

Essex Transport Strategy

Implementation Plan: Basildon

Contents

1.	Introduction	1
2.	Outcomes we want to achieve	3
3.	Our plan for Basildon	6
	Appendix A. Scheme list	8
	Appendix B. Addressing the Challenges	12
	Appendix C. References	26

1. Introduction

1.1 Basildon

Basildon is a 'new town' planned and built during the 1950s and 1960s with many of the features of these types of towns. It has several residential neighbourhoods, dedicated industrial estates, and a pedestrianised town centre. The resident population of the area is 110,429 (as of 2022) and is relatively young with 21% of residents aged under 16 (compared to 17% of Essex's population) and only 14% of residents aged 65 or over (compared to 21% of Essex' population)¹.

Basildon Borough is the largest and fastest growing economy in Essex and a major economic centre within the Thames Gateway area. The A127 Enterprise corridor and Westmayne industrial parks (including Ford's Dunton Campus) are key employment areas within the town and with direct trains to London Fenchurch Street, Thurrock and Southend-on-Sea, the town of Basildon has good connections to other employment destinations such as London. The most common industry type in Basildon is healthcare, due to its proximity to Basildon University Hospital.

Despite Basildon's successful local economy, not all residents benefit from this success. Employment is lower in the Basildon area (69% of working population)² than the Essex average (73% of working population) and levels of both income and employment deprivation are high, particularly in Pitsea and areas south of the main railway line such as Vange.



Life expectancy is more variable than other areas of Essex due to contrasting levels of health deprivation across the borough. Basildon Borough also has a higher proportion of physically inactive adults (26%) than both the Essex (24%) and national (23%) averages and higher rates of adult and childhood obesity.³

This plan covers the urban area of Basildon only, extending from Laindon in the west to the western edge of North Benfleet in the east. This area is referred to as 'Basildon' throughout this plan.

While reference has been made to Basildon Borough, in the absence of more localised data and in reference to wider trends and travel patterns, areas lying beyond the urban boundary are not covered within this plan. Such areas, including Billericay and Wickford, have, instead, been included within the South Essex implementation plan, due to their different characteristics.



The key transport ambitions for Basildon are:

- Support independent travel across all age groups by creating a safe and attractive transport environment for all users.
- Improve access to key employment areas within the urban area and in neighbouring areas to help boost the range of jobs available to people.
- Encourage healthier communities by promoting active travel and improving access to healthcare.
- Address delays on the transport network by providing good alternatives to the car and improving capacity where necessary.

1.2 Local travel

Nearly 50% of Basildon borough's working population work within Basildon⁴, highlighting the need for good local transport connections. Other key employment destinations for Basildon residents include London, Thurrock, and Chelmsford. It is important that good longer distance transport connections are also provided to these nearby areas as they provide a wider range of opportunities and services that are not available locally.

Vehicle ownership is low across the Basildon urban area, particularly in the north where over 25%⁵ of households do not own a vehicle which may limit access to opportunities outside the local area. However, driving remains the most common way to commute, with 65% travelling by car⁶. High proportions also walk (11%) or get the train to work (14%).

The new town was built with a high capacity road network meaning there is little congestion within the town itself which may otherwise discourage short car journeys. These wide roads can cause severance between neighbourhoods which means it's difficult to travel between different places without the use of a car. Out of town retail centres and employment areas often have a lot of parking provision that is free, which means the town centre could suffer.

Two rail stations, Basildon and Laindon, fall within the Basildon urban area and Pitsea station lies on its southern edge. All three stations offer regular direct services to London Fenchurch Street and Southend. There are also good rail connections to Southend (20 minutes from Basildon) and Thurrock (20 minutes from Pitsea). While there are no direct rail services to Chelmsford, the Airlink X10 bus service does provide an affordable bus service (now currently capped at a £3 fare) which provides direct connections from Basildon to Chelmsford and Stansted Airport. However, this service only runs once an hour on both weekdays and weekends.

Bus services within Basildon's urban area mostly operate with a high frequency (eight or more buses per hour, on average), providing good access to the rail stations and industrial estates off the A127 enterprise corridor. However, bus services between the Pipp's Hill, Burnt Mill and Ford Dunton industrial estates run with limited to low frequency and could be improved. Direct and regular bus services are also available to nearby towns including Wickford, Billericay and Benfleet.⁷

Basildon, as a new town, was designed and built with a comprehensive walking and cycle network, providing residents with the opportunity to access key services via more active and sustainable transport. However, this network is now showing its age and is underutilised with only 2% cycling to work⁸. Also, the A127 and A130 running through the town creates a barrier for cyclists, making cycling difficult for shorter trips, there is also limited cycle parking in the town centre.

Basildon in numbers

110,429 residents (2022)



69% economically active (of working population, as of 2021)



Life expectancy* is **82.5**



21% are aged under 16



14% are aged over 65



100% urban population



24% of households do not own a car/van (2021)

65% of residents **drive** to work

5% of residents **get the bus** to work

13% of residents **cycle or walk** to work

14% of residents get the **train or underground** to work

Top industries residents work in*



Health

16%
of residents*



Professional,
scientific & technical

10%
of residents*



Retail

9%
of residents*

*Borough Statistic

2. Outcomes we want to achieve

2.1 Supporting people, health, wellbeing and independence

2.1.1 People have inclusive and affordable access to key services

There are high levels of income deprivation across Basildon's urban area⁹ and low levels of vehicle ownership¹⁰. For many, affordability may be a barrier to transport, limiting access to essential key services and job opportunities. The area also has a high proportion of children under 16 (21%)¹¹ who will benefit from alternatives to the car to help access education and leisure facilities. As Basildon has a reasonable bus network, promoting existing services and exploring initiatives to make these services more accessible to all is a key priority for the area.

Providing and promoting safer walking and cycling infrastructure in the area through the town centre masterplan could also increase transport options and travel independence for those who are unable to drive or access public transport.

2.1.2 People enjoy improved physical and mental health and well being

We want people to enjoy better physical and mental health. Basildon borough has a higher proportion (26%)¹² of physically inactive adults and higher rates of adult and childhood obesity than both regional and national averages. However, with a good existing cycle network already in place in Basildon and most areas lying within a 15-minute ride of the town centre, key employment sites and schools, there is an opportunity to encourage more people to cycle for travel. Increasing physical activity could help improve people's health and could also benefit them

mentally. However, there are severance issues in Basildon where busy roads and the railway can cut people off from their homes to town centre, meaning they may be put off cycling or walking and use their cars. There is also limited cycle parking in the town centre.

With high hospital admissions (2022)¹³ and high levels of health deprivation, it is also important that residents can access healthcare services. Basildon University Hospital is within 20 to 40 minutes of most residential areas via public transport. However, congestion along the A176 between the A13 Five Bells junction and Basildon Hospital can result in significant delays around the hospital which could have a knock-on impact on services to the hospital. Improvements to this corridor could help to reduce delay and improve public transport access.

2.1.3 The transport network is safe and feels safe for all users

Between 2021 and 2023, one person was killed and 86 were seriously injured on Basildon's roads¹⁴. Achieving Essex's ambition of zero road deaths and serious injuries by 2040 will require a joined-up plan, working with the police and other partners.

Severance caused by the railway and key roads cutting through residential areas is also a key barrier to physical safety and safe walking and cycling in Basildon's urban area. Improving crossing facilities across the railway line and key routes such as the A127, A132 and A176 would help to improve safe travel for both cyclists and pedestrians.

Improving perceptions of safety and security is also important. Total crime rates in Basildon borough are higher than the Essex average. Only 34% of residents said that they feel safe when outside in the area after dark, which is lower than all other areas in Essex (2023)¹⁵. Residents in areas with higher levels of deprivation, such as Pitsea and Vange, are more likely to feel less safe. Making areas feel safer through improved street lighting, CCTV and making the environment more attractive could help to improve perceptions of safety and travel independence.

A common issue raised among residents is the condition of bus shelters and anti-social behaviour often seen at these locations¹⁶. This could be a barrier to people using buses and a contributing factor to residents feeling less safe when outside at night. Ensuring bus stops are well-maintained, safe and accessible, is a top priority to help improve the safety of the transport network and encourage further use.

2.2 Creating sustainable places and communities

2.2.1 All places support the transport needs of all residents

While most residents can access a rail station within 30 minutes via public transport, a common issue is the lack of co-ordination between bus and train timetables. Ensuring bus and rail services are well coordinated and improving rail station access for all forms of transport would help to improve end-to-end journey times and encourage trips using a variety of sustainable modes.

Severance, caused by the railway and key roads cutting through residential areas, hinders access

to key services, particularly for those who don't drive and must walk or cycle their journey. Improving walking and cycling links between residential areas is important to creating more connected and sustainable communities.

2.2.2 Developments are designed to be sustainable from the start

Basildon's population will continue to grow with people living longer and people moving to the area from other parts of the country.

Basildon Borough Council is preparing a new Local Plan and plans to deliver a minimum of 27,111 homes between 2023 and 2043, based on the new government target of 1,291 homes per annum as set out in the new National Planning Policy Framework, with numbers likely to change as the local plan is updated. All of this growth needs to be supported by appropriate transport infrastructure. As residents become wealthier, we want to ensure that active and sustainable travel choices are available as a first choice over buying a car.

We want all developments to be designed sustainably, and we will work with Basildon Borough Council to prioritise locations for jobs and homes with good sustainable transport access to a wide range of services. This LTP is important to influence the process of Local Plan development and getting these plans right can bring in the right infrastructure. We will use the planning process, including funding from new development where possible, to improve transport options, benefiting both new and existing residents and businesses.

It's also essential to maximise the use of existing buildings, streets, public spaces, and the natural environment. More attractive places encourage people to stay and use their skills locally.

2.2.3 Transport has a reduced impact on the environment and adverse impacts on natural habitats are avoided

The use of diesel and petrol vehicles in Basildon borough makes up 19% of the borough's greenhouse gas emissions (2024)¹⁷. Transport will need to reduce its carbon output, this means improving existing bus and rail services, exploring rapid transport, and developing coherent walking and cycling networks to give people better options to switch transport mode. 55 electric buses are coming to Basildon and the surrounding area as part of Basildon VOLT, which will help improve local air quality and remove polluting vehicles¹⁸.

Locations on the A127 and A132 have been identified as sites that exceed legal limits for some air pollutants, including nitrogen dioxide, most likely due to high volumes of heavy vehicles and presence of industrial areas. Initiatives to encourage wider use of active and sustainable transport and improve the carbon footprint of local deliveries within Basildon's urban centre will help to improve local air quality. Improving crossing points across the main roads through Basildon will encourage more walking and cycling potentially improving air quality.

We will also focus on reducing noise pollution, managing street lighting to minimise light pollution, and enhancing urban spaces. Maintaining transport infrastructure is also crucial to ensuring accessibility and reliability. For example, at a strategic level, ensuring that key freight corridors such as the A13 and A127 remain functional routes and at a local level, ensuring cycleways and pathways are well maintained and easy to navigate with few barriers.

We will work jointly with local councils to improve air quality as set out in our [Air Quality Strategy](#)¹⁹.

Measures will include encouraging the use of less polluting modes of travel (see LTP Policy 10), reducing congestion in Air Quality Management Areas through better traffic management (see LTP Policy 5) and better managing the movement of higher-polluting goods vehicles (see LTP Policy 6).

2.3 Connecting people, places and communities

2.3.1 The business potential of Essex is maximised

Between 2011 and 2021, Basildon borough saw above-average growth (3%) in the number of transport and storage business units²⁰, likely due to the area's industrial nature, proximity to the strategic road network and key transport hubs like Southend Airport, London Gateway, Tilbury Ports, other urban areas like London and key freight routes. As there a high number of businesses in the area, it can also be attractive to other businesses to locate there too. It's important that transport links, particularly the A127 and A13 in Basildon can continue to support efficient freight movement through Essex, to help boost the local and regional economies.

Delays are common along the A127, particularly at the Fairglens Interchange with the A130²¹. The transport network needs to be able to cope with more jobs and housing expected in the area to ensure the safe and efficient movement of people and goods. Improving road capacity where it is needed and providing suitable alternatives that allow road users to choose the most appropriate mode of transport for their journey will help to relieve some pressure on the road network.

2.3.2 People have inclusive and affordable access to employment, education and training

The proportion of residents in Basildon borough who can work from home is lower than the Essex average²². Key employment sectors within Basildon include health and retail²³ which require people to travel and potentially be present at the place of work. It is therefore important that there is a variety of transport options available that can meet different travel needs. Cycling and walking to work is an option for people who work locally, with most areas within Basildon lying within a 15-minute cycle of an employment area. While the area has a good bus network already in place from most residential areas it could be promoted to encourage further use. Bus services between the industrial areas along the A127 could also be made more frequent to improve connections to the enterprise corridor.

For journeys to neighbouring areas such as London, Thurrock and Southend-on-Sea, rail connections are good, but bus services could be made more frequent and reliable. In the absence of direct rail links to Chelmsford, bus links could also be improved and promoted further such as the X10. Better alignment between rail and bus services and the provision of transport hubs to allow changing of modes could also help to encourage commuters to avoid driving in the congested town centre on Nethermayne, Broadmayne and Southernhay.

2.3.3 The transport network has a secure and long-term future

We may see changes to our natural environment in the future that may pose risks to the area. Heavier rainfall and hotter summers which will have an impact on the transport network. Preparing and adapting to these challenges will be critical and it is vital that this strategy does not make this worse.

This will have significant implications on our network and its ongoing maintenance. For example, flooding will reduce how long our network lasts, and severe weather will reduce the time available for repairs.

This is crucial – the network provides access to jobs, education and essential services and it is often the only way people can access their everyday needs, particularly in rural and coastal areas. It is vital that the network is maintained and fit for purpose, for all modes but we also need to look at ways to solve the problem such as improving the materials we use and reduce unnecessary travel.

Improving bus services, walking and cycling routes, and working to increase rail freight will all help with this, reducing the pressure on our network and ensuring it's long-term future.



3. Our plan for Basildon

Our plan for Basildon focuses on supporting people, creating sustainable places, and connecting communities. To do this, we'll need to provide choice by considering all modes and be bold by considering new approaches and solutions.

3.1 Basildon wide

We will look to improve the quality and accessibility of public transport to broaden travel choice and increase travel independence for all age groups. Our Bus Service Improvement Plan will help to achieve this by ensuring that bus stops are well maintained, easily accessible and have a good level of security.

The improvements needed to develop more sustainable transport options must also focus on making public transport more affordable. While the current £3 fare cap for buses provides cheaper bus travel for longer distance routes, we will continue to work with operators to seek more affordable bus and rail passes for those who find the cost a challenge to accessing work and other opportunities.

To promote physical and mental wellbeing and address high rates of obesity and inactivity, we will promote existing cycling and walking routes in Basildon and seek opportunities to invest in new infrastructure, such as locally important cycling and walking routes. Crossing, walking and cycling improvements along the A127 corridor will create safer active travel links within the area and help to tackle severance from urban areas north of Basildon. The Safer School Streets initiative will also help to encourage more active lives by creating safe travel environments around schools that prioritise the travel needs of cyclists and

pedestrians. This plan will improve links to multifunctional green spaces, creating walking and cycling routes that connect parks and natural areas. Local policy and strategies should focus on improving access to green space and creating greener communities, especially in areas of deprivation or where there is poor or unequal access.

To enhance access to healthcare, we propose to deliver an improved hospital interchange at Basildon University Hospital and two-way bus lanes along A176 Nether Mayne. Rapid Transit options will also be explored for South Essex to help encourage more active and sustainable travel and reduce congestion on surrounding roads.

Capacity and active travel improvements at the Fortune of War Roundabout and at pinch points along the A127 will also help to reduce traffic generated emissions and improve local air quality. This will be facilitated by the wider roll out of electric vehicles and alternative fuels.

To help residents in Basildon access greater employment opportunities in nearby Thurrock and Southend-on-Sea, we plan to deliver a rapid transit system that will link key transport hubs in the South Essex area. Essex-wide initiatives, including the provision of mobility hubs and expansion of demand responsive transport, could also help to encourage journeys, via multiple modes, to employment destinations further afield, such as Chelmsford, preventing commuters from driving in congested urban areas.

The A127 and A13 are critical freight routes and business corridors in Basildon that experiences significant delays due to high traffic volumes²⁴. To ensure the network remains functional and can

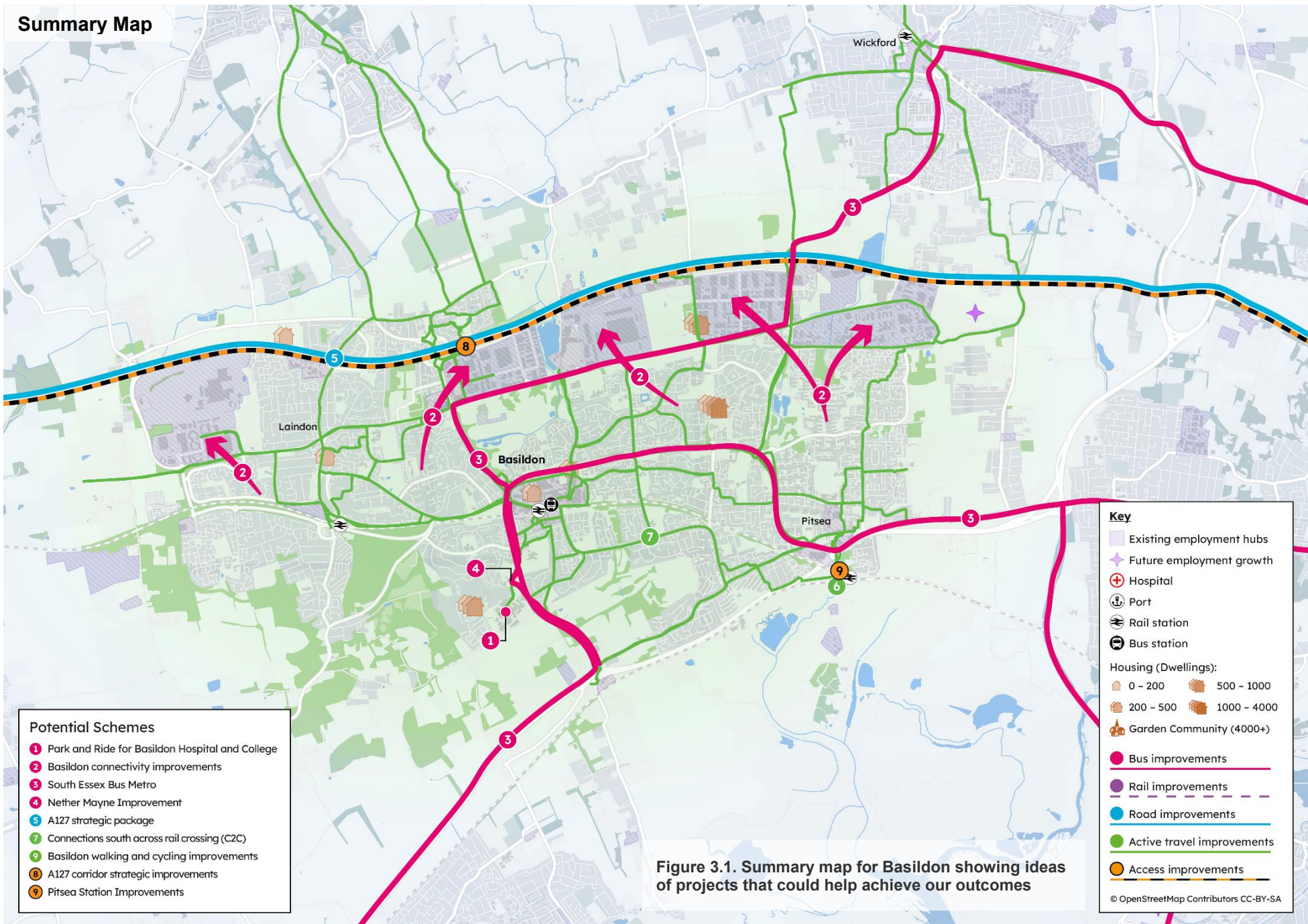
continue to support future growth, we will look to deliver capacity improvements along the A127 and offer sustainable alternatives that provide drivers with greater choice over how they travel.

The implementation of an effective maintenance programme will ensure that the network remains fit for purpose now and in the future. For example, by using more durable materials and planning for more extreme weather, we can keep our infrastructure open whatever the season. These improvements, typically funded by Government, will need to align with community and transport priorities, and include footway, cycleway, carriageway and drainage renewal.

3.2 Pitsea

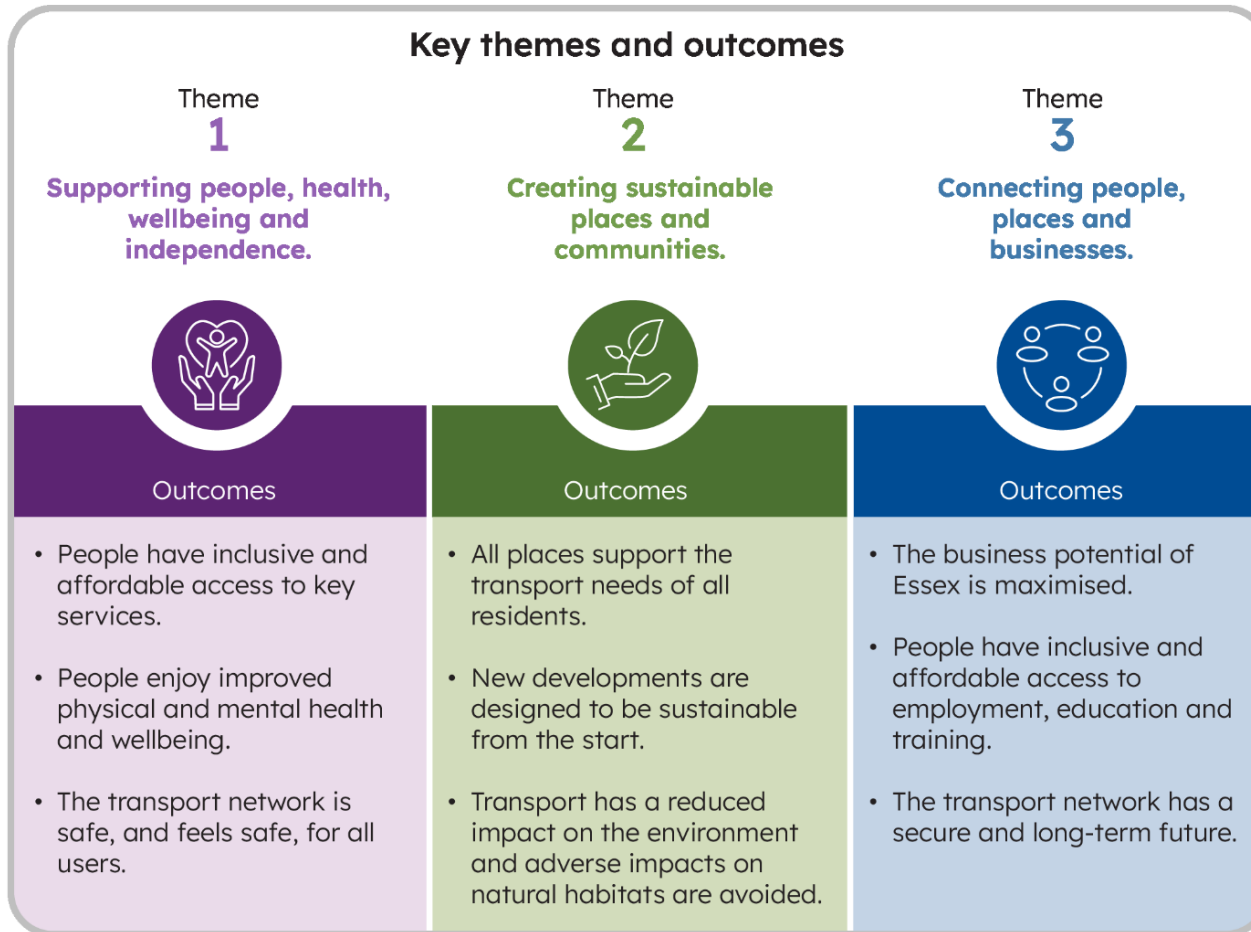
In Pitsea, we would support improvements to the station, specifically the interchange facilities, to encourage trips via multiple modes and improve sustainable transport links to rail services. This will provide residents with greater access to employment locations further afield, such as London, Southend and Thurrock. Better active travel links to the station and improved pedestrian crossings across the railway line potentially through a bridge will also help to enhance access.

Scheme Details can be found in Appendix A.



Appendix A. Scheme list

The table below sets out some ideas of projects that could help achieve our outcomes and solve some problems identified in this Implementation Plan. These projects have emerged from a prioritisation exercise and represent ideas from a snapshot in time and are not guaranteed to be funded as part of LTP4. As funding and circumstances change so will our priorities for schemes.



*	Weak Alignment
**	Medium Alignment
***	Strong alignment

Project	Description	Impact	Supporting People			Sustainable Place			Connecting People		
			Outcome 1	Outcome 2	Outcome 3	Outcome 4	Outcome 5	Outcome 6	Outcome 7	Outcome 8	Outcome 9
Basildon Wide											
Basildon walking and cycling improvements	Delivery of strategic walking and cycling routes in Basildon urban centre	Improved walking and cycling options in the area.	**	***	**	*	*	**	**	**	*
Basildon Connectivity improvements	Provision of rapid bus services to and through A127 enterprise corridor from main residential areas (i.e. not all via Basildon Town Centre bus station), to connect people to employment areas.	Improved public transport options in the area.	**	*	*	**	*	**	**	**	*
Nether Mayne Improvement	Provision of two-way bus lanes between Roundacre and the Five Bells Roundabout. Improvements to Basildon University Hospital interchange.	Improved public transport options in the area.	*	**	**	**	*	**	*	*	*
Park and Ride for Basildon Hospital and College	Feasibility study into provision of Park and Ride to encourage use of sustainable transport and help relieve congestion around Basildon University Hospital and College.	Improved public transport options in the area.	*	**	*	**		*	*	*	

Project	Description	Impact	Supporting People			Sustainable Place			Connecting People		
			Outcome 1	Outcome 2	Outcome 3	Outcome 4	Outcome 5	Outcome 6	Outcome 7	Outcome 8	Outcome 9
A127 corridor strategic improvements	<p>Improvements along the A127 for non-motorised users, as previously set out in the Infrastructure Delivery Plan for the area (pedestrians/cyclists), including:</p> <ul style="list-style-type: none"> crossing improvements the provision of more north-south crossing points to improve connectivity between urban areas widening to increase capacity for sustainable modes including buses and cyclists 	Keeps the network moving by improving safety and reducing congestion. Improves options for walking, cycling and public transport, reducing severance in Basildon caused by the road.	**	**	***	***	*	***	**	**	*
A127 strategic package	Package of capacity and safety improvements including sustainable options and potential re trunking of the A127 and schemes to address local pinch points linked to the delivery of growth along the corridor.	Keeps the network moving by improving safety and reducing congestion	*	*	***	**	*	**	***	*	*
South Essex bus metro	Delivery of rapid transit (bus or tram or a mixture) connecting key transport hubs across South Essex.	Improved public transport options for sustainable access to services and jobs	**	*	*	*	**	**	**	**	*
Pitsea											

Project	Description	Impact	Supporting People			Sustainable Place			Connecting People		
			Outcome 1	Outcome 2	Outcome 3	Outcome 4	Outcome 5	Outcome 6	Outcome 7	Outcome 8	Outcome 9
Connections south across rail crossing (C2C)	Examples could include (rail crossing): Pitsea pedestrian bridge to Pitsea Station/bridge improvements.	Improved walking options in the area reducing severance caused by the railway.	**	*	**	*	*	**	*	**	*
Pitsea Station improvements	Improve interchange facility to create sustainable modes to 'remote' station	Improved public transport, walking and cycling options to the station.	**	*	*	**	*	**	**	**	*

Appendix B. Addressing the Challenges

Appendix B outlines the challenges outlined in this implementation plan, identifies some high level activities that we could do to address these and the potential schemes we could do to address these challenges. For scheme descriptions, please see Appendix A and the core text to understand why these schemes can address the challenges.

Those schemes in bold with an asterisk are *Countywide Initiatives – they are not in the map above

B.1 People Theme

Outcome	Challenge	High Level Activity	Schemes to address these challenges
People have inclusive and affordable access to key services	High level of income deprivation	<ul style="list-style-type: none"> Raise awareness of the impacts of individual travel choices and alternatives consistent with our 'Safer, Greener, Healthier' approach Encourage digital innovation, such as new apps that enable the delivery of essential services, such as healthcare, in ways that are less dependent on travel Support the rollout of faster broadband and ongoing improvements to 5G mobile coverage in rural and deprived areas Implement our Bus Service Improvement Plan Explore opportunities to expand our Demand Responsive Transport network in rural areas Design, build, operate and maintain transport infrastructure so that it is accessible, easy and safe to use for everyone Work with the bus and rail industries to secure further improvements to the accessibility of public transport and passenger assistance on buses, trains and at bus and rail stations Use travel planning to promote active travel choices across all sizes of development and major existing generators of traffic Provide training and promote free initiatives to increase people's confidence and participation in cycling 	<ul style="list-style-type: none"> Basildon Sustainable Transport Package (Package of transport measures to deliver growth and decarbonise transport in Basildon) Basildon walking and cycling routes South Essex bus metro (providing better connections to areas in South Essex) Basildon Connectivity Improvements (Bus services to and through the enterprise corridor from main residential areas) Expansion of bus plus schemes*

Outcome	Challenge	High Level Activity	Schemes to address these challenges
	Low levels of vehicle ownership	<ul style="list-style-type: none"> ▪ Encourage digital innovation, such as new apps that enable the delivery of essential services, such as healthcare, in ways that are less dependent on travel ▪ Support the rollout of faster broadband and ongoing improvements to 5G mobile coverage in rural and deprived areas ▪ Implement our Bus Service Improvement Plan ▪ Provide attractive, safe, convenient, inclusive and high quality public transport routes and facilities, designed in line with latest design standards and guidance ▪ Explore opportunities to expand our Demand Responsive Transport network in rural areas ▪ Work with partners to promote more sustainable forms of car use, such as lift sharing and car clubs ▪ Develop and deliver long-term plans to improve our cycling and walking networks by considering our Local Cycling and Walking Infrastructure Plans ▪ Provide training and promote free initiatives to increase people's confidence and participation in cycling 	<ul style="list-style-type: none"> ▪ Basildon Sustainable Transport Package (Package of transport measures to deliver growth and decarbonise transport in Basildon) ▪ Basildon walking and cycling routes ▪ South Essex bus metro (providing better connections to areas in South Essex) ▪ Cycle quietways in residential areas* ▪ ATF major package* ▪ NCN package – urban* ▪ Expansion of plus bus schemes*

Outcome	Challenge	High Level Activity	Schemes to address these challenges
	Large youth population (aged 0-15) who are dependent and high proportion of children in low-income families	<ul style="list-style-type: none"> ▪ Raise awareness of the impacts of individual travel choices and alternatives consistent with our 'Safer, Greener, Healthier' approach ▪ Encourage digital innovation, such as new apps that enable the delivery of essential services, such as healthcare, in ways that are less dependent on travel ▪ Support the rollout of faster broadband and ongoing improvements to 5G mobile coverage in rural and deprived areas ▪ Implement our Bus Service Improvement Plan ▪ Provide attractive, safe, convenient, inclusive and high quality public transport routes and facilities, designed in line with latest design standards and guidance ▪ Work with schools and employers to enhance connectivity, parking and other facilities for cyclists and scooters ▪ Use travel planning to promote active travel choices across all sizes of development and major existing generators of traffic ▪ Provide training and promote free initiatives to increase people's confidence and participation in cycling 	<ul style="list-style-type: none"> ▪ Basildon walking and cycling routes ▪ South Essex bus metro (providing better connections to areas in South Essex) ▪ Cycle quietways in residential areas* ▪ ATF major package* ▪ NCN package – urban* ▪ Expansion of bus plus schemes*
People enjoy improved physical and mental health and wellbeing	High proportion of physically inactive adults and high rates of childhood and adult obesity	<ul style="list-style-type: none"> ▪ Develop and deliver long-term plans to improve our cycling and walking networks by considering our Local Cycling and Walking Infrastructure Plans ▪ Widen access to Essex Pedal Power, which provides free bikes and a support service for our most disadvantaged communities ▪ Implement our Green Infrastructure Strategy to deliver better quality and more accessible multipurpose green spaces and links for everyone ▪ Work with landowners and other partners to ensure that public rights of way are well maintained and easy to use ▪ Improve access to, and raise awareness of, the green spaces, facilities and activities available to the public 	<ul style="list-style-type: none"> ▪ Basildon walking and cycling routes ▪ Cycle hire* ▪ Cycle quietways in residential areas* ▪ ATF major package* ▪ NCN package – urban*

Outcome	Challenge	High Level Activity	Schemes to address these challenges
	High proportion of hospital admissions and high levels of health deprivation	<ul style="list-style-type: none"> Promote the support we provide on mental health and wellbeing through our Essex Wellbeing Service Promote the work of the independent charity – Rural Community Council of Essex – in tackling hidden deprivation and social isolation in our villages and rural areas 	<ul style="list-style-type: none"> Basildon walking and cycling routes Cycle hire* Cycle quietways in residential areas* ATF major package* NCN Package – Urban*
	Congestion around hospital access causing delays	<ul style="list-style-type: none"> Promote the support we provide on mental health and wellbeing through our Essex Wellbeing Service Promote the work of the independent charity – Rural Community Council of Essex – in tackling hidden deprivation and social isolation in our villages and rural areas 	<ul style="list-style-type: none"> Park and Ride for Basildon Hospital and College Nether Mayne Improvements (bus lanes) Basildon walking and cycling routes Cycle quietways in Residential areas* ATF major package* Expansion of Plus Bus Scheme* Roll out of shared mobility initiatives*
The transport network is safe, and feels safe	Vehicle collisions and road safety - one person was killed and 86 seriously injured between 2021 and 23	<ul style="list-style-type: none"> Follow a safe systems approach in designing and maintaining our highway network Collaborate with partners, such as the police and Safer Essex Roads Partnership, to improve safety Work in partnership to create safe environments around schools Provide cycle training to develop or improve people's skills and confidence to cycle safely within Essex 	<ul style="list-style-type: none"> A127 strategic package Basildon walking and cycling improvements Safer School Streets*
	Severance caused by railway line and key roads including the A127, A1321 and A176	<ul style="list-style-type: none"> Follow a safe systems approach in designing and maintaining our highway network Collaborate with partners, such as the police and Safer Essex Roads Partnership, to improve safety Work in partnership to create safe environments around schools Provide cycle training to develop or improve people's skills and confidence to cycle safely within Essex Design new and improved infrastructure and promote well-designed neighbourhoods so that they feel safe and secure to use 	<ul style="list-style-type: none"> A127 corridor strategic improvements Basildon connectivity improvements Connections south across rail crossing (C2C)

Outcome	Challenge	High Level Activity	Schemes to address these challenges
	Total crime rates are higher than the average and only 34% of residents said they feel safe when outside, after dark	<ul style="list-style-type: none"> Follow a safe systems approach in designing and maintaining our highway network Collaborate with partners, such as the police and Safer Essex Roads Partnership, to improve safety Promote training initiatives (e.g. Bystander training) and apps (e.g. Travel Guardian) to improve safety and confidence when travelling Collaborate with the police and public transport operators to reduce crime and the fear of crime when travelling on the transport network 	<ul style="list-style-type: none"> Safer School Streets* Bus stop improvements* Cycle training and bike workshops* Cycle parking*
	State of bus shelters and antisocial behaviour at these locations making bus shelters feel unsafe for residents	<ul style="list-style-type: none"> Follow a safe systems approach in designing and maintaining our highway network Collaborate with partners, such as the police and Safer Essex Roads Partnership, to improve safety Promote training initiatives (e.g. Bystander training) and apps (e.g. Travel Guardian) to improve safety and confidence when travelling Collaborate with the police and public transport operators to reduce crime and the fear of crime when travelling on the transport network 	<ul style="list-style-type: none"> Bus stop improvements*

B.2 Place

Outcome	Challenge	High level Activity	Schemes to address these challenges
All places support the transport needs of all residents	Lack of alignment between bus and rail timetables	<ul style="list-style-type: none"> Introduce a 'Place and Movement' approach to help embed the principles of 'Healthy Streets' and manage the transport network effectively for both existing streets and new developments Implement 'well designed neighbourhood principles' in the redesign of existing neighbourhoods 	<ul style="list-style-type: none"> Pitsea station improvements Expansion of plus bus schemes (combined bus/rail) Integrated ticketing across modes Use of mobile apps and web information (supporting traditional information way finding) to encourage use of public transport

Outcome	Challenge	High level Activity	Schemes to address these challenges
	Severance between urban centres	<ul style="list-style-type: none"> ▪ Introduce a 'Place and Movement' approach to help embed the principles of 'Healthy Streets' and manage the transport network effectively for both existing streets and new developments ▪ Implement 'well designed neighbourhood principles' in the redesign of existing neighbourhoods 	<ul style="list-style-type: none"> ▪ A127 corridor strategic improvements ▪ Basildon connectivity improvements ▪ Connections south across rail crossing (C2C)

<p>New developments are designed to be sustainable from the start</p>	<p>Future development</p>	<ul style="list-style-type: none"> ▪ Introduce a 'Place and Movement' approach for planning all new developments ▪ Adopt a vision-led approach to planning for new growth and its transport needs, including through all new Local Plans and the identification of monitoring measures ▪ Adopt an 'Avoid-Shift-Improve' approach to plan transport and development from the earliest stages of development planning ▪ Use connectivity planning to help locate new homes, jobs and essential services in sustainable places that align with our vision for transport ▪ Work with Local Planning Authorities (LPAs) and other partners to allocate developments in Local Plans and deliver new Garden Communities to help meet the significant housing targets set for Essex by the Government ▪ Work with LPAs to ensure that measures proposed in large developments and Garden Communities to promote sustainable transport are deliverable and sufficient to meet the vision for active and sustainable mode share ▪ Set up Transport Review Groups for larger developments to help the ongoing management of transport impacts ▪ Require effective travel plans for all new homes, new and existing workplaces and schools, including Garden Communities and other large-scale developments in line with our travel plan guides for residential, workplace, school, and large-scale developments and garden communities ▪ Monitor the delivery of active and sustainable mode share targets through the Travel Plan with permission for latter phases of development linked to the achievement of modal split targets for early phases in line with our travel plan guide for large-scale developments and garden communities 	<ul style="list-style-type: none"> ▪ Basildon walking and cycling routes ▪ Nether Mayne Improvements (bus lanes) ▪ Basildon connectivity improvements ▪ Residential travel planning* ▪ Business and school planning* ▪ Behavioural change programme* ▪ YouSmart planning tool* ▪ Roll out of shared mobility initiatives*
---	---------------------------	--	--

Outcome	Challenge	High level Activity	Schemes to address these challenges
		<ul style="list-style-type: none"> ▪ Work with LPAs to embed inclusive design principles into all new developments ▪ Promote tools, guidance and best practice documents, such as A New Street Types Model for Essex, EPOA 2024 Parking Guidance, Mobility Hubs as part of the Essex Design Guide and the Highways Technical Manual, to help plan all new developments sustainably ▪ Implement 'well designed neighbourhood principles' in the design of new communities ▪ Require planning applications to be supported by a Health Impact Assessment (HIA) considering the Essex Healthy Places Checklist 	

	<p>Cross-boundary impact of development in Brentwood</p>	<ul style="list-style-type: none"> ▪ Introduce a 'Place and Movement' approach for planning all new developments ▪ Adopt a vision-led approach to planning for new growth and its transport needs, including through all new Local Plans and the identification of monitoring measures ▪ Adopt an 'Avoid-Shift-Improve' approach to plan transport and development from the earliest stages of development planning ▪ Use connectivity planning to help locate new homes, jobs and essential services in sustainable places that align with our vision for transport ▪ Work with Local Planning Authorities (LPAs) and other partners to allocate developments in Local Plans and deliver new Garden Communities to help meet the significant housing targets set for Essex by the Government ▪ Work with LPAs to ensure that measures proposed in large developments and Garden Communities to promote sustainable transport are deliverable and sufficient to meet the vision for active and sustainable mode share ▪ Set up Transport Review Groups for larger developments to help the ongoing management of transport impacts ▪ Require effective travel plans for all new homes, new and existing workplaces and schools, including Garden Communities and other large-scale developments in line with our travel plan guides for residential, workplace, school, and large-scale developments and garden communities ▪ Monitor the delivery of active and sustainable mode share targets through the Travel Plan with permission for latter phases of development linked to the achievement of modal split targets for early phases in line with our travel plan guide for large-scale developments and garden communities 	<ul style="list-style-type: none"> ▪ Residential travel planning* ▪ Business and school planning* ▪ Behavioural change programme* ▪ YouSmart planning tool* ▪ Roll out of shared mobility initiatives*
--	--	--	---

Outcome	Challenge	High level Activity	Schemes to address these challenges
		<ul style="list-style-type: none"> ▪ Work with LPAs to embed inclusive design principles into all new developments ▪ Promote tools, guidance and best practice documents, such as A New Street Types Model for Essex, EPOA 2024 Parking Guidance, Mobility Hubs as part of the Essex Design Guide and the Highways Technical Manual, to help plan all new developments sustainably ▪ Implement 'well designed neighbourhood principles' in the design of new communities ▪ Require planning applications to be supported by a Health Impact Assessment (HIA) considering the Essex Healthy Places Checklist 	
Transport has a reduced impact on the environment and adverse impacts on natural habitats are avoided	High transport emissions in Basildon borough (19% of all greenhouse gas emissions)	<ul style="list-style-type: none"> ▪ Adopt an 'Avoid-Shift-Improve' approach to plan transport and development from the earliest stages of development planning ▪ Implement the Essex Air Quality Strategy to reduce exposure to poor quality air ▪ Develop effective and deliverable Air Quality Action Plans with partners ▪ Implement our Green Infrastructure Strategy to deliver 'Healthy Streets' and more accessible green spaces and links that provide multiple benefits for people and the environment ▪ Avoid adverse effects from new transport projects on the integrity of internationally important habitat sites. 	<ul style="list-style-type: none"> ▪ A127 corridor strategic improvements ▪ A127 improvements ▪ Basildon walking and cycling routes ▪ Promotion of synthetic fuels* ▪ Roll out of EV infrastructure* ▪ Promotion of the Smarter Travel Network for Essex* Businesses*

Outcome	Challenge	High level Activity	Schemes to address these challenges
	Locations on A127 and in East Mayne have been identified as sites exceeding legal limits of some air pollutants	<ul style="list-style-type: none"> ▪ Adopt an 'Avoid-Shift-Improve' approach to plan transport and development from the earliest stages of development planning ▪ Implement the Essex Air Quality Strategy to reduce exposure to poor quality air ▪ Develop effective and deliverable Air Quality Action Plans with partners ▪ Implement our Green Infrastructure Strategy to deliver 'Healthy Streets' and more accessible green spaces and links that provide multiple benefits for people and the environment ▪ Avoid adverse effects from new transport projects on the integrity of internationally important habitat sites. 	<ul style="list-style-type: none"> ▪ A127 corridor strategic improvements ▪ A127 Improvements ▪ Basildon walking and cycling routes ▪ Promotion of synthetic fuels* ▪ Roll out of EV infrastructure* ▪ Promotion of the Smarter Travel Network for Essex Businesses*

B.3 Connectivity

B.3.1 Outcome -> Issue -> Activity -> data

Outcome	Challenge	High Level Activity	Schemes to address these challenges
The business potential of Essex is maximised	Delays along the A127	<ul style="list-style-type: none"> Introduce a 'Place and Movement' approach to help embed the principles of 'Healthy Streets' and manage the transport network effectively for both existing streets and new developments Adopt a vision-led approach to planning for new growth and its transport needs, including through all new Local Plans Prioritise journey time reliability for all modes of transport, including freight and passenger transport Work with partners to make the case for investment in our strategic road and rail links, including to the airports and ports to provide enhanced capacity for freight Work with the Government to explore how their plans for local government finance, devolution and wider policy objectives can enable Essex to play its full part in supporting national economic growth 	<ul style="list-style-type: none"> Basildon connectivity improvements A127 corridor strategic improvements A127 improvements South Essex bus metro (rapid transit) Roll out of shared mobility initiatives* Expansion of plus bus schemes*
	Low proportion who work from home with key employment sectors being health and retail which require people to travel	<ul style="list-style-type: none"> Prioritise journey time reliability for all modes of transport, including freight and passenger transport 	<ul style="list-style-type: none"> Basildon connectivity improvements South Essex bus metro A127 corridor strategic improvements Roll out of shared mobility initiatives* Expansion of plus bus schemes*

Outcome	Challenge	High Level Activity	Schemes to address these challenges
People have inclusive and affordable access to employment, education and training	A large number of journeys to work are also made to adjacent areas including London, Thurrock, Southend and Chelmsford. No direct rail links to Chelmsford.	<ul style="list-style-type: none"> ▪ Tackle barriers to travel, such as accessibility, complexity and security, to support greater use by everyone ▪ Work with organisations such as bus operators and active travel organisations and funders to make the case for new investment ▪ Work with partners to improve walking, cycling and public transport connections between residential and employment areas ▪ Work with partners to secure better facilities at stations for onward travel via all modes of transport, including step-free access ▪ Work in partnership to provide attractive, safe, convenient, inclusive, and high quality walking, cycling and public transport routes and facilities ▪ Deliver high quality rapid transit networks where feasible ▪ Support the introduction of multi operator and fully integrated smart ticketing for transport services in Essex 	<ul style="list-style-type: none"> ▪ South Essex bus metro ▪ Integrated ticketing across modes*

Outcome	Challenge	High Level Activity	Schemes to address these challenges
<p>The transport network has a secure and long-term future</p>	<p>We may see changes to our natural environment in the future that may pose risks to the area. Heavier rainfall and hotter summers which will have an impact on the transport network. Transport networks need to be resilient to ensure the safe, efficient movement of people and goods.</p>	<ul style="list-style-type: none"> ▪ Implement our Highways Infrastructure Asset Management Plan and supporting plans and strategies to maintain our transport infrastructure to appropriate standards which offer value for money to the Essex taxpayer ▪ Proactively monitor the condition of our road, cycle and pedestrian networks and other pieces of infrastructure ▪ Manage, maintain and improve our network by considering our Climate Adaption Plan Framework, Decarbonisation Strategy and our Strategy for managing the Green Estate ▪ Develop our own ability as a Council to adapt to climate-related risk ▪ Deliver suitable actions that enable our transport network to adapt to change ▪ Deploy approaches such as Sustainable Drainage and Natural Flood Management to promote greater flood resilience on the highway network ▪ Play an active role in flood defence, coastal protection, and conservation to reduce the risks and impacts on our coastal communities and transport network ▪ Work with National Highways and neighbouring local transport authorities to provide a common approach to innovation ▪ Accurately digitise our highway networks and traffic regulation orders to support future use of our networks by autonomous vehicle systems ▪ Manage the introduction of appropriate alternative fuel infrastructure to encourage cleaner zero-emission travel ▪ Support the pilot and where appropriate the adoption of new technology which enables more sustainable travel 	<ul style="list-style-type: none"> ▪ Basildon connectivity improvements ▪ A127 corridor strategic improvements ▪ A127 improvements ▪ Smart junctions* ▪ Active Intelligent Traffic Management Systems*

Appendix C. References

- ¹ Admin based population estimates: local authority case studies, England and Wales. ONS. 2022. Available at: <https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/internationalmigration/articles/adminbasedpopulationestimates/localauthoritycasestudiesenglandandwalesmid2023>
- ² Economic Activity Status, Census 2021. NOMIS. 2021. Available at: <https://www.nomisweb.co.uk/query/construct/summary.asp?mode=construct&version=0&dataset=2083>
- ³ Essex Joint Strategic Needs Assessment. ECC. 2019. Available at: <https://data.essex.gov.uk/jsna-home/>
- ⁴ Census 2011 Origin Destination analysis. NOMIS. 2011. Available at: <https://www.nomisweb.co.uk/census/2011/rf04aew>
- ⁵ Car or van availability Census 2021. NOMIS. 2021. Available at: <https://www.ons.gov.uk/datasets/TS045/editions/2021/versions/4>
- ⁶ Method of travel to work Census 2011 (Census 2021 data is not representative of commuting travel because of the pandemic.) NOMIS. 2011. Available at: <https://www.nomisweb.co.uk/census/2011/qs701ew>
- ⁷ Many of these issues are set out in Basildon Area (Bus) Review, part of ECC's' Bus Service Improvement Plan (BSIP) which can be found here: <https://www.essexhighways.org/getting-around/bus/bus-strategy>
- ⁸ Census, 2011
- ⁹ Index of Multiple Deprivation 2019 (quintiles 1 and 2). Ministry of Housing, Communities and Local Government. 2019. Available at: <https://www.gov.uk/government/statistics/english-indices-of-deprivation-2019>
- ¹⁰ Census, 2021
- ¹¹ Admin based population estimates: local authority case studies, England and Wales. ONS. 2022
- ¹² Essex Joint Strategic Needs Assessment. ECC. 2019. Available at: <https://data.essex.gov.uk/jsna-home/>
- ¹³ Hospital Admitted Patient Care Activity, 2021-22. NHS. 2022. Available at: <https://digital.nhs.uk/data-and-information/publications/statistical/hospital-admitted-patient-care-activity/2021-22>
- ¹⁴ Collision Data sourced from Essex Police, 2021-23
- ¹⁵ Essex' Residents Survey, 2023. Available at: <https://data.essex.gov.uk/dataset/emd8g/essex-resident-survey-2023-dashboard-and-reports>
- ¹⁶ Basildon Borough Bus Network Review
- ¹⁷ Basildon 2030 – reducing carbon emissions from transport. Basildon Council. 2025. Available at: <https://www.basildon.gov.uk/article/8589/Basildon-2030-Reducing-carbon-emissions-from-transport#:~:text=The%20use%20of%20petrol%20and,modes%20of%20transport%20put%20together.>
- ¹⁸ New electric buses for Basildon. ECC. 2024. Available at: <https://www.essex.gov.uk/news/2024/new-electric-buses-basildon>
- ¹⁹ Essex Air Quality Strategy, Draft document for public consultation. Essex Air. 2025. Available at: https://consultations.essex.gov.uk/essex-highways/essex-air-quality-strategy/supporting_documents/essex_air_quality_strategy_web_version.pdf
- ²⁰ The rise of the UK warehouse and the “golden logistics triangle”. ONS, 2021. Available at: <https://www.ons.gov.uk/businessindustryandtrade/business/activitysizeandlocation/articles/theriseoftheukwarehouseandthegoldenlogisticstriangle/2022-04-11>
- ²¹ Department for Transport Journey Time Data
- ²² Census, 2021
- ²³ Business Register and Employment Survey. ONS. 2021. Available at: <https://www.ons.gov.uk/surveys/informationforbusinesses/businesssurveys/businessregisterandemploymentsurvey>
- ²⁴ DfT Journey Time Data