

Essex Transport Strategy

# **Implementation Plan: Harlow and Gilston**

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# 1. Introduction

## 1.1 Harlow and Gilston areas

Harlow is a 'new town' originally planned and built from the late 1940s onwards with many of the features of these towns. It has several district residential neighbourhoods, old Harlow village, dedicated industrial estates, and a pedestrianised town centre. Princess Alexandra Hospital (PAH) serves the town and is an important centre of employment.

Harlow incorporating the Gilston area to the north, in neighbouring Hertfordshire, combined with three further new neighbourhoods located on the east/west and southern edges of Harlow, has been designated as the Harlow and Gilston Garden Town (HGGT). Plans for the HGGT provide the potential to deliver significant growth and regeneration through the creation of new jobs (1000 new jobs a year), and communities (some 23,000 new homes in total), with great opportunities for both existing and future residents. The level of employment in Harlow is lower than the Essex and national averages<sup>1</sup> with key employment sectors including wholesale and retail, manufacturing, and health. Future growth is expected in technology, construction, and life sciences, taking advantage of Harlow's location within the UK Innovation Corridor, the corridor connecting London and Cambridge that is home to world leading tech hubs<sup>2</sup>.

However, residents experience significantly differing outcomes. Mark Hall and Latton Bush are highly deprived,<sup>3</sup> while other areas, such as Churchgate Street and Church Langley are amongst the least deprived places in England. Such variations make it a complex area to support effectively.

Harlow also has a relatively high proportion of residents aged over 65<sup>4</sup> but life expectancy in Harlow is amongst the lowest in Essex, ranking in the bottom three districts across the County<sup>5</sup>. Health issues are notable with a high percentage of adults being overweight or obese and with the childhood obesity rate being higher than both regional and national averages tackling health inequalities is a key priority. The area also has the highest adult and child inactivity levels in Essex, and a significant number of residents who say they "never walk"<sup>6</sup> (11%).





Given these variations in outcomes and the significant opportunities coming to the area with HGGT the following ambitions for transport have been identified:

- We want Harlow and neighbouring Gilston to be a showcase for the positive outcomes which can be achieved if we deliver great designs for our places and people.
- We want to create a new community which links to existing communities and supports healthy and active living by encouraging walking/cycling as a key priority.
- We want to build on existing networks within Harlow and create a new secure and reliable transport network, ensuring that bus services, walking routes, and cycling infrastructure are always available and safe for everyone to use. And we want to reduce life inequalities in Harlow through providing sustainable transport and easy alternatives, improving access to essential services, such as education, training, and jobs.



## 1.2 Local travel

Harlow has the highest proportion of homes without a car in Essex (22%)<sup>7</sup>, but driving remains the most common way to commute, with 71% of people travelling by car<sup>8</sup>. This gives some residents access to a wider range of locations and opportunities, but limits options for those without access to a vehicle. Despite this, the area does have good alternative options such as bus and train. There are frequent local bus services, running every 15-30 minutes, between Harlow town centre and local areas such as Sumners, Latton Bush and Church Langley. There are also services to Chelmsford, Anglia Ruskin University (at Chelmsford) and Hertford, however these are less often at only once an hour. There are also services to major London airports, Stansted with a frequency of every 10 minutes and an hourly service to Heathrow Airport. In general, public transport north-south links from Harlow, along with the trainline are better than east-west.<sup>9</sup>


Frequent rail services are operated from Harlow Town and Harlow Mill rail stations on the West Anglia Mainline, with trains running to London and Stansted Airport every 20-30 minutes and regular services northwards to Cambridge.

Walking and cycling are common among residents, with 11% walking and 3% cycling to work<sup>10</sup> - the third-highest rate in Essex, although a significant number – 11% - “never walk”.


In addition, the new Harlow/Gilston community aims to significantly improve sustainable transport links, including rapid bus services and enhanced walking and cycling infrastructure, as well promoting use of existing links within Harlow itself.

## Harlow/Gilston in numbers

**94,444** residents (2022)


 **73%** economically active (of working population, as of 2021)

 Life expectancy\* is **78-82**

 **21%** are aged under 16

 **15%** are aged over 65

 **76%** of adults are overweight or obese\*

 **22%** of households do not own a car/van (2021)

**71%** of residents **drive** to work

**6%** of residents **get the bus** to work

**14%** of residents **cycle or walk** to work

**7%** of residents get the **train or underground** to work

### Top industries residents work in\*



Retail



Education



Health



Manufacturing



Business  
Administration  
and Support

\*Harlow District figures

## 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

Good access to services enables everyone to maximise their potential and enjoy life. Harlow's urban area supports a range of jobs, shops, services and leisure activities. However, long-term economic trends such as out of town and online retailing, and service centralisation have over time affected why people want to visit these towns and other places in Essex, impacting the opportunities available to local people.

Harlow has high levels of multiple aspects of deprivation including income and is considered as a high priority area<sup>11</sup>. It is very likely that all walks of life including the young face challenges in accessing education, jobs, and services with a lack of affordable transport limiting access to essential services and job opportunities. Maintaining and improving bus services by retaining existing routes, adding new routes, encouraging cross town bus services and/or lowering bus fares is a priority for both Harlow and the Gilston area to help decrease deprivation by providing better access to work and training opportunities.

Harlow has one of the highest rates of cycling throughout Essex due to its accessible active travel network. Initiatives such as Essex Pedal Power have and continue to provide the freedom to travel, while also promoting physical activity. Expanding such schemes and offering cycle hire, scooter trials, and better cycle training especially for students, could broaden access to opportunities for a greater number of people.

Furthermore, building on the existing cycling network and making linkages to the new garden community will ensure that people have a joined up network to access services.

A more connected transport network is needed to support independence and ensure all walks of life can reach the opportunities they need to fulfil their potential.

#### 2.1.2 People enjoy improved physical and mental health and wellbeing

Harlow has high levels of poor health and wellbeing with the highest instances of depression and anxiety (18%) in Essex. Harlow also has one of the highest proportions of inactive adults even though cycling levels to work are high in Harlow. Perhaps reflecting this, around 75 to 80% of adults are considered obese. Increasing awareness of the importance of active travel and physical activity could help improve people's physical and mental health and wellbeing.

With 15% of residents aged over 65 and poor overall health outcomes, access to healthcare is crucial. Due to the compact urban nature of Harlow and the wider availability of public transport, most areas in the district can access a hospital by foot or public transport within approximately 40 minutes. Similarly, it is estimated that GP services can be accessed by the same methods within 20 minutes but even this can be improved.

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

Between 2021 and 2023, three people were killed and 54 were seriously injured on Harlow's roads<sup>12</sup>. 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.

In Harlow, 43% of residents feel 'fairly' or 'very unsafe' when outside in their local area after dark. Harlow also has high rates of theft, harassment, and public order offences, partly linked to low incomes, and long walking distances to reach bus stops (particularly in the north east of Harlow). Alongside this, residents' vehicles are at greater risk of being damaged or stolen with the second highest increase in vehicle theft occurring in Harlow between 2021 and 2022 at approximately 48% (just behind Chelmsford at approximately 51%).

Safety is essential for people to make the most of life's opportunities. Improvements to the physical safety of the transport network for all modes and measures to make people feel secure are vital. The creation of the new sustainable transport hub (due for completion in 2026) in the town centre will go a long way to helping residents feel safe, while more secure cycle parking will help to encourage people to use their bicycles more or take up cycling as they can trust that their bicycle will be safe and secure.

### 2.2 Creating sustainable places and communities

#### 2.2.1 All places support the transport needs of all residents

Harlow has a good cycling and walking network in place and due to the area's small, dense and urban nature there is arguably less of a need to make short trips by car. However, while the network is good, it hasn't caught up with

development and doesn't always connect to the places residents want to go. In addition, the network, whilst good, does need some improvements.

Affordability of bikes may also be a barrier to more people travelling by bike. The area would benefit from bike loans and free cycle training sessions. A great example of this is the Essex Pedal Power Bike Loan scheme which has been confirmed for expansion to Harlow in Winter 2024.

On the walking side, there is interesting data which shows that despite Harlow having the highest proportion of residents that never walk, residents have reported a high willingness to walk and are among the most willing to walk longer distances to reach GP surgeries, jobs, and green spaces.<sup>13</sup> This is likely due to either the affordability or coverage of public transport. The gap between those willing to walk and those actually walking may be explained by the low perceptions of safety as over two fifths of Harlow residents feel unsafe walking outside in their local area after dark.

### **2.2.2 New developments are designed to be sustainable from the start**

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

This means we need more homes, the adopted Harlow Local Plan provides for 9,200 homes for the plan period to 2033 with an annual requirement of 418 a year. As of April 2024, around 5,100 homes have been completed with a minimum of 4,100 homes still to build. A Local Plan Review has not yet commenced but will be required to be based on new government target of 637 per year as set out in the new National Planning Policy Framework. 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.

The Harlow and Gilston Garden Town (HGGT) is led by a unique public sector partnership of five Local Authorities<sup>14</sup>. It emphasises 'New Town' principles, benefiting from the best of urban and rural design, and incorporating green and open spaces with high quality places to create neighbourhoods and communities that embrace, enable and encourage sustainable and healthy living.

HGGT will deliver 23,000 new homes across four neighbourhoods: Water Lane, Latton Priory, East of Harlow, and seven villages in Gilston. Alongside this, Harlow's town centre regeneration is already underway with plans to introduce a new Arts and Cultural Quarter, as well as a redeveloped Broad Walk area and upgraded bus station.

Combined, the new developments in HGGT will introduce a range of transport benefits including new jobs, schools, and transport links, enhancing the quality of life for both new and existing residents.

We want all developments to be designed sustainably, and we will work with the local councils of Harlow District Council and councils in Hertfordshire 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.

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

There are no Air Quality Management Areas declared in the area, but Harlow can suffer from poor air quality<sup>15</sup>, potentially due to its proximity to the M11 and other main roads. This is particularly a concern around local schools because of the negative impacts of poor air quality on vulnerable communities (young children).

We will work jointly with local councils to improve air quality as set out in our [Air Quality Strategy](#)<sup>16</sup>. 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).

Electric vehicle ownership is low<sup>17</sup>, likely due to the cost of ownership and due to the high levels of deprivation in the area they are not accessible to everyone. There are a few charging facilities in Harlow but are mainly focused on the A414 and are not rapid chargers. Therefore, reducing delays and encouraging more walking and cycling instead of car use particularly for shorter journeys would help improve air quality and reduce transport-related environmental noise, as well as reducing reliance on cars.

Improving places through green infrastructure or encouraging lower vehicle speeds may also help to improve air quality and encourage healthy and active communities in Harlow.



## 2.3 Connecting people, places and communities

### 2.3.1 The business potential of Essex is maximised

Warehousing and distribution centres are a growing sector of the economy in Essex, with the largest growth in warehousing units used for transport and storage occurring in Harlow<sup>18</sup>. This is likely due to the area's location close to London, Stansted Airport and the Motorway network. Additional lorry parking and driver facilities will be needed to support this sector while creating more local job opportunities.

Reliable transport connections are essential for other businesses and residents in supporting a growing economy. Local businesses and construction sites rely on goods being delivered exactly when they are expected. Local people also rely on knowing how long a journey takes for commuting and personal appointments. The reliability of a journey is also the first and last impression of visitors to Harlow and Essex as a whole. Good transport connections make the area more attractive to potential businesses, workers, residents and visitors – supporting job creation and economic growth.

However, delays are common on the main roads, especially in and around the town centre and along major roads such as the A414 in Harlow<sup>19</sup>.

The HGGT developments will see even more residents use the transport network. It's important that we deliver this growth in a way that delivers high quality places while supporting efficient movement of goods and people. 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

Good access to schools, training and a range of work opportunities to suit their skills and experience is crucial for residents to fulfil their potential.

Employment rates in Harlow (73%) are lower than the Essex average (79%). Meanwhile benefit claimants (6% of residents) are higher than the Essex and national averages, and the area suffers from high levels of deprivation.

Many of the jobs are located in the north of Harlow and with 71% of people driving to work by car and only 6% using bus, this suggests that the employment areas are not well served by local bus services making employment opportunities potentially inaccessible for those without a car. Lower car ownership levels in Harlow, could reflect lower incomes, raising a need for an enhanced bus network that provides good affordable sustainable links to key employment and education sites in the town to ensure job and training opportunities are accessible for everyone.

In some areas of north and west Harlow, fewer than 20% of premises have access to ultra-fast broadband<sup>20</sup> which is a barrier to economic growth. This limits access to online services and makes working from home difficult. However, many jobs in the area (healthcare, retail, accommodation, food services, education, warehousing and manufacturing) require people to travel for work helping to explain the low proportion of residents working from home.

While access to secondary education and further education is good in much of Harlow, some areas (particularly in north Harlow) cannot access further education by public transport. The HGGT development will help to introduce new jobs and

sustainable transport corridor connections which has the potential to improve accessibility to further education and employment opportunities in these areas.

Enhancing connectivity, alongside improved transport links, will attract higher-skilled workers and support the local economy.

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

We may see higher temperatures and more severe weather conditions in the future which will have increasingly significant implications for the reliability of transport infrastructure for everyday journeys and its ongoing maintenance. All of the partner authorities within HGGT have committed to Climate Action and have committed across the Garden Town Authorities to be Carbon Neutral by 2030.

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 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 Harlow urban area and links to Gilston

Our plan for the Harlow and Gilston Area focuses on supporting people, creating sustainable places, and connecting communities. Here is how we will achieve these important outcomes:

### 3.1 Harlow Urban and Surrounding Areas

Harlow is well positioned within the UK Innovation corridor, meaning HGGT and the expansion of London Stansted Airport are major growth opportunities. We want local people to benefit from these new jobs and opportunities. We will work with transport providers to ensure local people can access these opportunities, with sustainable links to the Garden Town and the airport from Harlow. Targeted transport improvements will also play a key role in achieving this.

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.

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. The economic success of local businesses and construction sites within Harlow rely heavily on adequate and safe road and rail access for goods in particular to and from the A414 and M11. As part of the HGGT developments, improvements to the A414 will be

carried out to create a sustainable transport corridor between Harlow Town Centre and Gilston. We will work with the Local Authorities within the HGGT partnership, and National Highways (having responsibility for roads such as the M11) to ensure appropriate improvements are made.

Harlow's main urban area suffers from high levels of income deprivation, lower car ownership than national levels and a relatively large population of over 65-year-olds. Due to low-income levels much of Harlow has high levels of residents who rely on buses, walking, and cycling for essential journeys, such as travelling to work or education.

The existing walking and cycling network in Harlow is extensive but we need to make it a more attractive travel choice for residents which will also help tackle high obesity rates and promote physical and mental wellbeing. Ensuring good connections to the town centre and key services like PAH means that people are able to cycle to places they need to go to. Safe and secure cycle parking is also essential and initiatives such as bike hire, or rental schemes may help encourage people from low-income households to cycle more by removing the affordability barrier of owning your own bike and equipment. We will introduce more secure cycle parking options to reassure cyclists and people looking to take up cycling that there is a safe place to store bikes for a period with less concern for theft or damage.

Our Bus Service Improvement Plan will also aim to improve both bus stops and the network to make using buses feel safer and easier to access, for example through increasing the provision of lighting and CCTV to improve perceptions of safety after dark when waiting for the bus. In

addition, developing sustainable transport corridors, offering bus passes, improving digital demand-responsive transport, enhancing rail services, and improving the attractiveness of existing walking and cycling routes will help to increase access to education, work, and training.

Through collaboration with bus operators and health partners, we will make it easier for residents without cars to access services provided by hospitals and to support the relocation of the Princess Alexandra Hospital with increased sustainable travel choices.

In the rural areas that surround Harlow, improving bus services could include digital demand-responsive transport which has been a real success in places such as Braintree with the introduction of the DigiGo service.

Effective maintenance will allow the network to remain fit for purpose and available for use in the future. For example, by using durable materials and planning for more severe weather, we aim to maintain a reliable transport network that supports everyday journeys.

Generally, maintenance projects are funded through grants and awards from Government bodies such as the Department for Transport and the Environment Agency. Any investment programmes will ensure maintenance packages align with communities' and transport priorities, including footway, cycleway, carriageway and drainage improvement schemes. However, funding constraints may limit the scope of these improvements.

It should be noted that this implementation plan will need to be reviewed to reflect changes to Local Plans or other significant proposals.



## 3.2 Harlow Gilston Garden Town

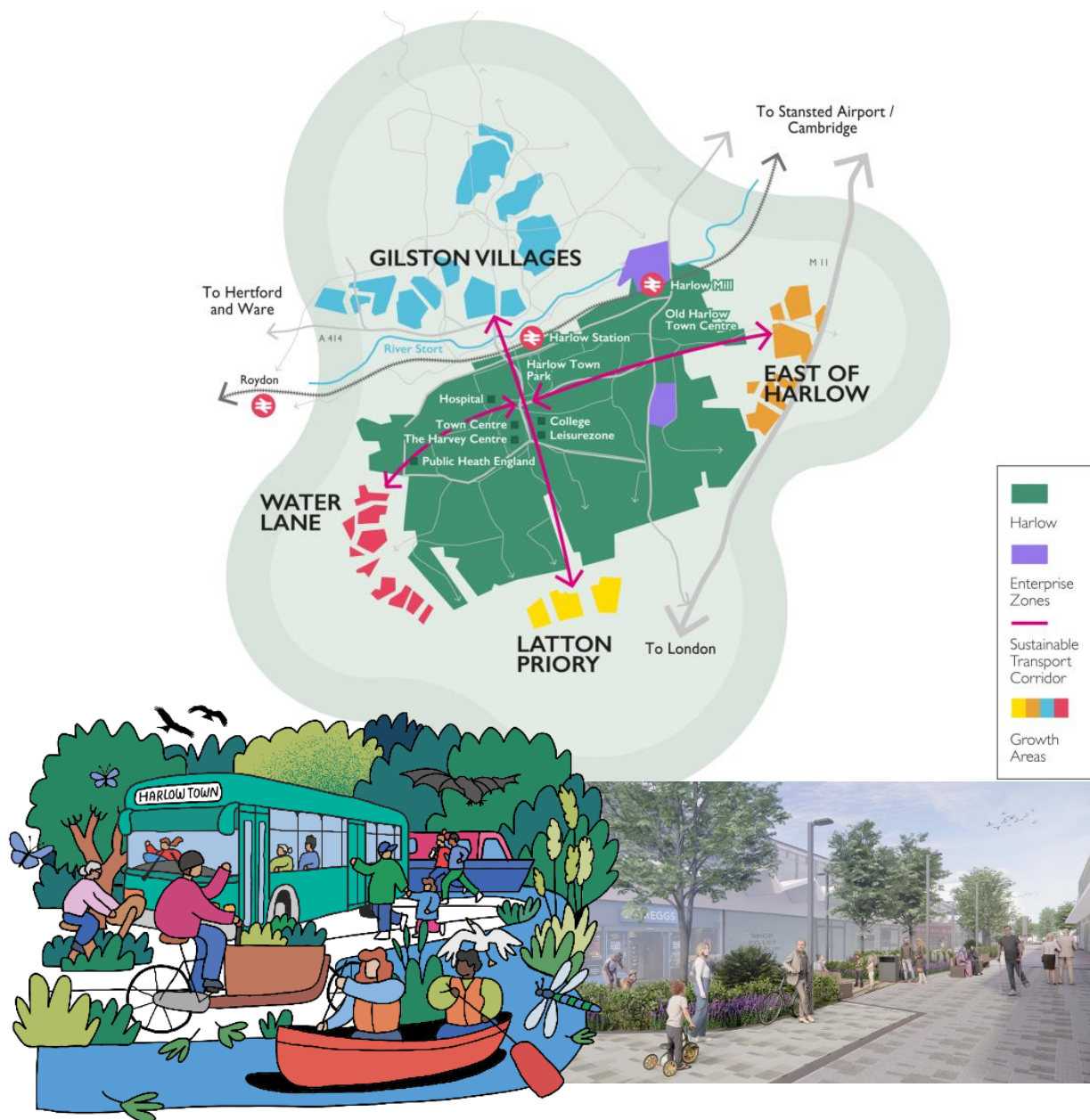
Harlow Gilston is an exciting new community proposed across a number of growth areas surrounding Harlow.

The Harlow and Gilston Garden Town will deliver over 23,000 homes by 2040, spread across the Gilston villages and Harlow itself (Water Lane, Latton Priory and east of Harlow neighbourhoods). We recognise that new housing must be supported by the right transport infrastructure and include a balanced mix of residential, employment, and community services. For transport this means a focus on sustainable transport corridors, demand responsive transport, promotion of the existing walking and cycling networks in Harlow and improvements to existing bus or rail services to enable residents to make active and sustainable travel choices from the start.

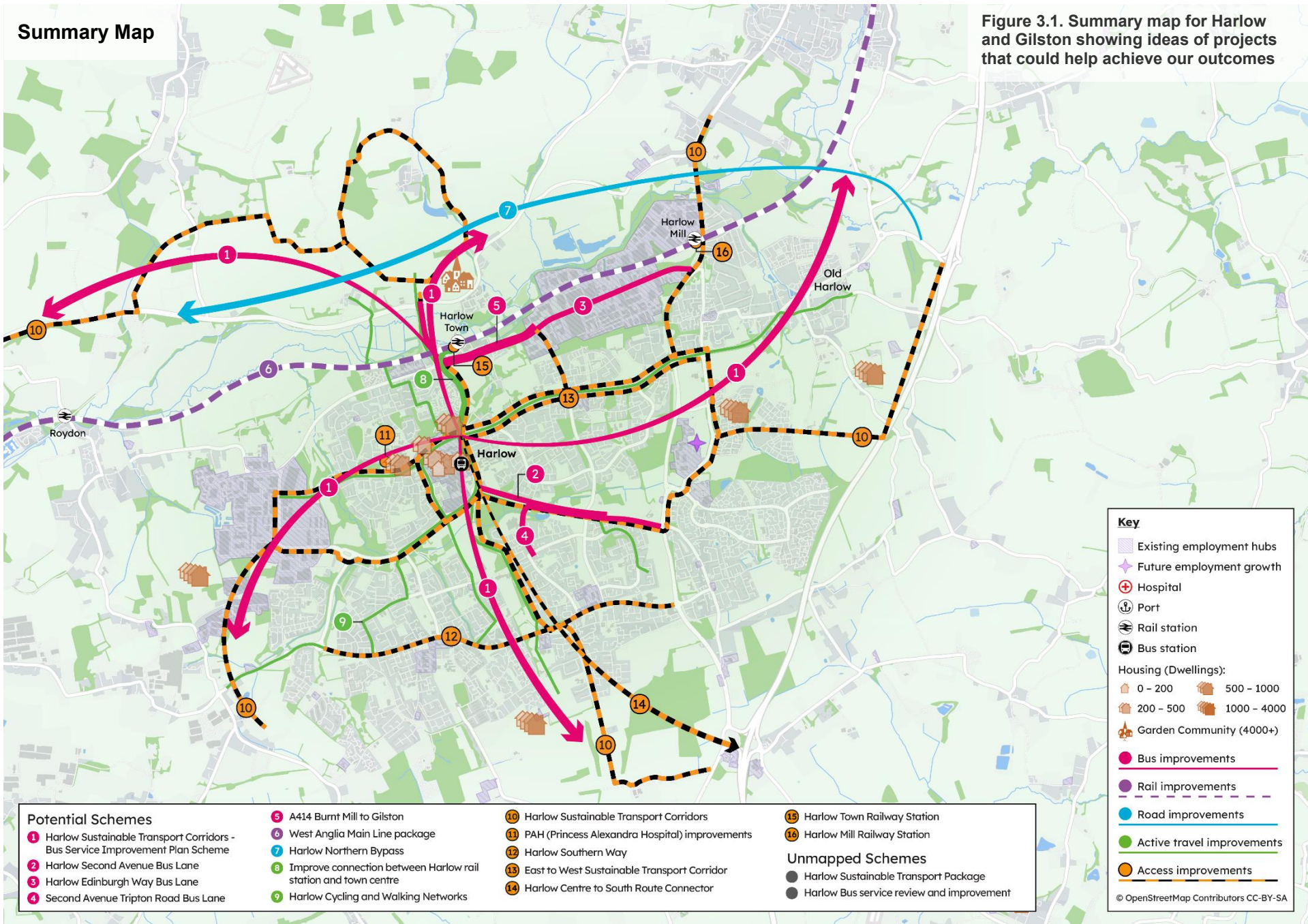
Through working with the partners on these developments we will support the delivery of 50% of all trips starting or ending in the existing areas of Harlow by walking, cycling or public transport. Plus 60% of all trips starting or ending in the new communities by walking, cycling or public transport.

The HGGT also provides an excellent opportunity to deliver a more resilient environment and transport network through the provision of green space, trees and sustainable drainage features.

**Scheme Details** can be found in Appendix A.

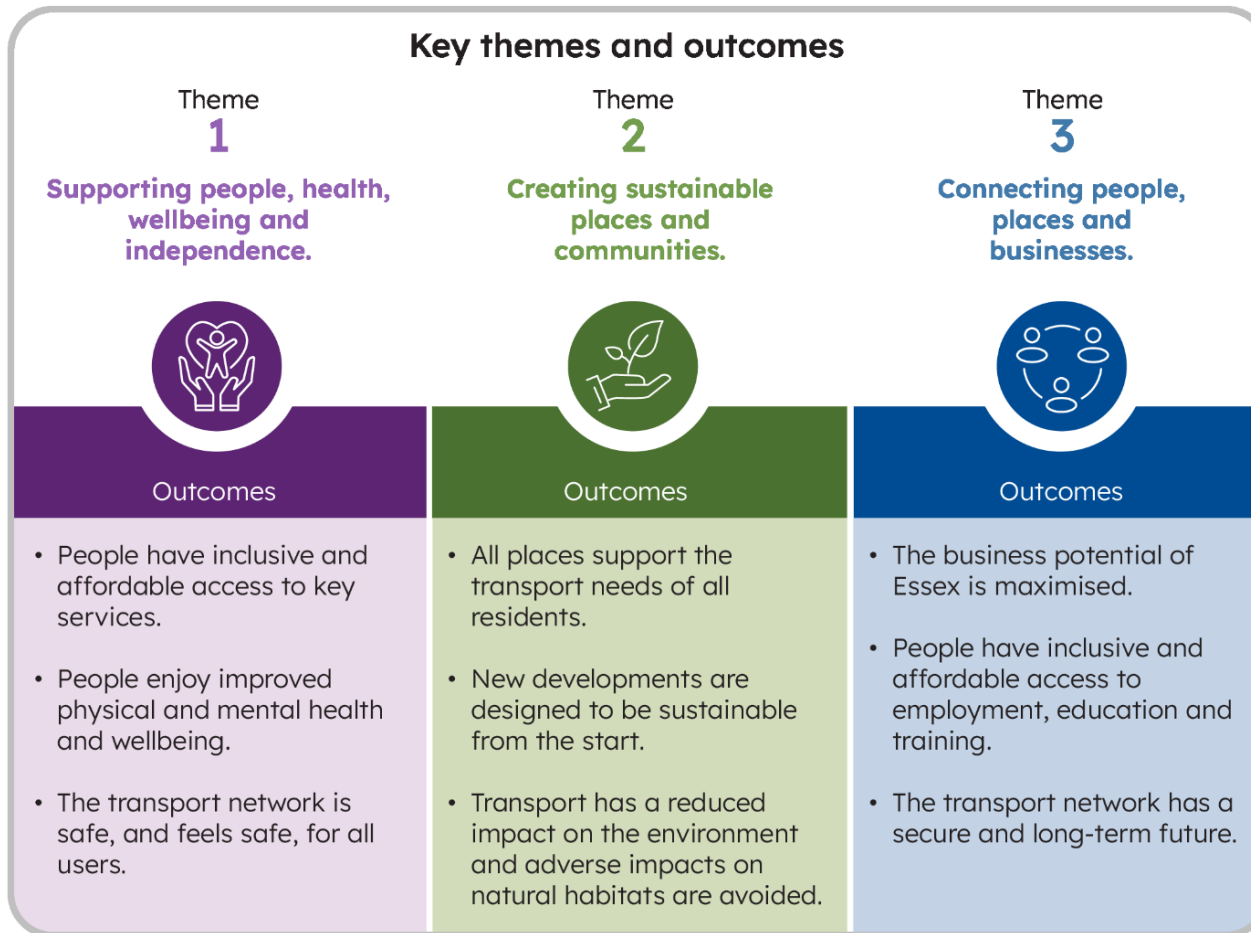






## Appendix A. Scheme list

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 Places			Connecting People		
			Outcome 1	Outcome 2	Outcome 3	Outcome 4	Outcome 5	Outcome 6	Outcome 7	Outcome 8	Outcome 9
Harlow Urban and Surrounding Areas											
Improve connection between Harlow rail station and town centre	Key gateway, but currently has poor connection, focus on walking and cycling or look into a possible shuttle service if viable.	Improved public transport and walking and cycling options for sustainable access to services and jobs.	***	***	**	***	**	***	**	***	**
Harlow Town Railway Station	Upgrades to the forecourt of the current Harlow Town Station, which includes the bus interchange and car park. It also includes two main vehicular access roads to the station, which are Station Approach and Edinburgh Gate, and the shared use foot and cycle way between the A414 Edinburgh Way and the forecourt.	To encourage the use of sustainable modes to access the station and to ensure they are accessible to all users, especially from new development in and around Harlow and Gilston.	***	***	***	**	***	***	**	***	**
Harlow Sustainable Transport Package	Further development of the sustainable transport corridor model to Harlow. Improved access to the town centre and The Pinnacles industrial area incorporating new and upgraded sustainable transport	Improved public transport and walking and cycling options for sustainable access to services and jobs.	***	***	**	***	**	***	**	***	*
Harlow Southern Way	Interventions to discourage traffic from using Southern Way (A1169), and also to provide improvements to existing walking and cycling provisions	Improved cycling and walking options encouraging people to be more active	***	***	**	**	***	***	**	***	**

Project	Description	Impact	Supporting People			Sustainable Places			Connecting People		
			Outcome 1	Outcome 2	Outcome 3	Outcome 4	Outcome 5	Outcome 6	Outcome 7	Outcome 8	Outcome 9
Harlow Mill Railway Station	Provision of bus stops which are closer to the rail station and more accessible; Improvements to the active mode connections along Station Approach and from the A1184; Provision of a key gateway and sense of arrival by exploring placemaking opportunities; and supporting economic prosperity of the Harlow Gilston Garden Town.	Improved public transport and walking and cycling options for sustainable access to services and jobs.	***	***	**	**	***	***	**	***	**
Harlow Cycling and Walking Networks	Ensure town centre regeneration is integrated with walking and cycling improvements Important to continue momentum, update investment plans as garden community developments build out, and new employment opportunities are created.	Improved cycling and walking options encouraging people to be more active.	**	***	**	*	**	**	**	**	***
Harlow Bus service review and improvement	Review of bus services in light of housing and employment growth, including a need for new/more feasible services such as DigiGo to connect people with services, amenities, jobs etc. Building on improvements that are already in motion.	Improved public transport options for Harlow and the surrounding area.	**	*	*	**	*	**	**	**	*

Project	Description	Impact	Supporting People			Sustainable Places			Connecting People		
			Outcome 1	Outcome 2	Outcome 3	Outcome 4	Outcome 5	Outcome 6	Outcome 7	Outcome 8	Outcome 9
West Anglia main line package	Package of improvements along the WAML to deliver resilience and journey time improvements	Improved train journeys with quicker and more reliable journeys to services, employment and leisure further afield.	**	**		*	*	**	***	*	*
Harlow Second Avenue bus lanes	Implementation of bus lanes to improve journey times for rapid transit to Epping Forest as well as walking, cycling and general capacity improvements. Consideration of bus improvements at the Tripton Road Junction with second avenue.	Improved public transport options for Harlow and the surrounding area. Improved cycling and walking options encouraging people to be more active.	*	*	*		**	**	*	**	*
PAH (Princess Alexandra Hospital) improvements	Improve bus interchange if new site doesn't get approved.	Improving public transport journeys to healthcare.	*	*	*	*		**		*	**
Harlow Northern BP	Long term aspiration for a relief road/transport corridor to relieve through traffic from A414	Keeps the road network moving, reduces congestion and enables faster public transport services in the centre.		*	*	**	*		**	*	**
Harlow Edinburgh Way bus lanes	Bus lanes on Edinburgh Way	Improved public transport options for Harlow and the surrounding area.			*		*	**	*		*
East to West Sustainable Transport Corridor	Next stage of the current project is to ascertain what can be done to improve capacity with both existing and significant future congestion issues identified with traffic diverting onto more minor and unsuitable roads	Keeps the road network moving, reduces congestion and enables faster public transport services in the centre.		*	**	**	***	**	**		**



Project	Description	Impact	Supporting People			Sustainable Places			Connecting People		
			Outcome 1	Outcome 2	Outcome 3	Outcome 4	Outcome 5	Outcome 6	Outcome 7	Outcome 8	Outcome 9
Harlow Gilston Garden Town											
A414 Burnt Mill to Gilston	Feasibility into how to encourage more sustainable transport between Burnt Mill and the Garden Community	Improved public transport options for Harlow and the surrounding area. Keeps the road network moving, reduces congestion and enables faster public transport services in the centre.	***	***	**	***	***	***	***	**	*
Harlow Sustainable Transport Corridors	Network of sustainable transport corridors across Harlow to support HGGT.	Improved public transport options for Harlow and the surrounding area. Scheme in which development relies on to achieve sustainability targets.	***	***	**	***	***	***	**	**	*
Harlow Centre to South Route Connector	Sustainable corridor from the town centre south towards the proposed Latton Priory development.	Improved public transport options for Harlow and the surrounding area. Scheme in which development relies on to achieve sustainability targets.	**	***	***	**	***	***	**	**	**

## 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	Harlow has high income deprivation; therefore, affordability is a barrier to transport.	<ul style="list-style-type: none"> <li>▪ Support the rollout of faster broadband and ongoing improvements to 5G mobile coverage in rural and deprived areas</li> <li>▪ Implement our Bus Service Improvement Plan</li> <li>▪ Support the introduction of multi operator and fully integrated smart ticketing for transport services in Essex</li> <li>▪ Ask the Government and the rail industry to implement simpler and better rail ticketing</li> <li>▪ Support the wider roll-out of contactless payment to the rest of the rail network in Essex</li> <li>▪ Provide training and promote free initiatives to increase people's confidence and participation in cycling</li> </ul>	<ul style="list-style-type: none"> <li>▪ Harlow Bus service review and improvement</li> <li>▪ Harlow Sustainable Transport Corridors</li> <li>▪ Harlow Sustainable Transport Package</li> <li>▪ Harlow Mill Railway Station</li> <li>▪ <b>*Behavioural change programme</b></li> <li>▪ <b>*YouSmart Travel Planning tool</b></li> <li>▪ <b>*Cycle Hire</b></li> <li>▪ <b>*Integrated Ticketing across modes</b></li> </ul>

Outcome	Challenge	High Level Activity	Schemes to address these challenges
	Young people face barriers to services due to the need for a more connected transport network	<ul style="list-style-type: none"> <li>▪ 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</li> <li>▪ Support the rollout of faster broadband and ongoing improvements to 5G mobile coverage in rural and deprived areas</li> <li>▪ Implement our Bus Service Improvement Plan</li> <li>▪ Work with partners to promote more sustainable forms of car use, such as lift sharing and car clubs</li> <li>▪ Develop and deliver long-term plans to improve our cycling and walking networks by considering our Local Cycling and Walking Infrastructure Plans</li> <li>▪ Travel information will make use of new technology and be available in a range of formats for everyone to access</li> <li>▪ Work with schools and employers to enhance connectivity, parking and other facilities for cyclists and scooters</li> <li>▪ Provide training and promote free initiatives to increase people's confidence and participation in cycling</li> </ul>	<ul style="list-style-type: none"> <li>▪ Harlow Edinburgh Way bus lanes</li> <li>▪ Harlow Bus service review and improvement</li> <li>▪ Improve connection between Harlow rail station and town centre</li> <li>▪ Harlow Town Railway Station</li> <li>▪ Harlow Sustainable Transport Corridors</li> <li>▪ Harlow Sustainable Transport Package</li> <li>▪ Harlow Mill Railway Station</li> <li>▪ Harlow walking and cycling networks</li> <li>▪ Harlow Centre to South Route Connector</li> <li>▪ <b>*Behavioural change programme</b></li> <li>▪ <b>*YouSmart Travel Planning tool</b></li> <li>▪ <b>*Home Run Travel Planning app for schools</b></li> <li>▪ <b>*Use of mobile apps and web information (supporting traditional information way finding) to encourage use of public transport</b></li> <li>▪ <b>*Safer School Streets</b></li> <li>▪ <b>*Business and School Travel Planning</b></li> </ul>



Outcome	Challenge	High Level Activity	Schemes to address these challenges
People enjoy improved physical and mental health and wellbeing	Harlow has one of the lowest life expectancies in Essex	<ul style="list-style-type: none"> <li>▪ Develop and deliver long-term plans to improve our cycling and walking networks by considering our Local Cycling and Walking Infrastructure Plans</li> <li>▪ Widen access to Essex Pedal Power, which provides free bikes and a support service for our most disadvantaged communities</li> <li>▪ Improve access to, and raise awareness of, the green spaces, facilities and activities available to the public</li> <li>▪ </li> </ul>	<ul style="list-style-type: none"> <li>▪ Improve connection between Harlow rail station and town centre</li> <li>▪ Harlow Town Railway Station</li> <li>▪ Harlow Sustainable Transport Corridors</li> <li>▪ Harlow Sustainable Transport Package</li> <li>▪ Harlow walking and cycling networks</li> <li>▪ <b>*Behavioural change programme</b></li> <li>▪ <b>*Strategic Public Rights of Way enhancements to form long distance routes</b></li> <li>▪ <b>*National Cycle Route Package – urban</b></li> <li>▪ <b>*Active Travel Fund major package</b></li> <li>▪ <b>*Cycle Hire</b></li> <li>▪ <b>*Cycle Quietways in residential areas</b></li> </ul>
	Harlow has the highest prevalence of depression and anxiety in Essex	<ul style="list-style-type: none"> <li>▪ Widen access to Essex Pedal Power, which provides free bikes and a support service for our most disadvantaged communities</li> <li>▪ Improve access to, and raise awareness of, the green spaces, facilities and activities available to the public</li> <li>▪ Promote the support we provide on mental health and wellbeing through our Essex Wellbeing Service</li> <li>▪ 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</li> </ul>	<ul style="list-style-type: none"> <li>▪ Harlow Town Railway Station</li> <li>▪ Harlow walking and cycling networks</li> <li>▪ Harlow Centre to South Route Connector</li> <li>▪ <b>*Behavioural change programme</b></li> <li>▪ <b>*Strategic Public Rights of Way enhancements to form long distance routes</b></li> <li>▪ <b>*National Cycle Route Package – urban</b></li> <li>▪ <b>*Active Travel Fund major package</b></li> <li>▪ <b>*Cycle Hire</b></li> <li>▪ <b>*Cycle Quietways in residential areas</b></li> </ul>

Outcome	Challenge	High Level Activity	Schemes to address these challenges
	Harlow has one of the highest proportions of physically inactive residents – both adults and children	<ul style="list-style-type: none"> <li>▪ Develop and deliver long-term plans to improve our cycling and walking networks by considering our Local Cycling and Walking Infrastructure Plans</li> <li>▪ Widen access to Essex Pedal Power, which provides free bikes and a support service for our most disadvantaged communities</li> <li>▪ Improve access to, and raise awareness of, the green spaces, facilities and activities available to the public</li> </ul>	<ul style="list-style-type: none"> <li>▪ Improve connection between Harlow rail station and town centre</li> <li>▪ Harlow Town Railway Station</li> <li>▪ Harlow Mill Railway Station</li> <li>▪ Harlow Southern Way</li> <li>▪ Harlow walking and cycling networks</li> <li>▪ <b>*Behavioural change programme</b></li> <li>▪ <b>*Strategic Public Rights of Way enhancements to form long distance routes</b></li> <li>▪ <b>*National Cycle Route Package – urban</b></li> <li>▪ <b>*Active Travel Fund major package</b></li> <li>▪ <b>*Cycle Hire</b></li> <li>▪ <b>*Cycle Quietways in residential areas</b></li> </ul>
	High health deprivation and with a relatively high proportion of residents over 65	<ul style="list-style-type: none"> <li>▪ Improve access to, and raise awareness of, the green spaces, facilities and activities available to the public</li> <li>▪ Support people and increase their confidence to travel by improving travel information, while making fares and ticketing easier and simpler to understand</li> <li>▪ Promote the support we provide on mental health and wellbeing through our Essex Wellbeing Service</li> <li>▪ 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</li> </ul>	<ul style="list-style-type: none"> <li>▪ Harlow Sustainable Transport Corridors</li> <li>▪ Harlow Sustainable Transport Package</li> <li>▪ DigiGo for Harlow</li> <li>▪ <b>*Use of autonomous self-driving vehicles to support elderly communities</b></li> </ul>

Outcome	Challenge	High Level Activity	Schemes to address these challenges
The transport network is safe, and feels safe	43% of residents say they do not feel safe in their area after dark	<ul style="list-style-type: none"> <li>Follow a safe systems approach in designing and maintaining our highway network</li> <li>Collaborate with partners, such as the police and Safer Essex Roads Partnership, to improve safety</li> <li>Promote training initiatives (e.g. Bystander training) and apps (e.g. Travel Guardian) to improve safety and confidence when travelling</li> <li>Collaborate with the police and public transport operators to reduce crime and the fear of crime when travelling on the transport network</li> <li>Design new and improved infrastructure and promote well-designed neighbourhoods so that they feel safe and secure to use</li> </ul>	<ul style="list-style-type: none"> <li>Improve connection between Harlow rail station and town centre</li> <li>Harlow Mill Railway Station</li> </ul>
	Harlow has the highest recorded crime rate for theft offences, stalking and harassment, and public order offences which is potentially caused by the low-income rate and high levels of transport poverty	<ul style="list-style-type: none"> <li>Collaborate with partners, such as the police and Safer Essex Roads Partnership, to improve safety</li> <li>Promote training initiatives (e.g. Bystander training) and apps (e.g. Travel Guardian) to improve safety and confidence when travelling</li> <li>Collaborate with the police and public transport operators to reduce crime and the fear of crime when travelling on the transport network</li> <li>Design new and improved infrastructure and promote well-designed neighbourhoods so that they feel safe and secure to use</li> </ul>	<ul style="list-style-type: none"> <li>Improve connection between Harlow rail station and town centre</li> <li>Harlow Mill Railway Station</li> <li>Harlow walking and cycling networks</li> <li>PAH (Princess Alexandra Hospital) improvements</li> </ul>

## B.2 Place

Outcome	Challenge	High level Activity	Schemes to address these challenges
All places support the transport needs of all residents	Harlow currently has one of the highest cycling rates in Essex, however, due to low incomes, affordability may be a barrier to more people travelling by bike.	<ul style="list-style-type: none"> <li>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</li> <li>Implement 'well designed neighbourhood principles' in the redesign of existing neighbourhoods</li> </ul>	<ul style="list-style-type: none"> <li>Essex Pedal Power</li> <li>Improve connection between Harlow rail station and town centre</li> <li>Harlow walking and cycling networks</li> <li>Harlow Centre to South Route Connector</li> <li><b>*Behavioural change programme</b></li> <li><b>*YouSmart Travel Planning tool</b></li> <li><b>*Cycle Hire</b></li> <li><b>*Integrated Ticketing across modes</b></li> </ul>



<p>New developments are designed to be sustainable from the start</p>	<p>The HGGT will grow the population of both Harlow and Gilston by delivering 16,000 new homes over a period of nine years.</p>	<ul style="list-style-type: none"> <li>▪ Introduce a ‘Place and Movement’ approach for planning all new developments</li> <li>▪ 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</li> <li>▪ Adopt an ‘Avoid-Shift-Improve’ approach to plan transport and development from the earliest stages of development planning</li> <li>▪ Use connectivity planning to help locate new homes, jobs and essential services in sustainable places that align with our vision for transport</li> <li>▪ 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</li> <li>▪ 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</li> <li>▪ Set up Transport Review Groups for larger developments to help the ongoing management of transport impacts</li> <li>▪ 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</li> <li>▪ 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</li> </ul>	<ul style="list-style-type: none"> <li>▪ Harlow and Gilston Garden Town</li> <li>▪ Harlow Bus service review and improvement</li> <li>▪ A414 Burnt Mill to Gilston</li> <li>▪ Improve connection between Harlow rail station and town centre</li> <li>▪ Harlow Sustainable Transport Corridors</li> <li>▪ Harlow Sustainable Transport Package</li> <li>▪ Harlow Mill Railway Station</li> <li>▪ Harlow walking and cycling networks</li> <li>▪ PAH (Princess Alexandra Hospital) improvements</li> <li>▪ Harlow Centre to South Route Connector</li> <li>▪ <b>*Business and School Travel Planning</b></li> <li>▪ <b>*Residential Travel Planning</b></li> <li>▪ <b>*Behavioural change programme</b></li> <li>▪ <b>*YouSmart Travel Planning tool</b></li> <li>▪ <b>*Cycle Hire</b></li> <li>▪ <b>*Cycle Quietways in residential areas</b></li> <li>▪ <b>*Provision of cycling equipment in new development</b></li> </ul>
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Outcome	Challenge	High level Activity	Schemes to address these challenges
		<p>for large-scale developments and garden communities</p> <ul style="list-style-type: none"> <li>▪ Work with LPAs to embed inclusive design principles into all new developments</li> <li>▪ 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</li> <li>▪ Implement ‘well designed neighbourhood principles’ in the design of new communities</li> <li>▪ Require planning applications to be supported by a Health Impact Assessment (HIA) considering the Essex Healthy Places Checklist</li> </ul>	
Transport has a reduced impact on the environment and adverse impacts on natural habitats are avoided	The air quality in Harlow is poor due to the proximity to the M11 and the lack of rural areas and green space.	<ul style="list-style-type: none"> <li>▪ Adopt an ‘Avoid-Shift-Improve’ approach to plan transport and development from the earliest stages of development planning</li> <li>▪ Implement the Essex Air Quality Strategy to reduce exposure to poor quality air</li> <li>▪ Develop effective and deliverable Air Quality Action Plans with partners</li> <li>▪ Avoid adverse effects from new transport projects on the integrity of internationally important habitat sites.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Harlow Northern BP</li> <li>▪ Howard Way / First Avenue</li> <li>▪ Harlow Bus service review and improvement</li> <li>▪ Harlow Town Railway Station</li> <li>▪ Harlow Mill Railway Station</li> <li>▪ Harlow Sustainable Transport Corridors</li> <li>▪ Harlow Sustainable Transport Package</li> <li>▪ Harlow walking and cycling networks</li> <li>▪ <b>*Promotion of synthetic fuels</b></li> <li>▪ <b>*Roll out of EV infrastructure</b></li> <li>▪ <b>*Smart junctions</b></li> <li>▪ <b>*ATF major package</b></li> <li>▪ <b>*Safer School Streets</b></li> </ul>

Outcome	Challenge	High level Activity	Schemes to address these challenges
	M11 and other major roads such as the A414 generate high noise levels, particularly affecting the east and southeast areas of Harlow.	<ul style="list-style-type: none"> <li>▪ Implement measures to reduce traffic noise where this impacts a significant number of people or noise important areas</li> <li>▪ Reduce the noise impacts of our road maintenance and construction activities</li> </ul>	<ul style="list-style-type: none"> <li>▪ Harlow Northern BP</li> <li>▪ Howard Way / First Avenue</li> <li>▪ Harlow Bus service review and improvement</li> <li>▪ A414 Burnt Mill to Gilston</li> <li>▪ Harlow Town Railway Station</li> <li>▪ Harlow Mill Railway Station</li> <li>▪ Harlow Sustainable Transport Corridors</li> <li>▪ Harlow Sustainable Transport Package</li> <li>▪ Harlow walking and cycling networks</li> <li>▪ Second Avenue / Tripton Road Bus Lane</li> <li>▪ <b>*Promotion of synthetic fuels</b></li> <li>▪ <b>*Roll out of EV infrastructure</b></li> <li>▪ <b>*Smart junctions</b></li> </ul>

### B.3 Connectivity

Outcome	Challenge	High Level Activity	Schemes to address these challenges
The business potential of Essex is maximised	Delays are common on main roads, especially in town centres and along major roads such as the A414 in Harlow.	<ul style="list-style-type: none"> <li>▪ 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</li> <li>▪ Prioritise journey time reliability for all modes of transport, including freight and passenger transport</li> <li>▪ 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</li> <li>▪ 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</li> <li>▪ Work with partners and the freight industry to reduce the impact of freight and delivery vehicles on communities and the environment</li> <li>▪ </li> </ul>	<ul style="list-style-type: none"> <li>▪ Harlow Bus service review and improvement</li> <li>▪ A414 Burnt Mill to Gilston</li> <li>▪ Harlow Town Railway Station</li> <li>▪ Harlow Mill Railway Station</li> <li>▪ Harlow Sustainable Transport Corridors</li> <li>▪ Harlow Sustainable Transport Package</li> <li>▪ Harlow Southern Way</li> <li>▪ Harlow walking and cycling networks</li> <li>▪ Second Avenue / Tripton Road Bus Lane</li> <li>▪ <b>*ATF Major package</b></li> <li>▪ <b>*Cycle Hire</b></li> <li>▪ <b>*Active Intelligent Traffic Management Systems</b></li> <li>▪ <b>Countywide walking and cycling networks</b></li> <li>▪ <b>*Roll out of shared mobility initiatives</b></li> <li>▪ <b>*Smart junctions</b></li> </ul>

Outcome	Challenge	High Level Activity	Schemes to address these challenges
	Warehouses and distribution centres are a growing economy in Essex with the largest growth in warehousing units used for transport and storage occurring in Harlow (+2.7%). Additional parking and facilities for lorry drivers from these distribution warehouses may be required throughout the district to accommodate for the growing employment sector.	<ul style="list-style-type: none"> <li>Adopt a vision-led approach to planning for new growth and its transport needs, including through all new Local Plans</li> <li>Work with partners to make the case for investment in better facilities for lorry drivers</li> <li>Work with partners and the freight industry to reduce the impact of freight and delivery vehicles on communities and the environment</li> </ul>	<ul style="list-style-type: none"> <li><b>*Smart junctions</b></li> <li><b>*Active Intelligent Traffic Management Systems</b></li> </ul>
People have inclusive and affordable access to employment, education and training	5.7% of Harlow residents claim benefits which is higher than Essex and national averages.	<ul style="list-style-type: none"> <li>Tackle barriers to travel, such as accessibility, complexity and security, to support greater use by everyone</li> <li>Work with partners to improve walking, cycling and public transport connections between residential and employment areas</li> <li>Deliver locally relevant training programmes to address skills gaps holding people back and stopping firms from investing</li> <li>Work in partnership to provide attractive, safe, convenient, inclusive, and high quality walking, cycling and public transport routes and facilities</li> <li>Deliver high quality rapid transit networks where feasible</li> <li>Support the introduction of multi operator and fully integrated smart ticketing for transport services in Essex</li> </ul>	<ul style="list-style-type: none"> <li>Essex Pedal Power</li> <li>Improve connection between Harlow rail station and town centre</li> <li>Harlow Sustainable Transport Corridors</li> <li>Harlow Sustainable Transport Package</li> <li>Harlow walking and cycling networks</li> <li><b>*Behavioural change programme</b></li> <li><b>*YouSmart Travel Planning tool</b></li> <li><b>*Cycle Hire</b></li> <li><b>*Integrated Ticketing across modes</b></li> </ul>



Outcome	Challenge	High Level Activity	Schemes to address these challenges
	<p>Low car ownership in Harlow, potentially due to lower incomes, raises a need for an enhanced public transport network that provides good sustainable links to key employment and education sites in the district</p>	<ul style="list-style-type: none"> <li>▪ Tackle barriers to travel, such as accessibility, complexity and security, to support greater use by everyone</li> <li>▪ Work with organisations such as bus operators and active travel organisations and funders to make the case for new investment</li> <li>▪ Work with partners to improve walking, cycling and public transport connections between residential and employment areas</li> <li>▪ Work with partners to secure better facilities at stations for onward travel via all modes of transport, including step-free access</li> <li>▪ Provide measures to enable more children to walk and cycle to school via safe, direct routes</li> <li>▪ Support the rollout of gigabit speed broadband and ongoing improvements to 5G mobile coverage in rural and deprived areas</li> <li>▪ Work in partnership to provide attractive, safe, convenient, inclusive, and high quality walking, cycling and public transport routes and facilities</li> <li>▪ Deliver high quality rapid transit networks where feasible</li> <li>▪ Support the introduction of multi operator and fully integrated smart ticketing for transport services in Essex</li> </ul>	<ul style="list-style-type: none"> <li>▪ Essex Pedal Power</li> <li>▪ Harlow Bus service review and improvement</li> <li>▪ Improve connection between Harlow rail station and town centre</li> <li>▪ Harlow Town Railway Station</li> <li>▪ Harlow Mill Railway Station</li> <li>▪ Harlow Sustainable Transport Corridors</li> <li>▪ Harlow Sustainable Transport Package</li> <li>▪ Harlow walking and cycling networks</li> <li>▪ Harlow Centre to South Route Connector</li> <li>▪ Second Avenue / Tripton Road Bus Lane</li> <li>▪ <b>*Behavioural change programme</b></li> <li>▪ <b>*YouSmart Travel Planning tool</b></li> <li>▪ <b>*Cycle Hire</b></li> <li>▪ <b>*Integrated Ticketing across modes</b></li> <li>▪ <b>*Roll out of shared mobility initiatives</b></li> <li>▪ <b>*Cycle Hire</b></li> <li>▪ <b>*ATF Major package</b></li> </ul>

Outcome	Challenge	High Level Activity	Schemes to address these challenges
	Access to further education and training is more limited with journey times by public transport taking upwards of 30 minutes and some areas (particularly in north Harlow) considered to be inaccessible for further education	<ul style="list-style-type: none"> <li>▪ Tackle barriers to travel, such as accessibility, complexity and security, to support greater use by everyone</li> <li>▪ Work with organisations such as bus operators and active travel organisations and funders to make the case for new investment</li> <li>▪ Work with partners to secure better facilities at stations for onward travel via all modes of transport, including step-free access</li> <li>▪ Provide measures to enable more children to walk and cycle to school via safe, direct routes</li> <li>▪ Work in partnership to provide attractive, safe, convenient, inclusive, and high quality walking, cycling and public transport routes and facilities</li> <li>▪ Deliver high quality rapid transit networks where feasible</li> <li>▪ Support the introduction of multi operator and fully integrated smart ticketing for transport services in Essex</li> </ul>	<ul style="list-style-type: none"> <li>▪ Essex Pedal Power</li> <li>▪ Harlow Bus service review and improvement</li> <li>▪ Improve connection between Harlow rail station and town centre</li> <li>▪ Harlow Sustainable Transport Corridors</li> <li>▪ Harlow Sustainable Transport Package</li> <li>▪ <b>*Behavioural change programme</b></li> <li>▪ <b>*YouSmart Travel Planning tool</b></li> <li>▪ <b>*Safer School Streets</b></li> <li>▪ <b>*Business and School Travel Planning</b></li> <li>▪ <b>*Cycle Hire</b></li> <li>▪ <b>*Integrated Ticketing across modes</b></li> <li>▪ <b>*Roll out of shared mobility initiatives</b></li> <li>▪ <b>*Cycle Hire</b></li> <li>▪ <b>*ATF Major package</b></li> </ul>

Outcome	Challenge	High Level Activity	Schemes to address these challenges
The transport network has a secure and long-term future	Harlow may see higher temperatures and more severe weather conditions which will have increasingly significant implications for the reliability of transport infrastructure for everyday journeys and its ongoing maintenance	<ul style="list-style-type: none"> <li>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</li> <li>Proactively monitor the condition of our road, cycle and pedestrian networks and other pieces of infrastructure</li> <li>Manage, maintain and improve our network by considering our Climate Adaption Plan Framework, Decarbonisation Strategy and our Strategy for managing the Green Estate</li> <li>Develop our own ability as a Council to adapt to climate-related risk</li> <li>Deliver suitable actions that enable our transport network to adapt to change</li> <li>Deploy approaches such as Sustainable Drainage and Natural Flood Management to promote greater flood resilience on the highway network</li> <li>Play an active role in flood defence, coastal protection, and conservation to reduce the risks and impacts on our coastal communities and transport network</li> <li>Work with National Highways and neighbouring local transport authorities to provide a common approach to innovation</li> <li>Accurately digitise our highway networks and traffic regulation orders to support future use of our networks by autonomous vehicle systems</li> <li>Manage the introduction of appropriate alternative fuel infrastructure to encourage cleaner zero-emission travel</li> <li>Support the pilot and where appropriate the adoption of new technology which enables more sustainable travel</li> </ul>	<ul style="list-style-type: none"> <li>West Anglia main line package</li> <li><b>*Smart junctions</b></li> <li><b>*Promotion of synthetic fuels</b></li> <li><b>*Roll out of EV Infrastructure</b></li> </ul>

## Appendix C. References

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- <sup>2</sup> <https://innovationcorridor.uk/>  
The UK Innovation Corridor joins London and Cambridge, and hosts clusters of hi-tech businesses in multiple industrial sectors
- <sup>3</sup> 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>
- <sup>4</sup> 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>
- <sup>5</sup> Essex Joint Strategic Needs Assessment. ECC. 2019. Available at: <https://data.essex.gov.uk/jsna-home/>
- <sup>6</sup> Essex Residents Survey 2023. ECC. 2023. Available at: <https://data.essex.gov.uk/dataset/emd8g/essex-resident-survey-2023-dashboard-and-reports>
- <sup>7</sup> Car or van availability Census 2021. NOMIS. 2021. Available at: <https://www.ons.gov.uk/datasets/TS045/editions/2021/versions/4>
- <sup>8</sup> 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>
- <sup>9</sup> Many of these issues are set out in Harlow 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>
- <sup>10</sup> Method of travel to work Census 2011
- <sup>11</sup> Index of Multiple Deprivation 2019
- <sup>12</sup> Collision Data sourced from Essex Police, 2021-23
- <sup>13</sup> Essex Residents Survey
- <sup>14</sup> Essex County Council, Hertfordshire County Council, Harlow District Council, Epping Forest District Council and East Hertfordshire District Council.
- <sup>15</sup> National Atmospheric Emissions Inventory. Available at: <https://naei.energysecurity.gov.uk/emissionsapp/>
- <sup>16</sup> 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](https://consultations.essex.gov.uk/essex-highways/essex-air-quality-strategy/supporting_documents/essex_air_quality_strategy_web_version.pdf)
- <sup>17</sup> Vehicle licensing statistic data tables. Department for Transport. 2022. Available at: <https://www.gov.uk/government/statistical-data-sets/vehicle-licensing-statistics-data-tables#ultra-low-emission-vehicles>
- <sup>18</sup> 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>
- <sup>19</sup> Department for Transport journey time data
- <sup>20</sup> OFCOM, 2022