crossing.	TS2.87	Basildon Borough Council has commissioned additional Highway Mitigation Modelling work to determine if there are any additional mitigation required to the highway network to cope with planned Local Plan growth, to determine site specific sustainable access, which will also assist in the Council's review	Basildon Borough Council will continue to work with Highways England, Essex County Council, and neighbouring authorities in relation to the Lower Thames Crossing and potential	DLP/1556

		of its phasing strategy for new development locations. This study will also consider outside factors in the assumptions made for background growth in other Local Authority areas including major developments and the preferred route for the Lower Thames Crossing will be specifically mentioned in the commentary as having a potential impact on the highway network. However, the full extent will not be known until the government announces the chosen route, in which case Basildon Council (and Brentwood Council potentially) may need to lobby government for additional improvements to the highway network to cope with the additional traffic using the strategic routes through the Basildon Borough should Route 3 or Route 4 be chosen, which may need to be delivered in partnership with Highways England	improvements along the A127 and A13 corridors.	
The proposal for safeguarding a transport route should be deleted.	TS2.88	Objection to Policy H10a and H10b and potential safeguarded route is noted, please see Council's response to the objection to Policy H10.	None required.	DLP/2082
The Highways department can compulsory purchase existing private roads from Cranfield Park Road with A127 access in order to upgrade these private roads.	TS2.89	Noted. Private roads are not maintained at public expense, however, they can be adopted by the relevant local authority, in this case Essex County Council, if they are brought up to the Council's adoption standards. For roads on new residential developments, planning conditions can be used to assist in preparing roads for adoption by local highway authorities. The Council would only use its compulsory purchase powers as a last resort in order to deliver significant infrastructure improvements specifically required to mitigate the impact of Local Plan growth in the Basildon Borough.	Basildon Borough Council will continue to work with the Highway Authority to ensure that roads on new residential developments are prepared to the appropriate standard to be adopted where possible.	DLP/4721, DLP/1323, DLP/1607



<p>Agree A127 needs to be widened but will be difficult in places due to new flats at Fortune of War.</p>	<p>TS2.90</p>	<p>Policy TS2 'Improvements to Carriageway Infrastructure' states that the A127 will be widened in line with the A127 Corridor for Growth Strategy, which has already secured funding from the South Essex Local Enterprise Partnership for a number of improvements along it's route. There is also a number of other improvements identified to come forward within the plan period to address the capacity issues that would be created by Local Plan growth.</p>	<p>Basildon Borough Council will continue to work with Essex County Council as the Highway Authority to develop the transport improvement schemes and to secure funding either through the LEP / Local Growth Fund or through planning obligations (S106, S278, S38) to ensure that they are brought forward in a timely fashion to support the level of growth proposed in the Local Plan.</p>	<p>DLP/1871</p>
<p>Sadlers Farm roundabout even tho it has improved, is still a bottle neck in rush hour.</p>	<p>TS2.91</p>	<p>Noted.</p>	<p>Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.</p>	<p>DLP/1229, DLP/3675</p>
<p>Policies TS2 and TS5 need to be amended to include safeguards to ensure protection and enhancement of the natural environment at project stage.</p>	<p>TS2.92</p>	<p>Noted.</p>	<p>Basildon Borough Council will review the policies set out in the Transport Strategy chapter to see if additional weight can be given to the protection and enhancement of the natural environment in Policies TS1, TS2 and TS5.</p>	<p>DLP/2722</p>
<p>Observations regarding wording changes to Chapter 9, Promoting Sustainable Transport.</p>	<p>TS2.93</p>	<p>Noted.</p>	<p>Basildon Borough Council will make factual corrections to the A127 / A130 Fairglen Interchange as requested. Wording changes will be considered to Para 9.20 and 9.21. Basildon Borough Council will continue to work with</p>	<p>DLP/2537</p>

			<p>the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan. Basildon Borough Council will also continue to work with the Highway Authority, Essex County Council to assist in the production of future strategies for the main arterial routes in south Essex.</p>	
<p>Would like to know exact improvements to highways infrastructure in Wickford.</p>	TS2.94	<p>For the A132 Nevendon Road, the highway mitigation modelling tested a full two-lane northbound approach to the roundabout junction with Cranfield Park Road. However, this option just transferred the congestion issue to the Nevendon Road / Cranfield Park Road roundabout and a new junction on the A127 between Nevendon and Fairglen interchanges, including link roads to Cranfield Park Road, the A129, and the A130 was considered much more effective at alleviating congestion on the A132 Nevendon Road and was the proposal put forward in the Local Plan. For the other junctions within Wickford, the new junction on the A127 with link roads would also take traffic away from junctions in the Wickford town centre but it was considered appropriate to include a partial peak hour signalisation of the roundabout at the junction of the A132 and Runwell Road. However, further work is being commissioned to determine if there is any further mitigation required to highway network.</p>	<p>Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.</p>	DLP/199, DLP/1682

Request that improvement of access for equestrians is included within the aims of the Local Plan. Policy TS3 to include include horse riding. Welcome the inclusion of bridleways in the Policy but the name of the policy should be changed to reflect this.	TS3.1	Noted	The Council will take into consideration suggested wording changes in the next version of the Local Plan.	DLP/1431
Would like to be involved in the Essex Cycle Strategy as these routes are often used by horse riders and should be multi-purpose.	TS3.2	Noted	Basildon Borough Council is not the lead body for the production of the Basildon Cycling Action Plan but will be consulted by ECC during its production. Therefore, BBC will pass your request for involvement to the Highway Authority at Essex County Council	DLP/1432
Need to address initiatives for how the 20% reduction in vehicle emissions is to be achieved	TS3.3	Noted. Some air quality diffusion tubes are already located around the Borough in various locations to determine the local pollution levels from vehicles. However, further work needs to be done to potentially identify any issues of air quality around the Borough to inform site selection in the Draft Local Plan and/or mitigation requirements.	Additional air difusion tubes have been distributed around the Basildon Borough in the locations where new housing and employment allocations are proposed in the Draft Local Plan, and where new road infrastructure has been proposed to determine if there are any air quality issues arising from additional traffic so that it can be factored into the Sustainability Appraisal and the recommendation for strategic site selection, and/or mitigation requirements for each development proposal. The results of this work will be published alongside the next	DLP/789, DLP/241

			version of the Local Plan due for consultation in early 2017.	
The transport policy should include footpaths and pavements. There are a number of hazardous pavements in Billericay and correct study and review of pavements should be incorporated into the transport plan.	TS3.4	Policy TS3 of the Draft Local Plan 'Improvements to Footpaths & Cycle Infrastructure' aims to specifically address this issue. The Council will work with partners including Essex County Council to secure the funding necessary to deliver the infrastructure improvements set out in the Basildon Cycling Action Plan. It will also expect development proposals to support the implementation of Essex Cycle Strategy and the Basildon Cycling Action Plan in a number of ways to improve footpaths, footways and cycling infrastructure. Policy TS7 also addresses Safe & Sustainable access within new development proposals for cyclists and pedestrians, including the approach to the site from the nearest public transport node.	Whilst the Basildon Cycling Action Plan has not yet been completed, Basildon Council will work with partners and Essex County Council to ensure the strategy is adopted in time to be used as supporting evidence to the Basildon Borough Local Plan, and to ensure the schemes included within the Action Plan can be delivered during the plan period 2014-2034. The Council will also review the Footpaths & Cycle Infrastructure policy to determine if more emphasis should be placed on safety.	DLP/320, DLP/790DLPQQ/564
Not sufficient safety for cycling.	TS3.5	Policy TS3 of the Draft Local Plan 'Improvements to Footpaths & Cycle Infrastructure' aims to specifically address cycling infrastructure in the Borough. The Council will work with partners including Essex County Council to secure the funding necessary to deliver the infrastructure improvements set out in the Basildon Cycling Action Plan. It will also expect development proposals to support the implementation of Essex Cycle Strategy and the Basildon Cycling Action Plan in a number of ways to improve footpaths, footways and cycling infrastructure. Policy TS7 also addresses Safe & Sustainable access within new development proposals for cyclists and	Whilst the Basildon Cycling Action Plan is still in its preparation stages, the Council will work with ECC as the Highway Authority to ensure the Action Plan is completed in a timely fashion and that the schemes included within can be supported by the Local Plan. The Council will also review the Footpaths & Cycle Infrastructure policy to determine if more emphasis should be placed on safety.	DLP/5080, DLP/554, DLP/11767DLPQQ/721

		pedestrians, including the approach to the site from the nearest public transport node.		
Supports Policy TS3.	TS3.6	Noted	None required	DLP/666, DLP/2727, DLP/4462,
Alternative development site Maitland lodge would provide the opportunity for cycle links.	TS3.7	The Council will review the information submitted in relation to this alternative site to determine whether it could be included within the Local Plan.	Review information submitted in relation to this alternative site to determine whether it could be included within the Local Plan, having regard to the evidence base.	DLP/666
Billericay's topography makes it unsuitable for cycling.	TS3.8	In order to increase the proportion of residents accessing work, railway services, education facilities, other services and recreational opportunities by foot or by bicycle, the schemes and projects set out in the Basildon Cycling Action Plan to improve footpaths, footways and cycling infrastructure will be delivered during the plan period. Whilst the hills in Billericay may act as a deterrent for some, the provision of better cycling infrastructure across the Borough as a whole will encourage many more people to cycle and will result on less traffic passing through all settlements within the Borough. For example, secure cycle parking at stations has proved extremely successful in terms of increasing the number of cyclists accessing train stations.	Basildon Borough Council will continue to work with partners to deliver appropriate improvements to cycling infrastructure throughout the Borough.	DLP/1091, DLP/3206, DLP/1088
Lack of preference for cycling therefore funding should be directed to improving the road network.	TS3.9	In order to increase the proportion of residents accessing work, railway services, education facilities, other services and recreational opportunities by foot or by bicycle, the schemes and projects set out in the Basildon Cycling Action Plan to improve footpaths, footways and cycling infrastructure will be delivered during the plan period. Whilst the cycleways are well developed in	Basildon Borough Council will continue to work with partners to deliver appropriate improvements to cycling infrastructure throughout the Borough.	DLP/3358

		Basildon, this is not true of all settlements within the Borough and just because there is a well developed network of cycleways, does not mean that there is not a potential strategy to increasing cycling within the Borough.. For example, secure cycle parking at stations has proved extremely successful in other areas in terms of increasing the number of cyclists accessing train stations.		
Question whether new cycle paths are required as existing networks are underused.	TS3.10	In order to increase the proportion of residents accessing work, railway services, education facilities, other services and recreational opportunities by foot or by bicycle, the schemes and projects set out in the Basildon Cycling Action Plan to improve footpaths, footways and cycling infrastructure will be delivered during the plan period. For example, secure cycle parking at stations has proved extremely successful in terms of increasing the number of cyclists accessing train stations in other local authority areas.	Basildon Borough Council will continue to work with partners to deliver appropriate improvements to cycling infrastructure throughout the Borough.	DLP/1065, DLP/1855, DLP/1855, DLP/7354, DLP/7353, DLP/9316, DLP/9317
Supports Policy TS3 but recommends a requirement for all developments to provide such infrastructure and the Council to improve existing networks.	TS3.11	Policy TS3 of the Draft Local Plan 'Improvements to Footpaths & Cycle Infrastructure' aims to specifically address this issue. The Council will work with partners including Essex County Council to secure the funding necessary to deliver the infrastructure improvements set out in the <i>Basildon Cycling Action Plan</i> . It will also expect development proposals to support the implementation of <i>Essex Cycle Strategy</i> and the <i>Basildon Cycling Action Plan</i> by: a) Retaining, and improving any existing footpaths, footways, cycleways, bridleways and other Public Rights of Way passing through or adjacent to their site, b) providing additional footpaths, cycleways and bridleways which link up with the existing	None required	DLP/3175

		network, provide access to nearby residential, commercial, retail, education and leisure opportunities, provide access to the countryside and address any gaps in the network, c) providing facilities for pedestrian and cycle access, including the provision of cycle parking, in both residential development and non-residential development, and d) contributing to facilities for pedestrian and cycle access at nearby public transport hubs. Point b) should address your concern.		
Site allocation will provide improvements to cycle network and footpaths.	TS3.12	The Council will review the information submitted in relation to this alternative site to determine whether it could be included within the Local Plan.	Review information submitted in relation to this alternative site to determine whether it could be included within the Local Plan, having regard to the evidence base.	DLP/4462
Lack of plans to provide/improve infrastructure for pedestrians and/or cycling.	TS3.13	Policy TS3 of the Draft Local Plan 'Improvements to Footpaths & Cycle Infrastructure' aims to specifically address this issue. The Council will work with partners including Essex County Council to secure the funding necessary to deliver the infrastructure improvements set out in the Basildon Cycling Action Plan. It will also expect development proposals to support the implementation of Essex Cycle Strategy and the Basildon Cycling Action Plan in a number of ways to improve footpaths, footways and cycling infrastructure. Policy TS7 also addresses Safe & Sustainable access within new development proposals for cyclists and pedestrians, including the approach to the site from the nearest public transport node.	Whilst the Basildon Cycling Action Plan has not yet been completed, Basildon Council will work with partners and Essex County Council to ensure the strategy is adopted in time to be used as supporting evidence to the Basildon Borough Local Plan, and to ensure the schemes included within the Action Plan can be delivered during the plan period 2014-2034. The Council will also review the Footpaths & Cycle Infrastructure policy to determine if more emphasis should be placed on safety.	DLP/5080, DLP/7113, DLP/14012, DLP/5072, DLP/7113, DLP/14012DLPQQ/786, DLPQQ891, DLPQQ/754, DLPQQ/890, DLPQQ/1014, DLPQQ/919
Supports Policy TS3 but recommends wording changes to clause 2a to	TS3.14	Noted. The Council will consider wording changes to policies in light of the comments received.	The Council will review the wording of the policy as part of the	DLP/2547

ensure PROW are in keeping with their surroundings.			production of the next stage of the Local Plan.	
Policy TS3 supporting text should reference improving access for horse riding and policy title to reflect this use.	TS3.15	Noted. The Council will consider wording changes to policies in light of the comments received.	The Council will take into consideration suggested wording changes in the next version of the Local Plan.	DLP/216
Request to have the opportunity to be involved preparing the Basildon Cycling Plan.	TS3.16	Noted.	Basildon Borough Council is not the lead body for the production of the Basildon Cycling Action Plan but will be consulted by ECC during its production. Therefore, BBC will pass your request for involvement to the Highway Authority at Essex County Council	DLP/216
Mountnessing Road railway bridge should be reconstructed to provide safer pedestrian and motor traffic access before 2034.	TS3.17	Noted	Basildon Borough Council will continue to work with Essex County Council as the highway authority and Network Rail to ensure necessary improvements to infrastructure are delivered to support growth throughout the Local Plan period up to 2034.	DLP/911DLPQQ/979, DLPQQ/976
Support the provision of more cycle paths.	TS3.18	Policy TS3 of the Draft Local Plan 'Improvements to Footpaths & Cycle Infrastructure' aims to specifically address this issue. The Council will work with partners including Essex County Council to secure the funding necessary to deliver the infrastructure improvements set out in the Basildon Cycling Action Plan. It will also expect development proposals to support the implementation of Essex Cycle Strategy and the Basildon Cycling Action Plan in a number of ways to improve footpaths, footways and cycling infrastructure. Policy TS7 also addresses Safe & Sustainable access within	Whilst the Basildon Cycling Action Plan has not yet been completed, Basildon Council will work with partners and Essex County Council to ensure the strategy is adopted in time to be used as supporting evidence to the Basildon Borough Local Plan, and to ensure the schemes included within the Action Plan can be delivered during the plan period 2014-2034. The Council will also review the Footpaths & Cycle Infrastructure policy to determine	DLP/9584, DLP/9102, DLPQQ/739, DLPQQ/962



		new development proposals for cyclists and pedestrians, including the approach to the site from the nearest public transport node.	if more emphasis should be placed on safety.	
Suggests further consideration of cycleways in Billericay to reduce car use.	TS3.19	Policy TS3 of the Draft Local Plan 'Improvements to Footpaths & Cycle Infrastructure' aims to specifically address this issue. The Council will work with partners including Essex County Council to secure the funding necessary to deliver the infrastructure improvements set out in the Basildon Cycling Action Plan. It will also expect development proposals to support the implementation of Essex Cycle Strategy and the Basildon Cycling Action Plan in a number of ways to improve footpaths, footways and cycling infrastructure. Policy TS7 also addresses Safe & Sustainable access within new development proposals for cyclists and pedestrians, including the approach to the site from the nearest public transport node.	Whilst the Basildon Cycling Action Plan has not yet been completed, Basildon Council will work with partners and Essex County Council to ensure the strategy is adopted in time to be used as supporting evidence to the Basildon Borough Local Plan, and to ensure the schemes included within the Action Plan can be delivered during the plan period 2014-2034. The Council will also review the Footpaths & Cycle Infrastructure policy to determine if more emphasis should be placed on safety.	DLP/935
Pavements and footpaths should be improved.	TS3.20	Policy TS3 of the Draft Local Plan 'Improvements to Footpaths & Cycle Infrastructure' aims to specifically address these types of developments. The Council will work with partners including Essex County Council to secure the funding necessary to deliver the infrastructure improvements set out in the Basildon Cycling Action Plan. It will also expect development proposals to support the implementation of Essex Cycle Strategy and the Basildon Cycling Action Plan in a number of ways to improve footpaths, footways and cycling infrastructure. Policy TS7 also addresses Safe & Sustainable access within new development proposals for cyclists and	Whilst the Basildon Cycling Action Plan has not yet been completed, Basildon Council will work with partners and Essex County Council to ensure the strategy is adopted in time to be used as supporting evidence to the Basildon Borough Local Plan, and to ensure the schemes included within the Action Plan can be delivered during the plan period 2014-2034. The Council will also review the Footpaths & Cycle Infrastructure policy to determine if more emphasis should be placed on safety.	DLP/994, DLP/1237, DLP/1236, DLP/5754

		pedestrians, including the approach to the site from the nearest public transport node.		
Increased traffic flows would make these cycle/pedestrian journeys more dangerous.	TS3.21	Policy TS3 of the Draft Local Plan 'Improvements to Footpaths & Cycle Infrastructure' aims to specifically address this issue. The Council will work with partners including Essex County Council to secure the funding necessary to deliver the infrastructure improvements set out in the Basildon Cycling Action Plan. It will also expect development proposals to support the implementation of Essex Cycle Strategy and the Basildon Cycling Action Plan in a number of ways to improve footpaths, footways and cycling infrastructure. Policy TS7 also addresses Safe & Sustainable access within new development proposals for cyclists and pedestrians, including the approach to the site from the nearest public transport node.	Whilst the Basildon Cycling Action Plan has not yet been completed, Basildon Council will work with partners and Essex County Council to ensure the strategy is adopted in time to be used as supporting evidence to the Basildon Borough Local Plan, and to ensure the schemes included within the Action Plan can be delivered during the plan period 2014-2034. The Council will also review the Footpaths & Cycle Infrastructure policy to determine if more emphasis should be placed on safety.	DLP/2011
ECC supports Policy TS3.	TS3.22	Support noted.	None required.	DLP/2562
The Local Plan should also consider creation of additional cycle/pedestrian paths linking new developments with key locations and facilities. Also, car sharing schemes such as car clubs.	TS3.23	Noted. Policy TS3 of the Basildon Borough Council Draft Local Plan sets out improvements to Footpaths and Cycle Infrastructure. The Council will work with partners including Essex County Council to secure the funding necessary to deliver the infrastructure improvements set out in the Basildon Cycling Action Plan. It will also expect development proposals to support the implementation of the Essex Cycle Strategy and Basildon Cycling Action Plans.	The Council will continue to work with public transport providers to deliver improvements to services and increases in capacity to support the level of growth identified in the Draft Local Plan. Whilst the Basildon Cycling Action Plan is still in its preparation stages, the Council will work with ECC to ensure the Action Plan is completed in a timely fashion and that the schemes included within it can be supported by the Local Plan. Consideration of car sharing	DLP/2562

			schemes / car clubs will be made in the next draft of the Local Plan.	
Support Policy TS3 in relation to pedestrian and cycling.	TS3.24	Support for Cycling Strategies and the Masterplan approach to the Basildon town centre is noted.	None required.	DLP/1895
Fully support policies which support sustainable transport such as TS3 and TS7	TS3.25	Support for policies TS3 and TS7 noted.	None required.	DLP/2722
Billericay and Wickford as commuter towns for London should be taken into consideration.	TS4.1	Policy TS4 sets out how the Council will work with Essex County Council, Network Rail, the Railway Executive and rail franchise operators to secure investment in services which accommodate growth in rail travel, and secure onward journeys by sustainable means, including public transport, walking and cycling. Individual circumstances within the three main settlements will of course be taken into consideration when securing investment for Rail infrastructure upgrades.	The Council will continue to update the Infrastructure Delivery Plan as a living document used to identify infrastructure requirements to support growth throughout the Local Plan period from 2014-2034.	DLP/105, DLP/1811
Concerns over the capacity of the railway from Billericay and/or Wickford with additional development/passengers.	TS4.2	In order to ensure the railway can cope with future growth, the Council will work with ECC, Network Rail, the Railway Executive and rail franchise operators to secure investment in services which accommodate growth in rail travel, and secure onward journeys by sustainable means, including public transport, walking and cycling. Abellio Greater Anglia have been awarded the rail franchise for the Liverpool Street line from October 2016 and will oversee a £1.4 billion boost to rail services with more than 1,040 new carriages, journey times cut by 10%, at least 4 90 minute services between London and Norwich, 2 60 minute services per day between London and Ipswich, free wifi,	The Council will maintain, as a living document, an Infrastructure Delivery Plan, which will identify the requirements for infrastructure to support growth, including the railway requirements to support growth within the Borough as a whole, and within particular settlements and on specific development sites.	DLP/207, DLP/447, DLP/503, DLP/554, DLP/600, DLP/606, DLP/619, DLP/675, DLP/818, DLP/850, DLP/866, DLP/873, DLP/903, DLP/912, DLP/925, DLP/947, DLP/959, DLP/981, DLP/1045, DLP/1079, DLP/1090, DLP/1119, DLP/1154, DLP/1233, DLP/1254, DLP/1257, DLP/1313, DLP/1314, DLP/1342, DLP/1345, DLP/1372, DLP/1416, DLP/1418, DLP/1462, DLP/1491, DLP/1525, DLP/1536, DLP/1603,

		<p>automatic 'delay repay' for season and advance purchase tickets, tough newperformance targets of 93%, and a host of new ticket initiatives including offers for part time users. By 2021 there will be more than 32,000 seats on services arriving at London Liverpool Street, while the franchise will introduce 1,144 additional weekday services to stations including Cambridge, Norwich, Stanstead Airport, Lowestoft, Southend, and London Liverpool Street.</p>	<p>DLP/1633, DLP/1634, DLP/1645, DLP/1675, DLP/1698, DLP/1706, DLP/1715, DLP/1729, DLP/1783, DLP/1807, DLP/1811, DLP/1829, DLP/1903, DLP/1913, DLP/1914, DLP/1929, DLP/1930, DLP/1944, DLP/1956, DLP/1967, DLP/1968, DLP/1980, DLP/1981, DLP/2000, DLP/2001, DLP/2005, DLP/2066, DLP/2068, DLP/2100, DLP/2101, DLP/2112, DLP/2118, DLP/2135, DLP/2138, DLP/2156, DLP/2191, DLP/2249, DLP/2276, DLP/2293, DLP/2363, DLP/2365, DLP/2377, DLP/2379, DLP/2393, DLP/2401, DLP/2410, DLP/2433, DLP/2467, DLP/2485, DLP/2495, DLP/2599, DLP/2627, DLP/2647, DLP/2657, DLP/2668, DLP/2693, DLP/2789, DLP/2830, DLP/2873, DLP/2894, DLP/2909, DLP/2948, DLP/2980, DLP/2989, DLP/2999, DLP/3009, DLP/3018, DLP/3067; DLP/3119, DLP/3131, DLP/3139, DLP/3141, DLP/3152, DLP/3160, DLP/3168, DLP/3195,</p>
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			DLP/3213, DLP/3224, DLP/3235, DLP/3250, DLP/3271, DLP/3289, DLP/3299, DLP/3320, DLP/3331, DLP/3386, DLP/3396, DLP/3409, DLP/3417, DLP/3432, DLP/3444, DLP/3457, DLP/3474, DLP/3477, DLP/3493, DLP/3501, DLP/3506, DLP/3515, DLP/3526, DLP/3536, DLP/3547, DLP/3552, DLP/3573, DLP/3582, DLP/3593, DLP/3600, DLP/3606, DLP/3618, DLP/3628, DLP/3638, DLP/3656, DLP/3664; DLP/3680, DLP/3683, DLP/3694, DLP/3705, DLP/3713, DLP/3723, DLP/3732, DLP/3744, DLP/3753, DLP/3766, DLP/3771, DLP/3777, DLP/3786, DLP/3794, DLP/3806, DLP/3819, DLP/3829, DLP/3843, DLP/3850, DLP/3860, DLP/3872, DLP/3883, DLP/3895, DLP/3904, DLP/3915, DLP/3923, DLP/3932, DLP/3944, DLP/3946, DLP/3951, DLP/3962, DLP/3972, DLP/3979, DLP/3989, DLP/4001, DLP/4011, DLP/4019, DLP/4032, DLP/4034, DLP/4049,
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				DLP/6811; DLP/6818, DLP/6818; DLP/6827, DLP/6827; DLP/6836, DLP/6836; DLP/6845, DLP/6845; DLP/6854, DLP/6854; DLP/6863, DLP/6863; DLP/6873, DLP/6873; DLP/6882, DLP/6882; DLP/6899, DLP/6899; DLP/6909, DLP/6909; DLP/6918, DLP/6918; DLP/6927, DLP/6927; DLP/6936, DLP/6936; DLP/6945, DLP/6945; DLP/6954, DLP/6954; DLP/6963, DLP/6963; DLP/6972, DLP/6972; DLP/6981, DLP/6981; DLP/6990, DLP/6990; DLP/6999, DLP/6999; DLP/7009, DLP/7009; DLP/7018, DLP/7018; DLP/7028, DLP/7028; DLP/7037, DLP/7037; DLP/7055; DLP/7133; DLP/7158; DLP/7164; DLP/7178, DLP/7178; DLP/7188; DLP/7189, DLP/7189; DLP/7201; DLP/7219; DLP/7248, DLP/7272; DLP/7295; DLP/7312; DLP/7324; DLP/7440; DLP/7450; DLP/7460; DLP/7470; DLP/7485; DLP/7495; DLP/7505; DLP/7524; DLP/7534; DLP/7544; DLP/7554;
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				DLP/7564; DLP/7574; DLP/7583; DLP/7584; DLP/7604; DLP/7615; DLP/7627; DLP/7628, DLP/7628; DLP/7633; DLP/7634, DLP/7634; DLP/7639; DLP/7640, DLP/7640; DLP/7645; DLP/7646, DLP/7646; DLP/7651; DLP/7652, DLP/7652; DLP/7658, DLP/7658; DLP/7663; DLP/7664, DLP/7664; DLP/7669; DLP/7670, DLP/7670; DLP/7675; DLP/7676, DLP/7676; DLP/7682, DLP/7682; DLP/7687; DLP/7688, DLP/7688; DLP/7693; DLP/7694, DLP/7694; DLP/7699; DLP/7700, DLP/7700; DLP/7705, DLP/7706, DLP/7706; DLP/7711; DLP/7712, DLP/7712; DLP/7717; DLP/7718, DLP/7718; DLP/7723; DLP/7724, DLP/7724; DLP/7729; DLP/7730, DLP/7730; DLP/7735; DLP/7736, DLP/7736; DLP/7741; DLP/7742, DLP/7742; DLP/7745, DLP/7745; DLP/7751; DLP/7752, DLP/7752; DLP/7757; DLP/7758, DLP/7758; DLP/7763; DLP/7764, DLP/7764; DLP/7769;
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Para 3.11 and 9.51 have errors which state that travellers from Wickford and Billericay will be able to connect to Crossrail at Shenfield with faster services to London. This is not true.	TS4.3	Noted. However the paragraph 9.51 is not factually incorrect. Travellers will be able to connect to Crossrail services at Shenfield. Also, whilst the trains may run from Billericay with few stops and are therefore quicker in terms of journey time to Stratford, journeys to other parts of London, or through London to areas such as Paddington, Ealing, Heathrow, Slough, Reading etc. will all be faster and more frequent services. The paragraph does not deny that some commuters will still need to / want to travel via Stratford , but other travellers may be incentivised to use the train from Shenfield where a seat can be obtained at the start of the line, and travel can reach all the way to Heathrow and beyond without having to change trains. The attractiveness of such a proposition should not be underestimated in terms of providing additional capacity to the railway network for journeys from Essex to London, and beyond.	None required	DLP/1678

<p>Concern over the public transport interchange around Wickford station and impact of more buses.</p>	<p>TS4.4</p>	<p>The Council will work with ECC, Network Rail, the Railway Executive, rail franchise operators to secure investment in services which accommodate growth in rail travel, and secure onward journeys by sustainable means, including public transport, walking and cycling.</p>	<p>Continue to work with partners and stakeholders on the progression of the IDP.</p>	<p>DLP/1257, DLP/1313, DLP/1342, DLP/1603, DLP/1633, DLP/1645, DLP/1675, DLP/1698, DLP/1706, DLP/1715, DLP/1729, DLP/1783, DLP/1829, DLP/1903, DLP/1944, DLP/1956, DLP/2118, DLP/2138, DLP/2365, DLP/2379, DLP/2410, DLP/2433, DLP/2467, DLP/2485, DLP/2495, DLP/2599, DLP/2627, DLP/2647, DLP/2657, DLP/2668, DLP/2693, DLP/2828, DLP/2873, DLP/2894, DLP/2909, DLP/2999, DLP/3119, DLP/3131, DLP/3141, DLP/3152, DLP/3160, DLP/3195, DLP/3213, DLP/3224, DLP/3235, DLP/3250, DLP/3271, DLP/3289, DLP/3299, DLP/3331, DLP/3386, DLP/3396, DLP/3409, DLP/3417, DLP/3432, DLP/3444, DLP/3457, DLP/3474, DLP/3477, DLP/3493, DLP/3506, DLP/3515, DLP/3526, DLP/3536, DLP/3547, DLP/3552, DLP/3573, DLP/3593, DLP/3600, DLP/3606, DLP/3618, DLP/3628, DLP/3638, DLP/3656, DLP/3680, DLP/3683,</p>
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				DLP/4556, DLP/4564, DLP/4573, DLP/4590, DLP/4609, DLP/4620, DLP/4628, DLP/4635, DLP/4644, DLP/4654, DLP/4667, DLP/4676, DLP/4688, DLP/4697, DLP/4706, DLP/4715, DLP/4731, DLP/4746, DLP/4749, DLP/4755, DLP/4772, DLP/4776, DLP/4781, DLP/4795, DLP/4806, DLP/4812, DLP/4838, DLP/4844, DLP/4861, DLP/4869, DLP/4882, DLP/4893, DLP/4896, DLP/4907, DLP/4917, DLP/4923, DLP/4934, DLP/4937, DLP/4984, DLP/4993, DLP/5002, DLP/5011, DLP/5020, DLP/5029, DLP/5045, DLP/5054, DLP/5063, DLP/5076, DLP/5096, DLP/5100, DLP/5118, DLP/5129, DLP/5138, DLP/5147, DLP/5165, DLP/5175, DLP/5184, DLP/5193, DLP/5202, DLP/5211, DLP/5220, DLP/5229, DLP/5238, DLP/5247, DLP/5256, DLP/5265, DLP/5274, DLP/5283, DLP/5301, DLP/5326, DLP/5335, DLP/5344, DLP/5353, DLP/5371, DLP/5380, DLP/5389,
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				DLP/6168, DLP/6177, DLP/6186, DLP/6195, DLP/6204, DLP/6213, DLP/6222, DLP/6227, DLP/6236, DLP/6246, DLP/6255, DLP/6266, DLP/6275, DLP/6283, DLP/6292, DLP/6301, DLP/6310, DLP/6319, DLP/6328, DLP/6337, DLP/6346, DLP/6355, DLP/6364, DLP/6373, DLP/6382, DLP/6391, DLP/6400, DLP/6409, DLP/6418, DLP/6427, DLP/6436, DLP/6440, DLP/6450, DLP/6459, DLP/6468, DLP/6477, DLP/6486, DLP/6495, DLP/6504, DLP/6507, DLP/6516, DLP/6525, DLP/6534, DLP/6543, DLP/6552, DLP/6561, DLP/6571, DLP/6581, DLP/6590, DLP/6600, DLP/6608, DLP/6617, DLP/6626, DLP/6635, DLP/6645, DLP/6654, DLP/6663, DLP/6671, DLP/6681, DLP/6691, DLP/6700, DLP/6709, DLP/6718, DLP/6727, DLP/6736, DLP/6746, DLP/6755, DLP/6764, DLP/6773, DLP/6781, DLP/6791, DLP/6800, DLP/6811, DLP/6818, DLP/6827, DLP/6836,
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				DLP/6845, DLP/6854, DLP/6863, DLP/6873, DLP/6882, DLP/6899, DLP/6909, DLP/6918, DLP/6927, DLP/6936, DLP/6945, DLP/6954, DLP/6963, DLP/6972, DLP/6981, DLP/6990, DLP/6999, DLP/7009, DLP/7018, DLP/7028, DLP/7037, DLP/7158, DLP/7188, DLP/7627, DLP/7633, DLP/7639, DLP/7645, DLP/7651, DLP/7663, DLP/7669, DLP/7675, DLP/7687, DLP/7693, DLP/7699, DLP/7705, DLP/7711, DLP/7717, DLP/7723, DLP/7729, DLP/7735, DLP/7741, DLP/7751, DLP/7757, DLP/7763, DLP/7769, DLP/7775, DLP/7781, DLP/7787, DLP/7793, DLP/7799, DLP/7805, DLP/7811, DLP/7817, DLP/7823, DLP/7829, DLP/7835, DLP/7841, DLP/7847, DLP/7853, DLP/7859, DLP/7865, DLP/7871, DLP/7877, DLP/7883, DLP/7889, DLP/7895, DLP/7901, DLP/7907, DLP/7913, DLP/7919, DLP/7925, DLP/7931, DLP/7939, DLP/7946, DLP/8426, DLP/8474,
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				DLP/9738, DLP/9862, DLP/9888, DLP/9896, DLP/9903, DLP/9909, DLP/9920, DLP/9928, DLP/9938, DLP/9950, DLP/9990 DLP/9990, DLP/10016, DLP/10045, DLP/10070, DLP/10086, DLP/10111, DLP/10157, DLP/10180, DLP/10198, DLP/10255, DLP/10283, DLP/10311, DLP/10340, DLP/10357, DLP/10377, DLP/10419, DLP/10436, DLP/10463, DLP/10498, DLP/10518, DLP/10531, DLP/10560, DLP/10563, DLP/10596, DLP/10601, DLP/10611, DLP/10619, DLP/10639, DLP/10650, DLP/10662, DLP/10663, DLP/10682, DLP/10696, DLP/10724, DLP/10746, DLP/10773, DLP/10807, DLP/10829, DLP/10855, DLP/10857, DLP/10888, DLP/10894, DLP/10909, DLP/10914, DLP/10931, DLP/10943, DLP/10981, DLP/11002, DLP/11027, DLP/11045, DLP/11054, DLP/11068, DLP/11085, DLP/11093, DLP/11121, DLP/11125, DLP/11161, DLP/11171, DLP/11183, DLP/11219, DLP/11239, DLP/11249, DLP/11266, DLP/11284, DLP/11304, DLP/11307,
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				DLP/11334, DLP/11347, DLP/11363, DLP/11376, DLP/11387, DLP/11394, DLP/11418, DLP/11430, DLP/11441, DLP/11467, DLP/11490, DLP/11506, DLP/11525, DLP/11544, DLP/11575, DLP/11706, DLP/11716, DLP/12429, DLP/12472, DLP/16829, DLP/16861, DLP/16895, DLP/16925, DLP/16984, DLP/17012, DLP/17048, DLP/17096, DLP/17120, DLP/17141, DLP/17165, DLP/17197, DLP/17243, DLP/17260, DLP/17269, DLP/17329, DLP/17354, DLP/17391, DLP/17411, DLP/17436, DLP/17449, DLP/17476, DLP/20309, DLPQQ/779, DLPQQ/663
Bus services are not regular enough.	TS4.5	The Essex Transport Strategy identifies Basildon as being less well connected to other main town within Essex and passenger transport is one of the key considerations of the strategy. The Strategy therefore aims to provide an enhanced public transport network for south Essex which will have an emphasis on projects that improve north-south links within the Basildon Borough, enhance access to hospital services, enhance access to the A127 corridor and enhance access to other main towns in Essex. This is therefore reflected in Policy TS4 with specific reference to working with Essex	The Council will continue to work with public transport providers to deliver improvements to services and increases in capacity to support the level of growth identified in the Draft Local Plan.	DLP/554, DLP/20254, DLPQQ/842, DLPQQ/888, DLPQQ/718, DLPQQ/717, DLPQQ/690, DLPQQ/839, DLPQQ/917

		County Council and the bus service providers to achieve these aims.		
Plan doesn't focus enough on public transport and cycling	TS4.6	The Council's approach to delivering public transport improvements is set out in Policy TS4 of the Draft Local Plan. In order to increase the number of people accessing work and services by public transport the Council will work with Essex County Council and bus service providers to to secure funding for a number of improvements in the Borough including improved north-south links and enhancing access to the A127 Enterprise Corridor. The Council will also expect development proposals to, where appropriate, support the establishment of new public transport services for their occupants/users, and be designed to meet the needs of public transport operators and users. The Council will also work with Essex County Council, Network Rail, the Railway Executive and rail franchise operators to secure investment in services which accommodate growth in rail travel, and secure onward journeys by sustainable means, including public transport, walking and cycling. Policy TS3 of the Basildon Borough Council Draft Local Plan sets out improvements to Footpaths and Cycle Infrastructure. The Council will work with partners including Essex County Council to secure the funding necessary to deliver the infrastructure improvements set out in the Basildon Cycling Action Plan. It will also expect development proposals to support the implementation of the Essex Cycle Strategy and Basildon Cycling Action Plans.	The Council will continue to work with public transport providers to deliver improvements to services and increases in capacity to support the level of growth identified in the Draft Local Plan. Whilst the Basildon Cycling Action Plan is still in its preparation stages, the Council will work with ECC as the Highway Authority to ensure the Action Plan is completed in a timely fashion and that the schemes included within can be supported by the Local Plan.	DLP/678, DLPQQ/1014

<p>Highway network and railway are at capacity and expansion is unlikely.</p>	<p>TS4.7</p>	<p>Basildon Borough Council has worked closely with the Highways Authority at Essex County Council to commission highway modelling work to determine the impact of Local Plan growth on the highway network. This also takes into consideration growth in neighbouring authority areas that is likely to use the strategic road network through the Basildon Borough such as the A127, A13, A129, A176 etc. to see if there is sufficient capacity in the highway network to cope with the additional traffic movements. The Highway Impact Assessment carried out by Ringway Jacobs and commissioned in partnership by Basildon Borough Council and Essex County Council stated that without intervention, the highway network would be over capacity by the end of the Local Plan period. Therefore, BBC &amp; ECC commissioned further work to investigate if there were any road improvements that could be brought forward in order to bring the highway network within capacity in the Basildon Borough. The highway mitigation modelling tested a number of options, some of which made a minimal impact and have been dropped from the Local Plan, but the majority of options tested made some significant improvements to the highway network to the extent that it could be brought within capacity in the future year. Basildon Council has commissioned some further highway modelling work to review the impact of Local Plan growth on the highway network in the Basildon Borough in order to identify any additional mitigation options not previously considered that may be required to improve capacity at major junctions, and to</p>	<p>Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan. The Council will maintain, as a living document, an Infrastructure Delivery Plan, which will identify the requirements for infrastructure to support growth, including the railway requirements to support growth within the Borough as a whole, and within particular settlements and on specific development sites.</p>	<p>DLP/1322, DLP/14424</p>
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		<p>determine site specific sustainable access on each of the proposed housing allocations. In order to ensure the railway can cope with future growth, the Council will work with ECC, Network Rail, the Railway Executive and rail franchise operators to secure investment in services which accommodate growth in rail travel, and secure onward journeys by sustainable means, including public transport, walking and cycling. Abellio Greater Anglia have been awarded the rail franchise for the Liverpool Street line from October 2016 and will oversea a £1.4 billion boost to rail services with more than 1,040 new carriages, journey times cut by 10%, at least 4 90 minute services between London and Norwich, 2 60 minute services per day between London and Ipswich, free wifi, automatic 'delay repay' for season and advance purchase tickets, tough newperformance targets of 93%, and a host of new ticket initiatives including offers for part time users. By 2021 there will be more than 32,000 seats on services arriving at London Liverpool Street, while the franchise will introduce 1,144 additional weekday services to stations including Cambridge, Norwich, Stanstead Airport, Lowestoft, Southend, and London Liverpool Street.</p>		
Public transport links should be improved.	TS4.8	<p>Basildon Borough Council will work with Essex County Council and bus service providers to secure funding for enhancements to the public transport network in south Essex, with an emphasis on projects that will improve north-south links within Basildon Borough, enhance access to hospital services, enhance access to the A127 corridor, and enhance access to other</p>	<p>Continue to work with partners and stakeholders to deliver improvements to public transport and cycling infrastructure.</p>	<p>DLP/1334, DLP/1335, DLP/1566, DLP/994, DLP/1088, DLP/1818, DLP/2936, DLPQQ/854, DLPQQ/876, DLPQQ/905, DLPQQ/990, DLPQQ/991, DLPQQ/692, DLPQQ/666, DLPQQ/957, DLPQQ/962, DLPQQ/929, DLPQQ/927</p>

		towns in Essex. The Council will also work with ECC, Network Rail, the Railway executive and rail franchise operators to secure investment in services which accommodate growth in rail travel and secure onward journeys by sustainable means, including public transport, walking and cycling. The Council will also work with partners and ECC to secure the funding necessary to deliver the infrastructure improvements set out in the <i>Basildon Cycling Action Plan</i> and expect development proposals to support the implementation of the <i>Essex Cycle Strategy</i> .		
Support Policy TS4.	TS4.9	Noted.	None required.	DLP/3359, DLP/4458
Collaboration with Rail and Bus operators and by the County Council needed where routes are not commercially sustainable.	TS4.10	Noted.	Basildon Borough Council will continue to work with the County Council and public transport providers to ensure upgrades to services are provided to meet the demands of local plan growth and to provide additional incentives for using public transport.	DLP/3359
Adequate public transport infrastructure is needed to support changes to NHS services.	TS4.11	Noted	Basildon Borough Council will continue to work with all infrastructure providers to ensure that necessary infrastructure required to support growth is delivered sustainably, effectively, and in a timely manner.	DLP/4458

<p>Lack of plans to increase rail capacity.</p>	<p>TS4.12</p>	<p>Policy TS4 sets out how the Council will work with Essex County Council, Network Rail, the Railway Executive and rail franchise operators to secure investment in services which accommodate growth in rail travel, and secure onward journeys by sustainable means, including public transport, walking and cycling. Abellio Greater Anglia have been awarded the rail franchise for the Liverpool Street line from October 2016 and will oversee a £1.4 billion boost to rail services with more than 1,040 new carriages. By 2021 there will be more than 32,000 seats on services arriving at London Liverpool Street, while the franchise will introduce 1,144 additional weekday services to stations including Cambridge, Norwich, Stanstead Airport, Lowestoft, Southend, and London Liverpool Street. C2C have been awarded the 15yr rail franchise for the Fenchurch Street line up to 2029 and benefits agreed between National Express and the Department for Transport include new trains with 68 extra carriages from 2019, and a significant upgrade for the existing fleet.</p>	<p>The Council will maintain, as a living document, an Infrastructure Delivery Plan, which will identify the requirements for infrastructure to support growth, including the railway requirements to support growth within the Borough as a whole, and within particular settlements and on specific development sites.</p>	<p>DLP/448, DLP/818, DLP/1003, DLP/1079, DLP/1489 DLP/2156, DLP/2249, DLP/2393, DLP/2401, DLP/2948, DLP/2980, DLP/3139, DLP/3320, DLP/5081, DLP/5306, DLP/5879, DLP/19355, DLP/17558, DLP/14527, DLP/14604, DLP/14642, DLP/14658, DLP/14687, DLP/14707, DLP/14732, DLP/14804, DLP/14857, DLP/14914, DLP/14933, DLP/14957, DLP/14980, DLP/14998, DLP/15025, DLP/15049, DLP/15082, DLP/15108, DLP/15129, DLP/15139, DLP/15166, DLP/15209, DLP/15239, DLP/15290, DLP/15470, DLP/15533, DLP/15558, DLP/15582, DLP/15631, DLP/15666, DLP/15707, DLP/15727, DLP/15745, DLP/15762, DLP/15777, DLP/16056, DLP/16093, DLP/16149, DLP/16197, DLP/16495, DLP/16551, DLP/16569, DLP/16651, DLP/16653, DLP/16733, DLP/16764, DLP/16816, DLP/16907, DLP/16935, DLP/17001, DLP/17052, DLP/17090, DLP/17156, DLP/17189, DLP/17251, DLP/17330, DLP/17430, DLP/17508, DLP/17525, DLP/17541,</p>
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				DLP/17556, DLP/17557, DLP/17572, DLP/17584, DLP/17600, DLP/17613, DLP/17631, DLP/17640, DLP/17645, DLP/17647, DLP/17655, DLP/17668, DLP/17684, DLP/17693, DLP/17696, DLP/17707, DLP/17723, DLP/17731, DLP/17753, DLP/17767, DLP/17785, DLP/17789, DLP/17792, DLP/17801, DLP/17822, DLP/17828, DLP/17835, DLP/17855, DLP/17857, DLP/17867, DLP/17872, DLP/17884, DLP/17895, DLP/17920, DLP/17934, DLP/17941, DLP/17957, DLP/17966, DLP/17972, DLP/17976, DLP/17998, DLP/18021, DLP/18025, DLP/18038, DLP/18049, DLP/18072, DLP/18078, DLP/18088, DLP/18100, DLP/18102, DLP/18149, DLP/18195, DLP/18202, DLP/18247, DLP/18248, DLP/18290, DLP/18389, DLP/18415, DLP/19178, DLP/19194, DLP/19213, DLP/19227, DLP/19257, DLP/19267, DLP/19284, DLP/19314, DLP/19337, DLP/19344, DLP/19356, DLP/19363, DLP/19370, DLP/19377, DLP/19383, DLP/19390, DLP/19396, DLP/19403,
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				DLP/19410, DLP/19417, DLP/19424, DLP/19429, DLP/19436, DLP/19443, DLP/19450, DLP/19457, DLP/19464, DLP/19471, DLP/19478, DLP/19485, DLP/19492, DLP/19499, DLP/19506, DLP/19513, DLP/19523, DLP/19529, DLP/19536, DLP/19543, DLP/19550, DLP/19557, DLP/20425, DLP/20430, DLPQQ/893, DLPQQ/1001, DLPQQ/577, DLPQQ/699, DLPQQ/665
Concerns over the capacity of the railway from Basildon/ Laindon/ Pitsea with additional development/passengers.	TS4.13	In order to ensure the railway can cope with future growth, the Council will work with ECC, Network Rail, the Railway Executive and rail franchise operators to secure investment in services which accommodate growth in rail travel, and secure onward journeys by sustainable means, including public transport, walking and cycling. C2C have been awarded the 15yr rail franchise for the Fenchurch Street line up to 2029 and benefits agreed between National Express and the Department for Transport include new trains with 68 extra carriages from 2019, and a significant upgrade for the existing fleet, £33m investment in stations, a commitment to staff every station from the first train until the last service, a new timetable providing extra services and better connections, a new passenger charter which improves the consumer rights of passengers, free wifi, up to 40% discount when tickets are bought online, flexible season tickets and	The Council will maintain, as a living document, an Infrastructure Delivery Plan, which will identify the requirements for infrastructure to support growth, including the railway requirements to support growth within the Borough as a whole, and within particular settlements and on specific development sites.	DLP/2286, DLP/5879, DLPQQ/566

		rewarding commuters when they choose to travel off-peak.		
Railway is at capacity.	TS4.14	In order to ensure the railway can cope with future growth, the Council will work with ECC, Network Rail, the Railway Executive and rail franchise operators to secure investment in services which accommodate growth in rail travel, and secure onward journeys by sustainable means, including public transport, walking and cycling. Abellio Greater Anglia have been awarded the rail franchise for the Liverpool Street line from October 2016 and will oversea a £1.4 billion boost to rail services with more than 1,040 new carriages. By 2021 there will be more than 32,000 seats on services arriving at London Liverpool Street, while the franchise will introduce 1,144 additional weekday services to stations including Cambridge, Norwich, Stanstead Airport, Lowestoft, Southend, and London Liverpool Street. C2C have been awarded the 15yr rail franchise for the Fenchurch Street line up to 2029 and benefits agreed between National Express and the Department for Transport include new trains with 68 extra carriages from 2019, and a significant upgrade for the existing fleet	The Council will maintain, as a living document, an Infrastructure Delivery Plan, which will identify the requirements for infrastructure to support growth, including the railway requirements to support growth within the Borough as a whole, and within particular settlements and on specific development sites.	DLP/363, DLP/825 DLP/2128, DLP/2204, DLP/3060, DLP/12499, DLP/3046, DLP/2059, DLP/1566, DLP/4583, DLP/4597, DLP/932, DLP/1277, DLP/3190, DLP/2936, DLP/2449, DLP/888, DLP/1871, DLP/4582, DLP/4598, DLP/1116, DLP/1152, DLP/1164, DLP/1593, DLP/20237, DLP/20254, DLP/20265, DLP/20471, DLP/7040, DLP/7067, DLP/7096, DLP/9305, DLP/9959, DLPQQ/896, DLPQQ/897, DLPQQ/778, DLPQQ/755, DLPQQ/748, DLPQQ/659, DLPQQ/1008, DLPQQ/1009, DLPQQ/995, DLPQQ/680, DLPQQ/1012, DLPQQ/671, DLPQQ/981, DLPQQ/909, DLPQQ/997, DLPQQ/986, DLPQQ/983, DLPQQ/963, DLPQQ/962, DLPQQ/938, DLPQQ/910, DLPQQ/932, DLPQQ/930, DLPQQ/929, DLPQQ/927
Permission for development should be dependent on increasing rail capacity.	TS4.15	In order to ensure the railway can cope with future growth, the Council will work with ECC, Network Rail, the Railway Executive and rail franchise operators to secure investment in services which accommodate growth in rail	The Council will maintain, as a living document, an Infrastructure Delivery Plan, which will identify the requirements for infrastructure to support growth, including the	DLP/1090

		<p>travel, and secure onward journeys by sustainable means, including public transport, walking and cycling. Abellio Greater Anglia have been awarded the rail franchise for the Liverpool Street line from October 2016 and will oversee a £1.4 billion boost to rail services with more than 1,040 new carriages, journey times cut by 10%, at least 4 90 minute services between London and Norwich, 2 60 minute services per day between London and Ipswich, free wifi, automatic 'delay repay' for season and advance purchase tickets, tough new performance targets of 93%, and a host of new ticket initiatives including offers for part time users. By 2021 there will be more than 32,000 seats on services arriving at London Liverpool Street, while the franchise will introduce 1,144 additional weekday services to stations including Cambridge, Norwich, Stanstead Airport, Lowestoft, Southend, and London Liverpool Street.</p>	<p>railway requirements to support growth within the Borough as a whole, and within particular settlements and on specific development sites.</p>	
<p>Public transport is insufficient, particularly to employment areas.</p>	<p>TS4.16</p>	<p>Basildon Borough Council will work with Essex County Council and bus service providers to secure funding for enhancements to the public transport network in south Essex, with an emphasis on projects that will improve north-south links within Basildon Borough, enhance access to hospital services, enhance access to the A127 corridor, and enhance access to other towns in Essex. The Council will also work with ECC, Network Rail, the Railway executive and rail franchise operators to secure investment in services which accommodate growth in rail travel and secure onward journeys by sustainable means, including public transport, walking and</p>	<p>Continue to work with partners and stakeholders to deliver improvements to public transport and cycling infrastructure.</p>	<p>DLP/1611, DLP/1612,</p>

		cycling. The Council will also work with with partners and ECC to secure the funding necessary to deliver the infrastructure improvements set out in the <i>Basildon Cycling Action Plan</i> and expect development proposals to support the implementation of the <i>Essex Cycle Strategy</i> .		
Better disabled access for transport infrastructure is required.	TS4.17	Improvements to Public Transport Infrastructure & Services, criteria 3. details how development proposals will, where appropriate, support the establishment of new public transport services for their occupants/users, and be designed to meet the needs of public transport operators and users.	None required.	DLPQQ/1014
Concerns with capacity of the C2C railway line.	TS4.18	In order to ensure the railway can cope with future growth, the Council will work with ECC, Network Rail, the Railway Executive and rail franchise operators to secure investment in services which accommodate growth in rail travel, and secure onward journeys by sustainable means, including public transport, walking and cycling. C2C have been awarded the 15yr rail franchise for the Fenchurch Street line up to 2029 and benefits agreed between National Express and the Department for Transport include new trains with 68 extra carriages from 2019, and a significant upgrade for the existing fleet, £33m investment in stations, a commitment to staff every station from the first train until the last service, a new timetable providing extra services and better connections, a new passenger charter which improves the consumer rights of passengers, free wifi, up to 40% discount when tickets are bought online, flexible season tickets and rewarding commuters when they choose to	The Council will maintain, as a living document, an Infrastructure Delivery Plan, which will identify the requirements for infrastructure to support growth, including the railway requirements to support growth within the Borough as a whole, and within particular settlements and on specific development sites.	DLP/1818, DLP/5754



		<p>travel off-peak. Abellio Greater Anglia have been awarded the rail franchise for the Liverpool Street line from October 2016 and will oversee a £1.4 billion boost to rail services with more than 1,040 new carriages, journey times cut by 10%, at least 4 90 minute services between London and Norwich, 2 60 minute services per day between London and Ipswich, free wifi, automatic 'delay repay' for season and advance purchase tickets, tough new performance targets of 93%, and a host of new ticket initiatives including offers for part time users. By 2021 there will be more than 32,000 seats on services arriving at London Liverpool Street, while the franchise will introduce 1,144 additional weekday services to stations including Cambridge, Norwich, Stanstead Airport, Lowestoft, Southend, and London Liverpool Street.</p>		
<p>The location of proposed development site not viable for public transport options.</p>	TS4.19	<p>The Council's approach to delivering public transport improvements is set out in Policy TS4 of the Draft Local Plan. In order to increase the number of people accessing work and services by public transport the Council will work with Essex County Council and bus service providers to secure funding for a number of improvements in the Borough including improved north-south links and enhancing access to the A127 Enterprise Corridor. The Council will also expect development proposals to, where appropriate, support the establishment of new public transport services for their occupants/users, and be designed to meet the needs of public transport operators and users. The Council will also work with Essex County Council, Network Rail, the Railway</p>	<p>Basildon Borough Council will continue to work with the County Council and all other infrastructure providers to continually update the Infrastructure Delivery Plan to inform the Community Infrastructure Levy and to ensure that infrastructure needed to deliver planned growth is done in a sustainable, effective and timely manner.</p>	DLP/524

		Executive and rail franchise operators to secure investment in services which accommodate growth in rail travel, and secure onward journeys by sustainable means, including public transport, walking and cycling. The locality of development proposals would therefore not influence the ability of schemes to encourage modal shift and whilst it is acknowledged that many people will continue to use their personal car to make journeys to schools, these are not the only journeys made by car and by encouraging people to use more sustainable forms of transport, this can assist other transport improvements to ensure that the impact on the road network in the future year is not considered to be 'severe' in accordance with paragraph 32 of the NPPF.		
The Council should co-ordinate fares and fare structures across route providers.	TS4.20	The Council's approach to delivering public transport improvements is set out in Policy TS4 of the Draft Local Plan. In order to increase the number of people accessing work and services by public transport the Council will work with Essex County Council and bus service providers to to secure funding for a number of improvements in the Borough including improved north-south links and enhancing access to the A127 Enterprise Corridor. The Council will also expect development proposals to, where appropriate, support the establishment of new public transport services for their occupants/users, and be designed to meet the needs of public transport operators and users. Your comments in relation to fare structures is noted and will be shared with the relevant bus service providers in discussions with the Council in relation to	Basildon Borough Council will continue to work with the County Council and all other infrastructure providers to continually update the Infrastructure Delivery Plan to inform the Community Infrastructure Levy and to ensure that infrastructure needed to deliver planned growth is done in a sustainable, effective and timely manner.	DLP/1066

		imrpoving services for the future. However, the Council is not currently in a position to be able to subsidise any of the bus services within the Basildon Borough.		
Public transport is insufficient and cannot cope with additional passengers.	TS4.21	The Council's approach to delivering public transport improvements is set out in Policy TS4 of the Draft Local Plan. In order to increase the number of people accessing work and services by public transport the Council will work with Essex County Council and bus service providers to to secure funding for a number of improvements in the Borough including improved north-south links and enhancing access to the A127 Enterprise Corridor. The Council will also expect development proposals to, where appropriate, support the establishment of new public transport services for their occupants/users, and be designed to meet the needs of public transport operators and users. This would include such things as ensuring that all homes and frequently accessed other forms of development are within 400m of a bus stop.	Basildon Borough Council will continue to work with the County Council and all other infrastructure providers to continually update the Infrastructure Delivery Plan to inform the Community Infrastructure Levy and to ensure that infrastructure needed to deliver planned growth is done in a sustainable, effective and timely manner.	DLP/1173
No incentives for bus companies to use less polluting vehicles.	TS4.22	The major bus provider in the Basildon Borough is First, who recently published in August 2016 details of their latest testing programme for new buses in its pursuit of operating ever cleaner and more fuel efficient vehicles. Manufacturers have successfully improved the fuel efficiency of vehicles by 30% and reduced vehicle carbon emissions by 30%. First hopes that added developments in vehicle technology will contribute to a further 10% improvement in 2017. The Council's approach to delivering public transport improvements is set out in	Basildon Borough Council will continue to work with the County Council and all other infrastructure providers to continually update the Infrastructure Delivery Plan to inform the Community Infrastructure Levy and to ensure that infrastructure needed to deliver planned growth is done in a sustainable, effective and timely manner.	DLP/5072

		Policy TS4 of the Draft Local Plan. In order to increase the number of people accessing work and services by public transport the Council will work with Essex County Council and bus service providers to secure funding for a number of improvements in the Borough including improved north-south links and enhancing access to the A127 Enterprise Corridor. The Council will also expect development proposals to, where appropriate, support the establishment of new public transport services for their occupants/users, and be designed to meet the needs of public transport operators and users.		
Local public transport networks, rail and bus providers will need to be involved in the identification and planning of any new or improved services.	TS4.23	Noted.	Continue to work with partners and stakeholders.	DLP/2562
Housing should be located in areas with appropriate public transport links and deficiencies in north-south transport links should be addressed, particularly the railway corridors.	TS4.24	Noted. The Council's approach to delivering public transport improvements is set out in Policy TS4 of the Draft Local Plan. In order to increase the number of people accessing work and services by public transport the Council will work with Essex County Council and bus service providers to to secure funding for a number of improvements in the Borough including improved north-south links and enhancing access to the A127 Enterprise Corridor. The Council will also expect development proposals to, where appropriate, support the establishment of new public transport services for their occupants/users, and be designed to meet the needs of public transport operators and	Basildon Borough Council will continue to work with the County Council and all other infrastructure providers to continually update the Infrastructure Delivery Plan to inform the Community Infrastructure Levy and to ensure that infrastructure needed to deliver planned growth is done in a sustainable, effective and timely manner. Basildon Borough Council will continue to engage with relevant authorities, appropriate bodies and key stakeholders in the production of the Local Plan, including London	DLP/3249, DLP/2229

		users. The Council will also work with Essex County Council, Network Rail, the Railway Executive and rail franchise operators to secure investment in services which accommodate growth in rail travel, and secure onward journeys by sustainable means, including public transport, walking and cycling. Basildon Borough Council is keen to engage with relevant authorities, appropriate bodies and key stakeholders in order to meet future housing and infrastructure requirements as part of the Local Plan process.	Gateway, wherever possible, to determine the future requirements for the Basildon Borough.	
Endorses the promotion of public transport, but stronger and more specific proposals are needed.	TS4.25	Noted. Basildon Borough Council will work with Essex County Council and the bus service providers in order to secure enhancements to the public transport network in south Essex as set out in Policy TS4. In order to ensure the railway can cope with future growth, the Council will work with ECC, Network Rail, the Railway Executive and rail franchise operators to secure investment in services which accommodate growth in rail travel, and secure onward journeys by sustainable means, including public transport, walking and cycling. Abellio Greater Anglia have been awarded the rail franchise for the Liverpool Street line from October 2016 and will oversee a £1.4 billion boost to rail services with more than 1,040 new carriages, journey times cut by 10%, at least 4 90 minute services between London and Norwich, 2 60 minute services per day between London and Ipswich, free wifi, automatic 'delay repay' for season and advance purchase tickets, tough newperformance targets of 93%, and a host of new ticket initiatives including offers for	The Council will maintain, as a living document, an Infrastructure Delivery Plan, which will identify the requirements for infrastructure to support growth, including the railway and public transport requirements to support growth within the Borough as a whole, and within particular settlements and on specific development sites. Whilst the Basildon Cycling Action Plan is still in its preparation stages, the Council will work with ECC as the Highway Authority to ensure the Action Plan is completed in a timely fashion and that the schemes included within can be supported by the Local Plan.	DLP/2545

		<p>part time users. By 2021 there will be more than 32,000 seats on services arriving at London Liverpool Street, while the franchise will introduce 1,144 additional weekday services to stations including Cambridge, Norwich, Stanstead Airport, Lowestoft, Southend, and London Liverpool Street. C2C have been awarded the 15yr rail franchise for the Fenchurch Street line up to 2029 and benefits agreed between National Express and the Department for Transport include new trains with 68 extra carriages from 2019, and a significant upgrade for the existing fleet, £33m investment in stations, a commitment to staff every station from the first train until the last service, a new timetable providing extra services and better connections, a new passenger charter which improves the consumer rights of passengers, free wifi, up to 40% discount when tickets are bought online, flexible season tickets and rewarding commuters when they choose to travel off-peak. In order to increase the proportion of residents accessing work, railway services, education facilities, other services and recreational opportunities by foot or by bicycle, the schemes and projects set out in the Basildon Cycling Action Plan to improve footpaths, footways and cycling infrastructure will be delivered during the plan period.</p>		
<p>The local buses have capacity but existing service is underused.</p>	<p>TS4.26</p>	<p>Basildon Borough Council will work with Essex County Council and the bus service providers in order to secure enhancements to the public transport network in south Essex as set out in Policy TS4.</p>	<p>The Council will maintain, as a living document, an Infrastructure Delivery Plan, which will identify the requirements for infrastructure to support growth, including the railway and public transport requirements to support growth</p>	<p>DLP/3190, DLP/1871</p>

			within the Borough as a whole, and within particular settlements and on specific development sites.	
ECC supports proposals promoting sustainable transport. Proposes additions to Policy TS4 and TS4 1a.	TS4.27	Noted.	The Council will review the wording of the policy as part of the production of the next stage of the Local Plan.	DLP/2473
Crossrail will not improve commuting. It is considerably slower.	TS4.28	In relation to Crossrail, whilst the trains may run from Billericay with few stops and are therefore quicker in terms of journey time to Stratford, journeys to other parts of London, or through London to areas such as Paddington, Ealing, Heathrow, Slough, Reading etc. will all be faster and more frequent services. The paragraph does not deny that some commuters will still need to / want to travel via Stratford , but other travellers may be incentivised to use the train from Shenfield where a seat can be obtained at the start of the line, and travel can reach all the way to Heathrow and beyond without having to change trains. The attractiveness of such a proposition should not be underestimated in terms of providing additional capacity to the railway network for journeys from Essex to London, and beyond.	None required.	DLP/888, DLP/447
c2c welcomes the Borough's commitment to work with c2c, the Government, Network Rail and other train operators to address the needs of rail passengers.	TS4.29	Noted. Basildon Borough Council appreciates the commitment by c2c to engage with the Council to address the needs of rail passengers and that they consider these discussions essential.	The Council will continue to consult with c2c to determine the future requirements of the railway network in order to expand capacity to meet the level of growth proposed in the Local Plan.	DLP/1895
In relation to development to the west	TS4.30	The Highway Mitigation Modelling has identified the need for a new link road, from	The Council will continue to consult with c2c to determine the	DLP/1895

of Basildon, c2c consider Laindon Station as the key connecting station and a high quality public transport link should be a priority.		the proposed development to the west of Basildon (H10a&b) to Laindon, which would provide easy access to the station in Laindon.	future requirements of the railway network in order to expand capacity to meet the level of growth proposed in the Local Plan.	
The delivery of sustainable transport alternatives is important in order to prevent congestion.	TS4.31	Noted. In order to ensure the railway can cope with future growth, the Council will work with ECC, Network Rail, the Railway Executive and rail franchise operators to secure investment in services which accommodate growth in rail travel, and secure onward journeys by sustainable means, including public transport, walking and cycling. Abellio Greater Anglia have been awarded the rail franchise for the Liverpool Street line from October 2016 and will oversee a £1.4 billion boost to rail services with more than 1,040 new carriages, journey times cut by 10%, at least 4 90 minute services between London and Norwich, 2 60 minute services per day between London and Ipswich, free wifi, automatic 'delay repay' for season and advance purchase tickets, tough newperformance targets of 93%, and a host of new ticket initiatives including offers for part time users. By 2021 there will be more than 32,000 seats on services arriving at London Liverpool Street, while the franchise will introduce 1,144 additional weekday services to stations including Cambridge, Norwich, Stanstead Airport, Lowestoft, Southend, and London Liverpool Street.	Basildon Borough Council will continue to work with the County Council and all other infrastructure providers to continually update the Infrastructure Delivery Plan to inform the Community Infrastructure Levy and to ensure that infrastructure needed to deliver planned growth is done in a sustainable, effective and timely manner.	DLP/3249
Consideration needed for sustainable transport	TS4.32 NEW	Policies TS3 and TS4 deal with improvements to the walking and cycling infrastructure and public transport	None required.	DLP/2464



connections in relation to economic growth.		infrastructure. It is envisaged that these improvements are delivered alongside residential and employment growth, improving access to employment opportunities within the Borough. This will benefit those less able to drive including young people and those with lower incomes.		
Support Policy TS5.	TS5.1	Noted	None required	DLP/2563, DLP/3433,
Recommends amendments to text including reference to A127 / A130 Fairglen Interchange and to include widening/dualling of A132 Nevendon Rd.	TS5.2	Noted. The Council will take the wording changes into consideration in the production of the next version of the Local Plan.	Consider wording changes.	DLP/2563
Policy TS5 need to be amended to include safeguards to ensure protection and enhancement of biodiversity at the project stage, and where adverse effects are predicted, appropriate mitigation will need to be identified.	TS5.3	Noted	The Council will take into consideration suggested wording changes in the next version of the Local Plan.	DLP/2725
Policy TS5 need to include safeguards to ensure protection and enhancement of natural environment at project stage, for example potential impacts on	TS5.4	Noted	The Council will take into consideration suggested wording changes in the next version of the Local Plan.	DLP/2724

Vange & Fobbing Marshes SSSI and adjacent LWSs.				
Policy TS7, point 2b should be reworded to read 'safe access to the site for all vulnerable road users'.	TS7.1	Noted. The Council will consider wording changes to policies in light of the comments received.	Consider wording changes.	DLP/217, DLP/1433
Supports policy TS7.	TS7.2	Noted.	None required.	DLP/2565, DLP/2726
Recommends word changes including reference to School Travel Plans within point 3.	TS7.3	Noted. Basildon Borough Council will review the wording of Policy TS7 to consider the requested references.	Consider wording changes.	DLP/2565
Concerns with congestion and lack of parking in Wickford. Parking restrictions are leading to more driveways and issues with drainage	TS8.1	All new development proposed in the Draft Local Plan will be expected to make provision for car parking, provision for disabled parking and provision for safe and secure parking for bicycles in accordance with the latest adopted Essex Parking Standards, and any future iteration of these standards, once adopted by the Council. In order to ensure that new development within Basildon Borough does not increase the number of people and properties at risk of flooding the Council will ensure that new development does not increase the risk of flooding elsewhere, and that flood risk is managed effectively on site. Chapter 15 covers flood risk and drainage management.	Continue to review the parking standards adopted by the Council to ensure they are fit for purpose for the Basildon Borough. Work with Essex County Council as the lead Local Flooding Authority to ensure new development effectively mitigates the impact of development so that it does not increase the risk of flooding to any existing or new development.	DLP/1119, DLP/1154, DLP/1313, DLP/1342, DLP/1416, DLP/1603, DLP/1633, DLP/1645, DLP/1675, DLP/1698, DLP/1706, DLP/1715, DLP/1729, DLP/1783, DLP/1829, DLP/1903, DLP/1913, DLP/1944, DLP/1956, DLP/1967, DLP/1981, DLP/2000, DLP/2066, DLP/2100, DLP/2110, DLP/2118, DLP/2363, DLP/2377, DLP/2410, DLP/2433, DLP/2467, DLP/2485, DLP/2495, DLP/2599, DLP/2627, DLP/2647, DLP/2657, DLP/2668, DLP/2693, DLP/2828, DLP/2873, DLP/2894, DLP/2909, DLP/2999, DLP/3119, DLP/3131, DLP/3141, DLP/3152,

				DLP/3160, DLP/3195, DLP/3213, DLP/3224, DLP/3235, DLP/3250, DLP/3271, DLP/3289, DLP/3299, DLP/3331, DLP/3386, DLP/3396, DLP/3409, DLP/3417, DLP/3432, DLP/3444, DLP/3457, DLP/3474, DLP/3477, DLP/3493, DLP/3506, DLP/3515, DLP/3526, DLP/3536, DLP/3547, DLP/3552, DLP/3573, DLP/3593, DLP/3600, DLP/3606, DLP/3618, DLP/3628, DLP/3638, DLP/3656, DLP/3680, DLP/3683, DLP/3694, DLP/3705, DLP/3713, DLP/3723, DLP/3732, DLP/3744, DLP/3753, DLP/3766, DLP/3777, DLP/3786, DLP/3794, DLP/3819, DLP/3829, DLP/3843, DLP/3850, DLP/3860, DLP/3872, DLP/3883, DLP/3895, DLP/3904, DLP/3915, DLP/3923, DLP/3932, DLP/3944, DLP/3946, DLP/3951, DLP/3962, DLP/3972, DLP/3979, DLP/3989, DLP/4011, DLP/4019, DLP/4032, DLP/4034, DLP/4049, DLP/4054, DLP/4064, DLP/4087, DLP/4104, DLP/4105,
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				DLP/4118, DLP/4131, DLP/4134, DLP/4149, DLP/4155, DLP/4164, DLP/4173, DLP/4182, DLP/4191, DLP/4201, DLP/4210, DLP/4237, DLP/4252, DLP/4253, DLP/4266, DLP/4274, DLP/4286, DLP/4297, DLP/4299, DLP/4314, DLP/4333, DLP/4334, DLP/4353, DLP/4370, DLP/4377, DLP/4391, DLP/4395, DLP/4431, DLP/4445, DLP/4455, DLP/4470, DLP/4482, DLP/4492, DLP/4505, DLP/4519, DLP/4530, DLP/4540, DLP/4549, DLP/4556, DLP/4564, DLP/4573, DLP/4590, DLP/4609, DLP/4620, DLP/4628, DLP/4635, DLP/4644, DLP/4654, DLP/4667, DLP/4676, DLP/4688, DLP/4697, DLP/4706, DLP/4715, DLP/4731, DLP/4746, DLP/4749, DLP/4755, DLP/4776, DLP/4781, DLP/4795, DLP/4806, DLP/4838, DLP/4844, DLP/4861, DLP/4869, DLP/4882, DLP/4893, DLP/4907, DLP/4917, DLP/4923, DLP/4937, DLP/4984, DLP/4993, DLP/5002, DLP/5011,
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				DLP/5020, DLP/5029, DLP/5045, DLP/5054, DLP/5063, DLP/5076, DLP/5096, DLP/5100, DLP/5118, DLP/5129, DLP/5138, DLP/5147, DLP/5165, DLP/5175, DLP/5184, DLP/5193, DLP/5202, DLP/5211, DLP/5220, DLP/5229, DLP/5238, DLP/5247, DLP/5256, DLP/5265, DLP/5274, DLP/5283, DLP/5301, DLP/5326, DLP/5335, DLP/5344, DLP/5353, DLP/5371, DLP/5380, DLP/5389, DLP/5398, DLP/5407, DLP/5416, DLP/5425, DLP/5434, DLP/5477, DLP/5486, DLP/5495, DLP/5504, DLP/5514, DLP/5522, DLP/5534, DLP/5543, DLP/5552, DLP/5561, DLP/5569, DLP/5577, DLP/5586, DLP/5595, DLP/5604, DLP/5613, DLP/5622, DLP/5631, DLP/5640, DLP/5649, DLP/5658, DLP/5667, DLP/5676, DLP/5685, DLP/5695, DLP/5710, DLP/5720, DLP/5729, DLP/5738, DLP/5751, DLP/5762, DLP/5774, DLP/5783, DLP/5794, DLP/5803, DLP/5814, DLP/5823,
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				DLP/5832, DLP/5841, DLP/5850, DLP/5853, DLP/5860, DLP/5874, DLP/5894, DLP/5903, DLP/5912, DLP/5930, DLP/5949, DLP/5958, DLP/5967, DLP/5976, DLP/5985, DLP/5994, DLP/6003, DLP/6012, DLP/6021, DLP/6030, DLP/6039, DLP/6048, DLP/6057, DLP/6066, DLP/6076, DLP/6085, DLP/6094, DLP/6103, DLP/6112, DLP/6121, DLP/6131, DLP/6140, DLP/6149, DLP/6158, DLP/6168, DLP/6177, DLP/6186, DLP/6195, DLP/6204, DLP/6213, DLP/6222, DLP/6227, DLP/6236, DLP/6246, DLP/6255, DLP/6266, DLP/6275, DLP/6283, DLP/6292, DLP/6301, DLP/6310, DLP/6319, DLP/6328, DLP/6337, DLP/6346, DLP/6355, DLP/6364, DLP/6373, DLP/6382, DLP/6391, DLP/6400, DLP/6409, DLP/6418, DLP/6427, DLP/6436, DLP/6440, DLP/6450, DLP/6459, DLP/6468, DLP/6477, DLP/6486, DLP/6495, DLP/6504, DLP/6507, DLP/6516, DLP/6525,
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				DLP/6534, DLP/6543, DLP/6552, DLP/6561, DLP/6571, DLP/6581, DLP/6590, DLP/6600, DLP/6608, DLP/6617, DLP/6626, DLP/6635, DLP/6645, DLP/6654, DLP/6663, DLP/6671, DLP/6681, DLP/6691, DLP/6700, DLP/6709, DLP/6718, DLP/6727, DLP/6736, DLP/6746, DLP/6755, DLP/6764, DLP/6773, DLP/6781, DLP/6791, DLP/6800, DLP/6811, DLP/6818, DLP/6827, DLP/6836, DLP/6845, DLP/6854, DLP/6863, DLP/6873, DLP/6882, DLP/6899, DLP/6909, DLP/6918, DLP/6927, DLP/6936, DLP/6945, DLP/6954, DLP/6963, DLP/6972, DLP/6981, DLP/6990, DLP/6999, DLP/7009, DLP/7018, DLP/7028, DLP/7037, DLP/7158, DLP/7188, DLP/7627, DLP/7633, DLP/7639, DLP/7645, DLP/7651, DLP/7663, DLP/7669, DLP/7675, DLP/7687, DLP/7693, DLP/7699, DLP/7705, DLP/7711, DLP/7717, DLP/7723, DLP/7729, DLP/7735, DLP/7741, DLP/7751,
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				DLP/7757, DLP/7763, DLP/7769, DLP/7775, DLP/7781, DLP/7787, DLP/7793, DLP/7799, DLP/7805, DLP/7811, DLP/7817, DLP/7823, DLP/7829, DLP/7835, DLP/7841, DLP/7847, DLP/7853, DLP/7859, DLP/7865, DLP/7871, DLP/7877, DLP/7883, DLP/7889, DLP/7895, DLP/7901, DLP/7907, DLP/7913, DLP/7919, DLP/7925, DLP/7931, DLP/7939, DLP/7946, DLP/8426, DLP/8474, DLP/9738, DLP/9862, DLP/9888, DLP/9896, DLP/9903, DLP/9909, DLP/9920, DLP/9928, DLP/9938, DLP/9950, DLP/9990 DLP/10016, DLP/10045, DLP/10070, DLP/10086, DLP/10111, DLP/10157, DLP/10180, DLP/10198, DLP/10255, DLP/10283, DLP/10311, DLP/10340, DLP/10357, DLP/10377, DLP/10419, DLP/10436, DLP/10463, DLP/10498, DLP/10518, DLP/10531, DLP/10560, DLP/10563, DLP/10596, DLP/10601, DLP/10611, DLP/10619, DLP/10639, DLP/10650, DLP/10662, DLP/10663, DLP/10682, DLP/10696,
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				DLP/10724, DLP/10746, DLP/10773, DLP/10807, DLP/10829, DLP/10855, DLP/10857, DLP/10888, DLP/10894, DLP/10909, DLP/10914, DLP/10931, DLP/10943, DLP/10981, DLP/11002, DLP/11027, DLP/11045, DLP/11054, DLP/11068, DLP/11085, DLP/11093, DLP/11121, DLP/11125, DLP/11161, DLP/11171, DLP/11183, DLP/11219, DLP/11239, DLP/11249, DLP/11266, DLP/11284, DLP/11304, DLP/11307, DLP/11334, DLP/11347, DLP/11363, DLP/11376, DLP/11387, DLP/11394, DLP/11418, DLP/11430, DLP/11441, DLP/11467, DLP/11490, DLP/11506, DLP/11525, DLP/11544, DLP/11575, DLP/11706, DLP/11716, DLP/12429, DLP/12472, DLP/16829, DLP/16861, DLP/16895, DLP/16925, DLP/16984, DLP/17012, DLP/17048, DLP/17096, DLP/17120, DLP/17141, DLP/17165, DLP/17197, DLP/17243, DLP/17260, DLP/17269, DLP/17329, DLP/17354, DLP/17391, DLP/17411, DLP/17436, DLP/17449, DLP/17476,
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				DLP/20309,DLPQQ/731, DLPQQ/827, DLPQQ/1004
Parking in Billericay is not adequate/sufficient.	TS8.2	Policy TS8 'Parking Standards' states that proposals for development will be expected to make provision for car parking, disabled parking, and safe and secure parking for bicycles, in accordance with the latest adopted Essex Parking Standards. The Council is also in the process of producing a 'Vehicle Parking Capacity & Intervention Study' which will provide recommendations as to whether or not parking can be intensified on existing car parks or if additional car parks can be provided at stations / town centres etc.	Basildon Borough Council will continue to review the Essex Parking Standards to ensure that they are still fit for purpose for the Basildon Borough and seek to amend them if necessary. Also await findings of the parking capacity study.	DLP/78, DLP/502, DLP/554, DLP/945, DLP/1018, DLP/1046, DLP/1371, DLP/1525, DLP/1536, DLP/2158, DLP/3008, DLP/16104, DLP/3995, DLP/1851, DLP/1571, DLP/2059, DLP/994, DLP/2982, DLP/2173, DLP/2247, DLP/5072, DLP/16003, DLP/16031, DLP/20061, DLP/12693, DLP/13566, DLPQQ/655, DLPQQ/690, DLPQQ/817, DLPQQ/765, DLPQQ/934, DLPQQ/801, DLPQQ/679
The parking standards are not appropriate to Billericay as they are based on Gross Floor Area (GFA), which is likely to remain unchanged due to historic protection of the High Street yet the	TS8.3	All new development proposed in the Draft Local Plan will be expected to make provision for car parking, provision for disabled parking and provision for safe and secure parking for bicycles in accordance with the latest adopted Essex Parking Standards, and any future iteration of these standards, once adopted by the Council. The Council is also in the process of producing a 'Vehicle	Basildon Borough Council will continue to review the Essex Parking Standards to ensure that they are still fit for purpose for the Basildon Borough and seek to amend them if necessary. The Council will use the car parking study, currently being carried out to determine the need for parking	DLP/380, DLP/1852, DLP/2175, DLP/1022, DLP/1568

number of cars are set to increase significantly.		Parking Capacity & Intervention Study' which will provide recommendations as to whether or not parking can be intensified on existing car parks or if additional car parks can be provided at stations / town centres etc.	in different areas of the Borough and to inform any review of adopted parking standards.	
Parking is not adequate/sufficient.	TS8.4	Policy TS8 'Parking Standards' states that proposals for development will be expected to make provision for car parking, disabled parking, and safe and secure parking for bicycles, in accordance with the latest adopted Essex Parking Standards. The Council is also in the process of producing a 'Vehicle Parking Capacity & Intervention Study' which will provide recommendations as to whether or not parking can be intensified on existing car parks or if additional car parks can be provided at stations / town centres etc.	Basildon Borough Council will continue to review the Essex Parking Standards to ensure that they are still fit for purpose for the Basildon Borough and seek to amend them if necessary. Also await findings of the parking capacity study.	DLP/1228 DLP/1717, DLP/1922, DLP/2207, DLP/2322, DLP/2642, DLP/20198, DLP/1227, DLP/935, DLP/1761, DLP/1497, DLP/20319, DLP/16134, DLP/20198, DLP/12692, DLP/13069, DLP/16773DLPQQ/774, DLPQQ/758, DLPQQ/989, DLPQQ/567, DLPQQ/890, DLPQQ/692, DLPQQ/666, DLPQQ/917, DLPQQ/736, DLPQQ/857
Concerned with parking in Wickford town centre and/or at station.	TS8.5	Noted. The Council is in the process of producing a 'Vehicle Parking Capacity & Intervention Study' which will provide recommendations as to whether or not parking can be intensified on existing car parks or if additional car parks can be provided at stations / town centres etc.	Await findings of the parking capacity study.	DLP/2401, DLP/20028, DLP/9569DLPQQ/771, DLPQQ/663, DLPQQ/999, DLPQQ/960
Insufficient parking at Wickford Station. Need multi storey parking to be delivered or additional car parking provided.	TS8.6	All new development proposed in the Draft Local Plan will be expected to make provision for car parking, provision for disabled parking and provision for safe and secure parking for bicycles in accordance with the latest adopted Essex Parking Standards, and any future iteration of these standards, once adopted by the Council. The Council is also in the process of producing a 'Vehicle Parking Capacity & Intervention Study' which will provide recommendations as to whether or not parking can be intensified on existing	Await findings of the parking capacity study.	DLP/2191, DLP/11565, DLP/11601, DLP/11628

		car parks or if additional car parks can be provided at stations / town centres etc.		
Parking at Billericay station is too expensive.	TS8.7	Parking charges are beyond the remit of the Local Plan. All new development proposed in the Draft Local Plan will be expected to make provision for car parking, provision for disabled parking and provision for safe and secure parking for bicycles in accordance with the latest adopted Essex Parking Standards, and any future iteration of these standards, once adopted by the Council. The Council is also in the process of producing a 'Vehicle Parking Capacity & Intervention Study' which will provide recommendations as to whether or not parking can be intensified on existing car parks or if additional car parks can be provided at stations / town centres etc.	Basildon Borough Council will continue to review the Essex Parking Standards to ensure that they are still fit for purpose for the Basildon Borough and seek to amend them if necessary. Use the car parking study, currently being carried out to determine the need for parking in different areas of the Borough and to inform any review of adopted parking standards.	DLP/1046, DLP/2128 DLP/2393, DLP/14417DLPQQ/798
Concerns with impact of lack of parking in Billericay on local businesses	TS8.8	All new development proposed in the Draft Local Plan will be expected to make provision for car parking, provision for disabled parking and provision for safe and secure parking for bicycles in accordance with the latest adopted Essex Parking Standards, and any future iteration of these standards, once adopted by the Council. The Council is also in the process of producing a 'Vehicle Parking Capacity & Intervention Study' which will provide recommendations as to whether or not parking can be intensified on existing car parks or if additional car parks can be provided at stations / town centres etc.	Basildon Borough Council will continue to review the Essex Parking Standards to ensure that they are still fit for purpose for the Basildon Borough and seek to amend them if necessary. Use the car parking study, currently being carried out to determine the need for parking in different areas of the Borough and to inform any review of adopted parking standards.	DLP/928
Potentially supportive of the redevelopment of the Billericay Station car park providing it resulted in more spaces.	TS8.9	The Council is in the process of producing a 'Vehicle Parking Capacity & Intervention Study' which will provide recommendations as to whether or not parking can be intensified on existing car parks or if	Use the car parking study, currently being carried out to determine the need for parking in different areas of the Borough and	DLP/1267

		additional car parks can be provided at stations / town centres etc.	to inform any review of adopted parking standards.	
Plan does not address parking issues in Billericay/ Plan should address parking issues in Billericay.	TS8.10	All new development proposed in the Draft Local Plan will be expected to make provision for car parking, provision for disabled parking and provision for safe and secure parking for bicycles in accordance with the latest adopted Essex Parking Standards, and any future iteration of these standards, once adopted by the Council. The Council is also in the process of producing a 'Vehicle Parking Capacity & Intervention Study' which will provide recommendations as to whether or not parking can be intensified on existing car parks or if additional car parks can be provided at stations / town centres etc.	Basildon Borough Council will continue to review the Essex Parking Standards to ensure that they are still fit for purpose for the Basildon Borough and seek to amend them if necessary. Use the car parking study, currently being carried out to determine the need for parking in different areas of the Borough and to inform any review of adopted parking standards.	DLP/889, DLP/1091, DLP/2156, DLP/2247, DLP/2249, DLP/2948, DLP/3101, DLP/3579, DLP/3806, DLP/5308, DLP/7108, DLP/7228, DLP/7352, DLP/7414, DLP/9258, DLP/9450, DLP/10118, DLP/12685, DLP/12692, DLP/14513, DLP/14719, DLP/14734, DLP/14816, DLP/14903, DLP/14921, DLP/14943, DLP/14963, DLP/14985, DLP/15009, DLP/15034, DLP/15051, DLP/15085, DLP/15119, DLP/15143, DLP/15219, DLP/15296, DLP/15480, DLP/15540, DLP/15560, DLP/15588, DLP/15604, DLP/15636, DLP/15652, DLP/15677, DLP/15716, DLP/15731, DLP/15751, DLP/15787, DLP/16067, DLP/16091, DLP/16102, DLP/16176, DLP/16270, DLP/16304, DLP/16315, DLP/16445, DLP/16503, DLP/16561, DLP/16581, DLP/16664, DLP/16676, DLP/16736, DLP/16772, DLP/16822, DLP/16937, DLP/17006, DLP/17058, DLP/17094, DLP/17279, DLP/17334, DLP/17347, DLP/17455, DLP/17511,

				DLP/17527, DLP/17543, DLP/17561, DLP/17580, DLP/17591, DLP/17604, DLP/17624, DLP/17633, DLP/17644, DLP/17650, DLP/17659, DLP/17670, DLP/17678, DLP/17688, DLP/17698, DLP/17708, DLP/17710, DLP/17722, DLP/17736, DLP/17738, DLP/17740, DLP/17745, DLP/17757, DLP/17758, DLP/17772, DLP/17793, DLP/17794, DLP/17796, DLP/17805, DLP/17825, DLP/17833, DLP/17860, DLP/17862, DLP/17876, DLP/17877, DLP/17888, DLP/17898, DLP/17922, DLP/17929, DLP/17944, DLP/17959, DLP/17982, DLP/18001, DLP/18006, DLP/18009, DLP/18017, DLP/18030, DLP/18034, DLP/18040, DLP/18044, DLP/18059, DLP/18079, DLP/18092, DLP/18113, DLP/18150, DLP/18156, DLP/18203, DLP/18210, DLP/18249, DLP/18264, DLP/18307, DLP/18311, DLP/18331, DLP/18349, DLP/18387, DLP/18393, DLP/18413, DLP/19180, DLP/19198, DLP/19217, DLP/19234, DLP/19260, DLP/19270, DLP/19287, DLP/19316, DLP/19332,
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				DLP/19339, DLP/19346, DLP/19350, DLP/19385, DLP/19398, DLP/19407, DLP/19414, DLP/19419, DLP/19426, DLP/19430, DLP/19440, DLP/19452, DLP/19459, DLP/19466, DLP/19473, DLP/19480, DLP/19487, DLP/19494, DLP/19501, DLP/19508, DLP/19515, DLP/19519, DLP/19531, DLP/19538, DLP/19545, DLP/19552, DLP/19559, DLP/19946, DLP/19947, DLP/19958, DLP/19968, DLP/19974, DLP/20071, DLP/20084, DLP/20090, DLP/20127, DLP/20149, DLP/20159, DLP/20184, DLP/20217, DLP/20246, DLP/20321, DLP/20404, DLP/20432, DLP/20466
Insufficient station parking.	TS8.11	Noted. The Council is in the process of producing a 'Vehicle Parking Capacity & Intervention Study' which will provide recommendations as to whether or not parking can be intensified on existing car parks or if additional car parks can be provided at stations / town centres etc.	Await findings of the parking capacity study.	DLP/866, DLP/959, DLP/1772, DLP/3060, DLP/5704, DLP/1566, DLP/3190, DLP/2936, DLP/2449, DLP/18025, DLP/18100DLPQQ/778
Insufficient parking at Billericay Station. Recommends multi storey parking being provided.	TS8.12	All new development proposed in the Draft Local Plan will be expected to make provision for car parking, provision for disabled parking and provision for safe and secure parking for bicycles in accordance with the latest adopted Essex Parking Standards, and any future iteration of these standards, once adopted by the Council. The Council is also	Await findings of the parking capacity study.	DLP/850, DLP/20537DLPQQ/914

		in the process of producing a 'Vehicle Parking Capacity & Intervention Study' which will provide recommendations as to whether or not parking can be intensified on existing car parks or if additional car parks can be provided at stations / town centres etc.		
Support Policy TS8.	TS8.13	Support noted	None required	DLP/2786, DLP/3282
New developments should provide adequate off street parking (2 spaces per house). Roads must not be too narrow.	TS8.14	All new development proposed in the Draft Local Plan will be expected to make provision for car parking, provision for disabled parking and provision for safe and secure parking for bicycles in accordance with the latest adopted Essex Parking Standards, and any future iteration of these standards, once adopted by the Council. The Council is also in the process of producing a 'Vehicle Parking Capacity & Intervention Study' which will provide recommendations as to whether or not parking can be intensified on existing car parks or if additional car parks can be provided at stations / town centres etc.	Basildon Borough Council will continue to review the Essex Parking Standards to ensure that they are still fit for purpose for the Basildon Borough and seek to amend them if necessary. The Council will use the car parking study, currently being carried out to determine the need for parking in different areas of the Borough and to inform any review of adopted parking standards.	DLP/3210, DLP/9001, DLP/9102, DLP/9101, DLP/20474, DLP/20510, DLP/7125, DLP/7135, DLP/8668, DLP/8789, DLP/9051, DLP/9419
Review of parking is required due to parking problems in Laindon Park ward.	TS8.15	All new development proposed in the Draft Local Plan will be expected to make provision for car parking, provision for disabled parking and provision for safe and secure parking for bicycles in accordance with the latest adopted Essex Parking Standards, and any future iteration of these standards, once adopted by the Council. The Council is also in the process of producing a 'Vehicle Parking Capacity & Intervention Study' which will provide recommendations as to whether or not parking can be intensified on existing car parks or if additional car parks can be provided at stations / town centres etc.	Basildon Borough Council will continue to review the Essex Parking Standards to ensure that they are still fit for purpose for the Basildon Borough and seek to amend them if necessary. The Council will use the car parking study, currently being carried out to determine the need for parking in different areas of the Borough and to inform any review of adopted parking standards.	DLP/2328
Supports Essex Parking Standards being adopted however	TS8.16	All new development proposed in the Draft Local Plan will be expected to make provision for car parking, provision for disabled parking	Basildon Borough Council will continue to review the Essex Parking Standards to ensure that	DLP/4957



<p>Basildon Council should be flexible in their approach with highly sustainable locations being allowed to provide reduced levels of parking.</p>		<p>and provision for safe and secure parking for bicycles in accordance with the latest adopted Essex Parking Standards, and any future iteration of these standards, once adopted by the Council. The Council is also in the process of producing a 'Vehicle Parking Capacity &amp; Intervention Study' which will provide recommendations as to whether or not parking can be intensified on existing car parks or if additional car parks can be provided at stations / town centres etc.</p>	<p>they are still fit for purpose for the Basildon Borough and seek to amend them if necessary. The Council will use the car parking study, currently being carried out to determine the need for parking in different areas of the Borough and to inform any review of adopted parking standards.</p>	
<p>Accessibility if often restricted when the access point is a private drive. They should not be allowed.</p>	<p>TS8.17</p>	<p>The maintenance of private driveways is the responsibility of whomever owns the driveway in question. If a driveway crosses over a public pavement then the maintenance of the pavement is the responsibility of the highway authority (Essex County Council). Lowering kerbs to accommodate a driveway is currently considered to be permitted development provided it is done by an ECC approved contractor and at the same time as the driveway is created. Only specifically designated roads (usually 'A' roads) require planning permission. When this is the case the Highway Authority are consulted to ensure that the proposed driveway allows access and egress from the highway in a safe manner. Basildon Council is unable to create Local Plan policies that are not in accordance with national policy / legislation, or that falls outside the jurisdiction of the Local Planning Authority</p>	<p>None required</p>	<p>DLP/1856</p>

<p>Object to multi-storey car parks in Billericay or Wickford town centres as it would encourage unsustainable forms of transport.</p>	<p>TS8.18</p>	<p>All new development proposed in the Draft Local Plan will be expected to make provision for car parking, provision for disabled parking and provision for safe and secure parking for bicycles in accordance with the latest adopted Essex Parking Standards, and any future iteration of these standards, once adopted by the Council. The Council is also in the process of producing a 'Vehicle Parking Capacity &amp; Intervention Study' which will provide recommendations as to whether or not parking can be intensified on existing car parks or if additional car parks can be provided at stations / town centres etc. The Council's approach to delivering public transport improvements is set out in Policy TS4 of the Draft Local Plan. In order to increase the number of people accessing work and services by public transport the Council will work with Essex County Council and bus service providers to secure funding for a number of improvements in the Borough including improved north-south links and enhancing access to the A127 Enterprise Corridor. The Council will also expect development proposals to, where appropriate, support the establishment of new public transport services for their occupants/users, and be designed to meet the needs of public transport operators and users. In order to increase the proportion of residents accessing work, railway services, education facilities, other services and recreational opportunities by foot or by bicycle, the schemes and projects set out in the Basildon Cycling Action Plan to improve footpaths, footways and cycling infrastructure will be delivered during the plan period.</p>	<p>The Council will continue to review the Essex Parking Standards to ensure they remain fit for purpose and will await the results of the parking study to see where parking can be optimised throughout the Borough. Basildon Borough Council will continue to work with the County Council and all other infrastructure providers to continually update the Infrastructure Delivery Plan to inform the Community Infrastructure Levy and to ensure that infrastructure needed to deliver planned growth is done in a sustainable, effective and timely manner. Basildon Borough Council will continue to work with partners to deliver appropriate improvements to cycling infrastructure throughout the Borough.</p>	<p>DLP/2993, DLP/14645, DLP/15767, DLP/17163, DLP/17575, DLP/17837, DLP/17902, DLP/17968, DLP/19358, DLP/19365, DLP/19372, DLP/19445, DLP/20101, DLP/14666, DLP/18050,</p>
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Lack of parking enforcement and speed limits are broken with no action.	TS8.19	Parking enforcement is the responsibility of the Essex Parking Partnership based at Chelmsford City Council and Essex Police are responsible for any speed limit enforcement.	Basildon Borough Council will continue to review the Essex Parking Standards to ensure that they are still fit for purpose for the Basildon Borough and seek to amend them if necessary.	DLP/3995, DLP/1571, DLP/5072
Supports consideration of lower levels of car parking in locations that are well served by public transport, but requires more clarification as to what constitutes a 'more sustainable location and well served by public transport'.	TS8.20	Suggested wording changes within the policies are noted. Policy TS8 'Parking Standards' states that proposals for development will be expected to make provision for car parking, disabled parking, and safe and secure parking for bicycles, in accordance with the latest adopted Essex Parking Standards. The Council is also in the process of producing a 'Vehicle Parking Capacity & Intervention Study' which will provide recommendations as to whether or not parking can be intensified on existing car parks or if additional car parks can be provided at stations / town centres etc.	The Council will consider necessary amendments to policy content and wording prior to the next publication of the Local Plan. Basildon Borough Council will continue to review the Essex Parking Standards to ensure that they are still fit for purpose for the Basildon Borough and seek to amend them if necessary. Also await findings of the parking capacity study. The Council will consider wording changes to the policy where appropriate.	DLP/2045
It will be important to provide sufficient parking, particularly in Basildon Town Centre.	TS8.21	All new development proposed in the Draft Local Plan will be expected to make provision for car parking, provision for disabled parking and provision for safe and secure parking for bicycles in accordance with the latest adopted Essex Parking Standards, and any future iteration of these standards, once adopted by the Council. The Council is also in the process of producing a 'Vehicle Parking Capacity & Intervention Study' which will provide recommendations as to whether or not parking can be intensified on existing car parks or if additional car parks can be provided at stations / town centres etc.	Basildon Borough Council will continue to review the Essex Parking Standards to ensure that they are still fit for purpose for the Basildon Borough and seek to amend them if necessary. The Council will use the car parking study, currently being carried out to determine the need for parking in different areas of the Borough and to inform any review of adopted parking standards.	DLP/1895
Object to Draft Local Plan due to inadequate access provided for servicing vehicles.	TS9.1	Policy TS9 'Access for Servicing' specifically aims to deal with this potential issue. The policy states that development proposals that require regular servicing by HGVs should be	Basildon Borough Council will commission additional Highway Modelling work to provide details of sustainable access	DLP/1011

		located on main or secondary distributor routes, with appropriately designed servicing areas that enable HGVs to access and egress the development safely and in a forward gear without creating congestion; and of a sufficient size to accommodate the number of vehicles expected to be received at any one time. All other development should be designed to ensure that properties can be accessed in a safe and convenient way by waste collection freighters and delivery vehicles.	requirements at each housing allocation site and to determine if there are any additional strategic improvements to the highway network that could further assist in the alleviation of congestion around the Borough. This work will accompany the next stage of the Local Plan, once it has been re-drafted to take into consideration the comments made as part of the public consultation.	
There should be restrictions in place to reduce HGVs travelling through Billericay and Wickford.	TS9.2	Policy TS9 'Access for Servicing' aims to deal with this potential issue. The policy states that development proposals that require regular servicing by HGVs should be located on main or secondary distributor routes, with appropriately designed servicing areas that enable HGVs to access and egress the development safely and in a forward gear without creating congestion; and of a sufficient size to accommodate the number of vehicles expected to be received at any one time. All other development should be designed to ensure that properties can be accessed in a safe and convenient way by waste collection freighters and delivery vehicles. In terms of existing roads and HGVs, the Highway Authority are responsible for applying restrictions therefore it is outside the remit of the Local Plan.	Basildon Borough Council will commission additional Highway Modelling work to provide details of sustainable access requirements at each housing allocation site and to determine if there are any additional strategic improvements to the highway network that could further assist in the alleviation of congestion around the Borough. This work will accompany the next stage of the Local Plan, once it has been re-drafted to take into consideration the comments made as part of the public consultation.	DLPQQ/745, DLPQQ/720, DLPQQ/922, DLPQQ/933
<b>Chp 10 Communications</b>				
Chapter 10 does not cover the full range of communications infrastructure issues	CHP10.1	Chapter 10 establishes a framework for providing the necessary communications infrastructure to meet the needs of the community and businesses. A flexible	Consider whether further detail could be given in Chapter 10 relating to a wider range of	DLP/712

affecting businesses and residents in the borough.		approach has been taken to facilitate the growth of new and existing systems in line with national policy, to tackle the demands imposed by technology.	communications infrastructure issues.	
Support the provision of telecommunications for new homes and businesses in Basildon Borough as set out in Chapter 10.	CHP10.2	Support noted.	None Required.	DLP/2571
No Comment for Chapter 10 Supporting High Quality Communications Infrastructure.	CHP10.3	N/A	None Required.	DLP/3028
The current provision and speed of broadband is poor.	COM1.1	Noted, the Council will keep this situation under review in the development of the Local Plan in the event any evidence or priorities change.	Consider reviewing evidence.	DLP/805, DLP/939, DLP/20320,
Who will be responsible for funding the expansion of communications infrastructure?	COM1.2	There are various mechanisms available for securing the investment necessary to deliver infrastructure provision in the Basildon Borough, which are set out in the Infrastructure Delivery Plan, a living document, which will be updated as appropriate to secure the investment necessary to support economic growth and improve the quality of life for local residents.	The Council will consider updating the IDP in light of comments received.	DLP/805
The current provision and speed of broadband is poor. Basildon Council will need to demand new and improved quality of service from telecommunication service providers.	COM1.3	Supporting High Quality Communications Infrastructure is integral to creating sustainable and successful communities in Basildon Borough, and the Council will work with partners to increase and improve coverage and quality throughout the Borough as set out within policy COM 1.	None Required, see Policy COM 1.	DLP/939, DLP/7363DLPQQ/1005

Observations regarding wording changes to Policy COM 1 Communications Infrastructure Strategy, with an emphasis on co-ordinating the provision of communications infrastructure to minimise disturbance to both utilities service provision and highway network, without imposing significant increase in costs, by virtue of the need to re-align the utilities in addition to delivering the highway improvements.	COM1.4	Noted. The Council will consider wording changes and will keep this situation under review in the development of the Local Plan in the event any evidence or priorities change.	Consider wording changes.	DLP/2572
Support Policy COM 1 Communications Infrastructure Strategy.	COM1.5	Support noted.	None Required.	DLP/4459
Superfast broadband is important for businesses both existing and new.	COM1.6	Noted. Supporting High Quality Communications Infrastructure is integral to creating sustainable and successful communities in Basildon Borough, and the Council will work with partners to increase and improve coverage and quality throughout the Borough as set out within policy COM 1.	None Required, see Policy COM 1.	DLP/20320
Requires broadband to be provided.	COM1.7	Supporting High Quality Communications Infrastructure is integral to creating sustainable and successful communities in Basildon Borough, and the Council will work with partners to increase and improve coverage and quality throughout the Borough as set out within policy COM 1.	None required.	DLP/19243, DLPQQ/501

Observations regarding wording changes to Policy COM 2 Determining Applications For Telecommunications Equipment, with an emphasis on co-ordinating the provision of infrastructure to minimise disturbance to both utilities service provision and highway network, without imposing significant increase in costs, by virtue of the need to re-align the utilities in addition to delivering the highway improvements.	COM2.1	Noted. The Council will consider wording changes and will keep this situation under review in the development of the Local Plan in the event any evidence or priorities change.	Consider wording changes.	DLP/2573
Support Policy COM 2.	COM2.2	Support noted.	None required.	DLP7364,
Observations regarding wording changes to Policy COM 3 Communications Infrastructure in New Developments, to refuse developments that fail to meet telecommunications requirements.	COM3.1	Supporting High Quality Communications Infrastructure is integral to creating sustainable and successful communities in Basildon Borough, and the Council will support proposals which install new, or improve existing, communications infrastructure if they are required to enable the successful delivery of development sites in chapters 7, 8 and 11 as set out within Policy COM 3.	None Required. See Policy COM 3.	DLP/710
Observations regarding wording changes to Policy COM 3 Communications Infrastructure in New Developments, with an emphasis on co-	COM3.2	Noted. The Council will consider wording changes and will keep this situation under review in the development of the Local Plan in the event any evidence or priorities change.	Consider wording changes.	DLP/2574

ordinating the provision of infrastructure to minimise disturbance to both utilities service provision and highway network, without imposing significant increase in costs, by virtue of the need to re-align the utilities in addition to delivering the highway improvements.				
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