Essex County Council

Essex Transport Strategy

Implementation Plan: North East Essex

July 2025

A Better Connected Essex

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1. Introduction

1.1 Introduction to North East Essex

The North East Essex area encompasses the rural and semi-rural area surrounding the Colchester urban area. It includes places in Colchester and Tendring districts such as Manningtree, Wivenhoe, West Mersea, Tiptree and Marks Tey. The area is near to Colchester City which is the major centre in the area and a key employment, retail, leisure and tourist destination.

Major employment sectors vary across North East Essex, including healthcare due to the proximity to Colchester Hospital, education and retail. In Tendring, the health and social care sector is a major employer, reflecting the area's demographic needs, while tourism contributes significantly due to its coastal location.[1]

The majority of North East Essex does not face high levels of deprivation, with the exception of areas in the west of Tendring district such as Little Bentley, Wix and Brightlingsea[2]. The west of Tendring also has some of the highest levels of transport-related social exclusion in Essex and one of the highest in the country[3]. This means some people struggle to access jobs, services, and community activities, because of travel difficulties. The problem is made worse by the towns and villages in this area being very rural with small populations.

The key transport ambitions for North East Essex are:

- Attract transport investment to drive local growth by enabling better connections to services, jobs and education.
- Prioritise sustainable transport investment to create a more attractive and efficient transport system.
- Enhance health and wellbeing and meet the needs of an ageing population.
- Focus on delivering growth while reducing carbon emissions to create a more sustainable future.

1.2 Local travel

North East Essex is relatively self-contained, with many residents working locally, and Colchester itself serving as a hub for wider services and opportunities. Driving is the most common way to commute in North East Essex[4] and vehicle ownership is high[5], with a large proportion of people living In North East Essex owning a car or van, likely due to the rural nature of the area. Vehicle ownership decreases with proximity to urban areas.

The transport infrastructure in North East Essex is a crucial element of its development, accessibility, and quality of life. The area benefits from two major roads, the A12, which connects London to East Anglia and provides vital links for commuters and freight transport, and the A120, which provides east-west links from the A12 and Colchester to Harwich, Braintree and the M11 motorway near Stansted Airport.

North East Essex's bus network connects Colchester to areas such as Tiptree, Wivenhoe, West Mersea, Tollesbury, Brightlingsea, Rowhedge, and beyond. Most routes are hourly or less, with some Community Transport options also available. Longer distance bus services primarily connect the Tendring coast to Colchester. There are also hourly express bus services (X20) between Stansted Airport, Braintree and Colchester.

Colchester is well-served by a variety of train services. Colchester North, Manningtree, and Marks Tey are on the Great Eastern Main Line (GEML), with frequent services to London, Chelmsford and East Anglia, while Colchester Town, Wivenhoe and Hythe are on the Sunshine Coast branch line, with less frequent services to London. Marks Tey is also the interchange station for the Gainsborough Line to Sudbury with stations at Chappel and Wakes Colne and Bures in Essex. Manningtree is the interchange station for the Mayflower Line to Harwich.

The city of Colchester has some established cycleways but these do not extend out to the more rural towns and villages of North East Essex. There are walking trails such as The Wivenhoe Trail and the Essex Way and National Cycle Routes 1,13 and 51 provide on road long distance routes.

North East Essex in numbers

207,900 Residents (2022)

68.57% economically active (of working population, as of 2021)

Life expectancy* is **82.5**

15% are aged under 15

29% are aged over 65

Mostly **rural**

17% of households do not own a car/van (2021)

75% of residents **drive** to work

2% of residents **get the bus** to work

10% 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
- Business Administration and Support
- Professional, scientific & technical

*Average of Colchester and Tendring borough stats

2. Outcomes we want to achieve

2.1 Supporting people, health, wellbeing and independence

2.1.1 People having inclusive and affordable access to key services

Good access to services enables everyone to maximise their potential and enjoy life, especially access to healthcare. A lack of key services in rural areas means residents have to travel further than those in urban areas. However, public transport access is poor in rural areas and bus frequency is limited meaning that people may be dependent on the private car.[6]

Colchester and Tendring have the highest hospital waiting list rates in Essex at 11%[7], which could be explained by the increased demand on healthcare services due to the high health deprivation across Tendring and Colchester.

2.1.2 Improving physical and mental health and wellbeing

We want people to enjoy improved physical and mental health and wellbeing. About 31% of Colchester residents have high levels of anxiety, and 18% experience loneliness[8] - the second highest rate in Essex – with this possibly linked to a lack of access to green space, like parks. A reduction on the usage of green spaces can lead to decreased physical activity among residents, which can contribute to health issues. Improving the quality and safety of parks through better maintenance, lighting, and security could help reverse this trend. Active travel can also improve people's health and wellbeing, with our Essex Pedal Power initiative in Clacton having shown an improvement in users life satisfaction and anxiety.[9] The development of new green spaces and enhancing connectivity between existing ones, through greenway connections and cycleways, can help to encourage further usage of parks and active travel modes.

The high levels of health deprivation in the west of Tendring and other parts of North East Essex may be explained by the area having an ageing population[10]. It is important that we support our most vulnerable residents by ensuring that transport is not a barrier to accessing good healthcare.

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

Keeping people safe and well is essential to enable people to make the most of life's opportunities. Between 2023 and 2024, there were 1,045 road collisions in the area, including 241 serious incidents and seven fatalities[11]. 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. Not only is it important to improve physical safety on the transport network for all modes, it is also important to improve the feeling of being safe and secure, for example feeling safe at the bus stop in the evening or walking home in the evening.

2.2 Creating sustainable places and communities

2.2.1 All places support the transport needs of all residents

Many North East Essex residents live and work within their district boundaries[12] and depend heavily on cars due to the rural environment. Additionally, the large future growth expectations across Colchester and the wider area have the potential to exacerbate current transport issues such as congestion.

The A12 and A133 are hotspots for congestion, particularly due to ongoing roadworks. This often leads to delays, especially around key areas. The A120 is another area where congestion is common, especially between the junctions with the A12 and the A1232. Roadworks and incidents frequently cause delays, impacting travel times.

Improving key routes and making public transport more accessible and reliable will help address these challenges.

2.2.2 Work with partners to design sustainable developments from the start

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

This means we will need more homes and the adopted Colchester Local Plan provides for 18,400 homes for the plan period to 2033 with an annual requirement of 920 per year. As of April 2024, around 9,950 homes have been completed with a minimum of 8,450 homes still to build. A Local Plan Review has commenced to cover the period to 2041 based upon the new government target of 1,300 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 population of the Colchester City is projected to grow to between 240,000 and 260,000 by 2038, North East Essex itself will see a portion of this growth, driven by new housing developments and infrastructure improvements. The key proposed development is the Tendring Colchester Borders Garden Community, which will provide up to 7,500 homes, schools, leisure and community facilities, and jobs. The main aim of the garden community is to support sustainable living, reduce reliance on private cars, and ensure efficient, eco-friendly mobility options for all residents.

We want all developments to be designed sustainably, and we will work with the local councils of North East Essex 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

Transport contributes to pollution and can negatively impact the local environment. North East Essex has low ownership of Electric Vehicles (EV) compared with the rest of Essex[13]. This is most noticeable in Tendring, which also has higher levels of income deprivation. EV charging sites are also most common in urban areas, with little opportunity to charge EVs in rural areas.

Colchester already has higher cycling rates than other Essex areas[14] thanks to lower car ownership and shorter distances between key services. There is therefore an opportunity to enhance and create more cycleways connecting into Colchester which could encourage more residents to cycle and subsequently reduce environmental impact and improve air quality.

We will work jointly with local councils to improve air quality as set out in our Air Quality Strategy[15]. 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).

New developments should be built considering their local environment and provide contributions to biodiversity net gain, meaning that the development creates and improves natural habitats.

North East Essex is rich in wildlife and biodiversity, thanks to their diverse habitats and conservation efforts. Notably, places like Abbotts Hall Nature Reserve, Dedham Vale, and Cymbeline Meadows provide habitats for turtle doves, nightingales, and owls. Any transport intervention done must be sensitive to these areas of natural beauty.

2.3 Connecting people, places and businesses

2.3.1 The business potential of Essex is maximised

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. Efficient transport connections also make the area more attractive to potential businesses, workers, residents and visitors – supporting job creation and economic growth.

However, congestion remains a challenge, especially in town centres and along the A133 towards Colchester[16]. With more jobs and housing expected in the area, the transport network needs to be robust enough to cater for the safe, efficient movement of people and goods. Town centres are often where jobs are located and we want to ensure that people can access them easily through sustainable options like buses, walking and cycling.

Freeport East, including Bathside Bay in Harwich, is an important driver of growth. The special economic zone will create thousands of jobs and boost Tendring's economy. Its success will depend on efficient freight movement, access to a workforce and sustainable travel options them.

Seasonal tourism in North East Essex adds unique pressure, with summer weekends the most popular times to visit attractions such as Colchester Zoo, the Sunshine Coast and Dedham Vale. The transport network needs to ensure that tourists continue to visit and support coastal communities such as those on Mersea Island as well as supporting local people to access services and employment.

There are some places in North East Essex where less than 20% of homes have access to ultra fast broadband[17], which is a barrier for attracting businesses to the area as well as those looking to relocate to the area to work some of the time from home

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

Good access to education, training, and diverse work opportunities to suit their skills and experience is important to enable people to make the most of their potential throughout life. Around a

quarter of Tendring's population lacks formal qualifications[18], so to benefit from opportunities across the local area, residents need support in gaining the right skills, along with reliable, sustainable transport to reach jobs and training.

Access to secondary education is reasonably good, a lack of local opportunities and poor access to higher paid jobs makes it difficult to attract skilled people, and some of those with skills and qualifications leave the area in pursuit of other opportunities.

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

Flooding poses a significant threat to North East Essex, as it is a flood risk area. It can result in extensive damage, resident displacement, and local economic disruption. Repeated or severe flooding can lower property values and increase insurance costs which can also negatively impact the financial stability of residents. Transport routes such as the B1025 causeway to West Mersea often flood at every high tide.

We may see 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 its long-term future.

3. Our plan for North East Essex

Our plan for North East Essex focuses on supporting people, creating sustainable places, and connecting communities. Here's how we'll achieve these outcomes:

3.1 North East Essex Wide

We will deliver North East Essex's transport ambitions by providing transport choices to make it easier for residents to access services.

Areas in North East Essex experience high levels of air pollution, especially from Lead as a result of congestion on roads such as the A12[19]. Therefore, providing walking and cycling links and improving buses will allow people to make cleaner travel choices, improving their local air quality.

Getting people more active may also have a positive effect on their mental and physical health. Encouraging more active forms of travel by delivering a series of 'flagship'[20] cycle routes may improve people's health by encouraging more trips to open spaces, making the most of North East Essex's rural beauty. Improving active travel options not only has health benefits but allows people to travel to services, employment and education in a relatively low cost and low carbon way. 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.

We aim to improve access to urban areas like Colchester, look at developing mobility hubs and we will also explore further options for DigiGo, our digital demand-responsive transport option, to improve affordable access to places not well served by buses or trains. While some community services are already in operation in some areas of North West Essex, DigiGo services are bookable via an app so you know when it is coming. 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.

The economic success of Freeport East highlights a need for adequate and safe road and rail access for goods vehicles to and from the A12 and the A120 strategic route. We will work with Freeport East and National Highways (who have responsibility for roads such as the A12 and A120) to secure appropriate improvements to the A120.

Key roads in the area already face congestion. With further housing and employment planned it's important the transport network remains resilient by addressing capacity issues and climate impacts on key routes such as the A12, A133 and A120. We will support partners like National Highways to bring about improvements like the A12 widening scheme and improvements to the A120.

Our effective maintenance will allow the network to remain fit for purpose and available for use in the future. For example, by using more durable materials and planning for more frequent floods, we can keep our infrastructure in operation to support everyday journeys whatever the season.

Generally, highway asset management schemes are funded through grants and awards from Government bodies such as the Department for Transport and the Environment Agency. Any investment programmes will ensure asset management packages align with communities' and transport priorities, which include footway, cycleway, carriageway and drainage renewal and improvement schemes. However, funding constraints do limit the ability to invest in these projects and maintain this infrastructure.

For transport, this means a focus on sustainable transport corridors, demand-responsive transport, walking and cycling networks, and improvements to existing bus or rail services. This Strategy considers a wide range of sustainable transport options from buses to walking and cycling to enable low carbon choices.

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 Access to Colchester

Colchester City is a key employment, education and services hub for residents living in the surrounding rural areas of Colchester such as Marks Tey and Wivenhoe. Therefore, we want to ensure residents in these areas can sustainably be connected the city and beyond.

Providing residents with ways to enjoy the North East Essex countryside via walking and cycling is a huge benefit to health and wellbeing. Investment in schemes such as the Braintree to Marks Tey Cycle Route and a feasibility study into a formalisation of the Wivenhoe Trail will give residents the opportunity to enjoy sustainable

transport activities while experiencing the countryside. A proposed review of current and future usage and the demand of the Park and Ride in Colchester will provide opportunities to incentivise increased uptake, as well as the proposed Rapid Transit service in the city. There is also the potential to consider new sites and expand the current service.

Mobility and Interchange hubs where public, shared and active travel modes of transport are located will be explored in areas within North East Essex, this will make journeys to Colchester easier, improving access to employment, education and leisure.

We also will encourage rail operators to put on two trains per hour from Clacton-on-Sea and Harwich stations along the Sunshine Coast and Mayflower lines, this will improve access to Colchester.

3.3 Tendring

Tendring's Cycling Action Plan outlines some potential 'flagship' cycling routes that will help provide better cycle connectivity across the district to further encourage cycling.

To ensure that residents across Tendring can access employment opportunities associated with the Freeport East site and within Colchester, ECC is proposing to develop a multi modal approach that would include bus improvements and initiatives like DigiGo, a Digital Demand Responsive Transport service. Already in use in Braintree, it means buses do not follow set routes - instead, users book pick-ups and drop-offs through an app within a designated area. Additionally, making buses more affordable by working with bus operators to help those who need it the most to access services like young people, the unemployed and geographically isolated. We also will encourage rail operators to put on two trains per hour from Clacton-on-Sea and Harwich stations along the Sunshine Coast and Mayflower lines, this will improve access to Colchester as well as opportunities further afield, like London, Chelmsford and Ipswich.

On the roads, the A120 is an important route that is vital for the success of places like Harwich Port and the surrounding area significant investment is required to upgrade this route to meet the needs we expect. We will work with the Freeport East and National Highways, who have responsibility for roads such as the A12 and A120, to secure appropriate improvements. This will not only benefit businesses, and freight, but also local residents. The A1331 link road will help unlock future homes at the Garden Community as well as provide better access to the A120, alleviating pressure on the network in Colchester City Centre.

3.4 Manningtree, Lawford & Mistley

Improving access to walking, cycling, and public transport is a top priority. Therefore, initiatives like Mobility Hubs will be introduced in towns and villages across North East Essex, including Manningtree, Mistley, and Lawford. These hubs will combine transport (such as cycle storage), retail (for example parcel lockers), and community services at bus stops and railway stations, making public transport more accessible and convenient.

Local Cycling and Walking Infrastructure Plans (LCWIPs) are planned for Colchester and more rural areas, these aim to provide walking and cycling connections from residential areas to key services and education. In Manningtree, we are looking into creating three new cycle routes to link the town with Mistley, Harwich, and Brightlingsea, helping residents access local services and boosting tourism by connecting Manningtree to Dedham Vale and the coast.

Scheme Details can be found in Appendix A.

Summary Map

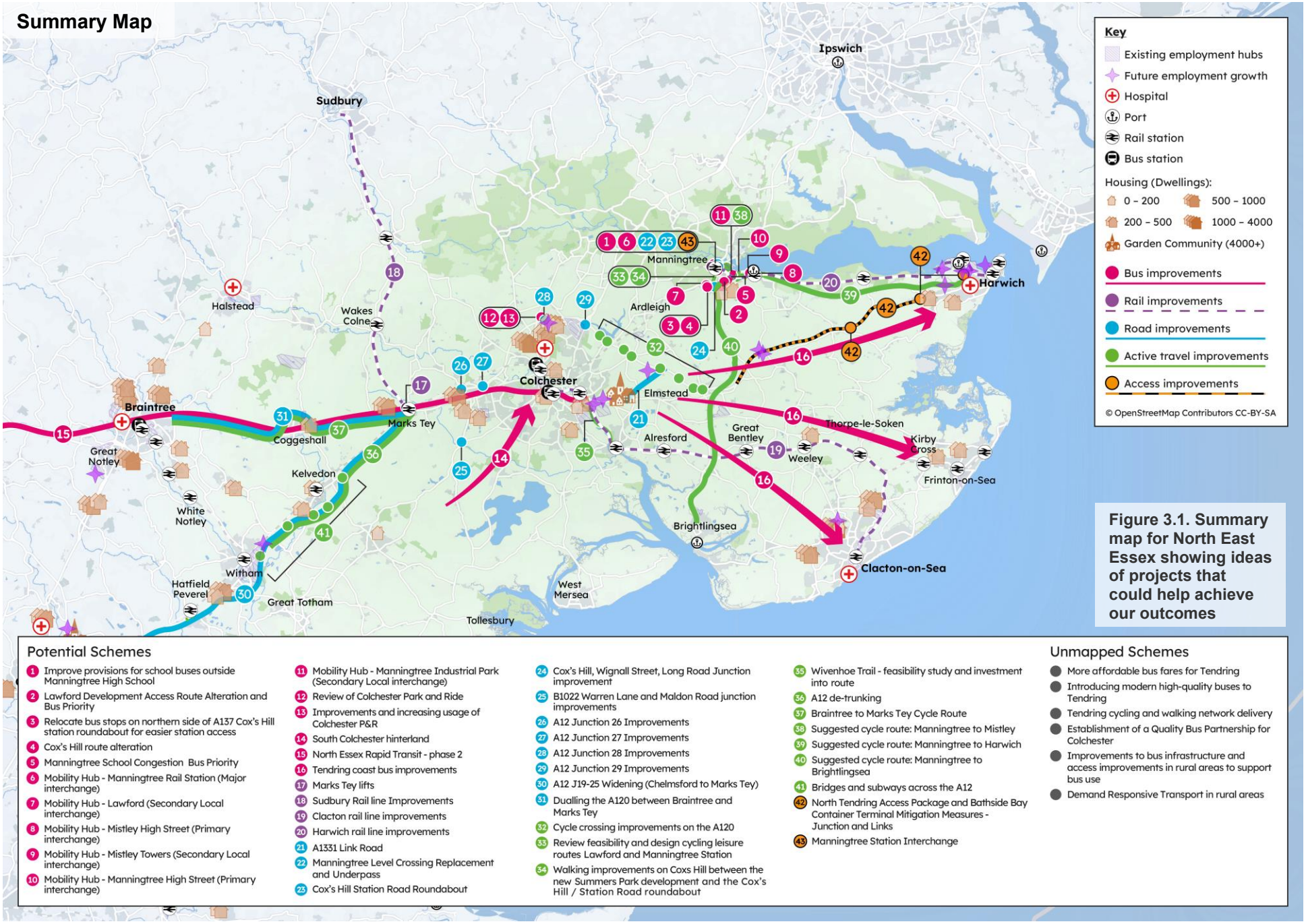


Figure 3.1. Summary map for North East Essex showing ideas of projects that could help achieve our outcomes

Potential Schemes

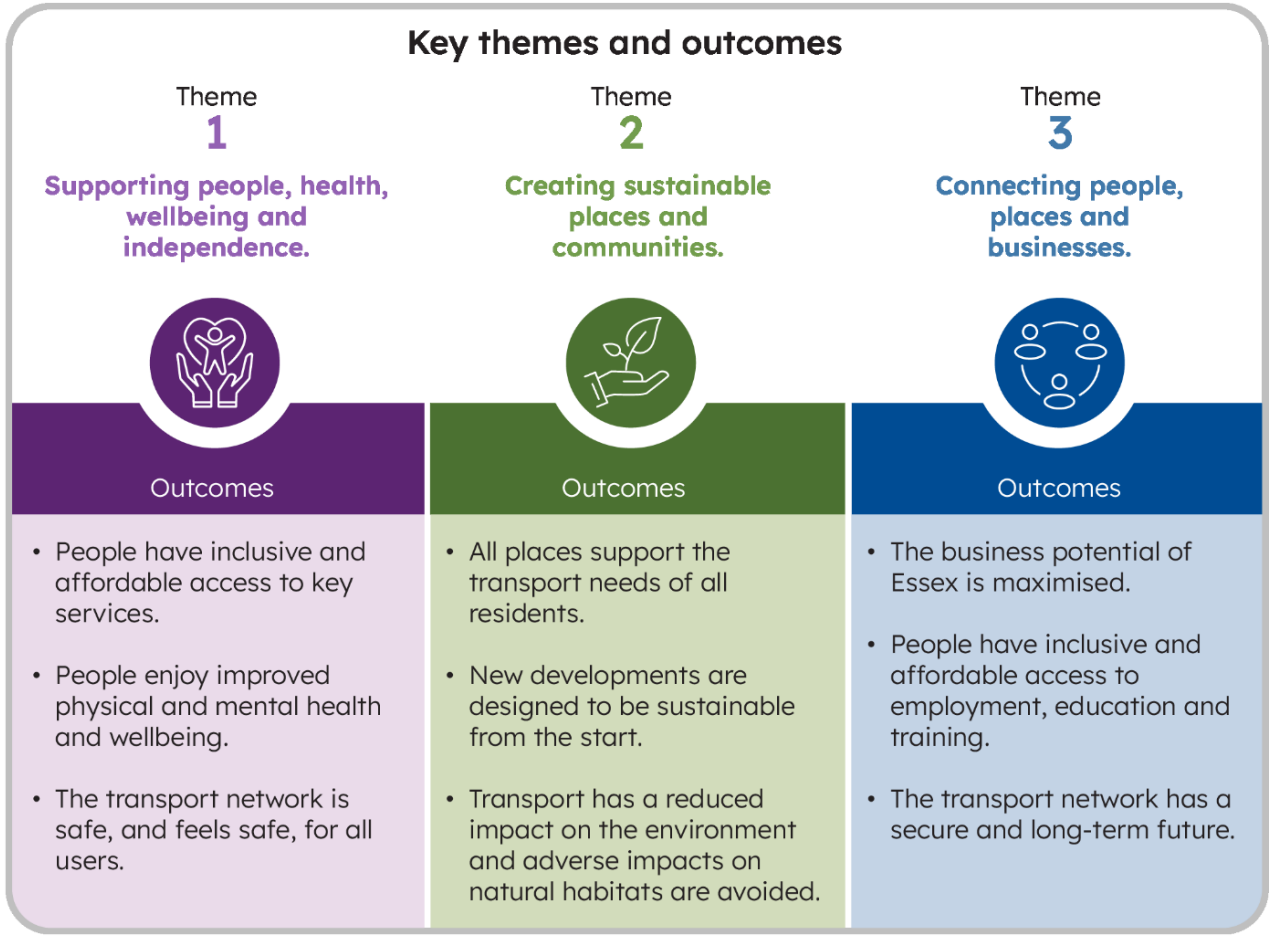
1. Improve provisions for school buses outside Manningtree High School
2. Lawford Development Access Route Alteration and Bus Priority
3. Relocate bus stops on northern side of A137 Cox's Hill station roundabout for easier station access
4. Cox's Hill route alteration
5. Manningtree School Congestion Bus Priority
6. Mobility Hub - Manningtree Rail Station (Major interchange)
7. Mobility Hub - Lawford (Secondary Local interchange)
8. Mobility Hub - Mistley High Street (Primary interchange)
9. Mobility Hub - Mistley Towers (Secondary Local interchange)
10. Mobility Hub - Manningtree High Street (Primary interchange)
11. Mobility Hub - Manningtree Industrial Park (Secondary Local interchange)
12. Review of Colchester Park and Ride
13. Improvements and increasing usage of Colchester P&R
14. South Colchester hinterland
15. North Essex Rapid Transit - phase 2
16. Tendring coast bus improvements
17. Marks Tey lifts
18. Sudbury Rail line Improvements
19. Clacton rail line improvements
20. Harwich rail line improvements
21. A1331 Link Road
22. Manningtree Level Crossing Replacement and Underpass
23. Cox's Hill Station Road Roundabout
24. Cox's Hill, Wignall Street, Long Road Junction improvement
25. B1022 Warren Lane and Maldon Road junction improvements
26. A12 Junction 26 Improvements
27. A12 Junction 27 Improvements
28. A12 Junction 28 Improvements
29. A12 Junction 29 Improvements
30. A12 J19-25 Widening (Chelmsford to Marks Tey)
31. Dualling the A120 between Braintree and Marks Tey
32. Cycle crossing improvements on the A120
33. Review feasibility and design cycling leisure routes Lawford and Manningtree Station
34. Walking improvements on Coxs Hill between the new Summers Park development and the Cox's Hill / Station Road roundabout
35. Wivenhoe Trail - feasibility study and investment into route
36. A12 de-trunking
37. Braintree to Marks Tey Cycle Route
38. Suggested cycle route: Manningtree to Mistley
39. Suggested cycle route: Manningtree to Harwich
40. Suggested cycle route: Manningtree to Brightlingsea
41. Bridges and subways across the A12
42. North Tendring Access Package and Bathside Bay Container Terminal Mitigation Measures - Junction and Links
43. Manningtree Station Interchange

Unmapped Schemes

- More affordable bus fares for Tendring
- Introducing modern high-quality buses to Tendring
- Tendring cycling and walking network delivery
- Establishment of a Quality Bus Partnership for Colchester
- Improvements to bus infrastructure and access improvements in rural areas to support bus use
- Demand Responsive Transport in rural areas

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
North East Essex Wide											
A12 J19-25 Widening (Chelmsford to Marks Tey)	The A12 Chelmsford to A120 widening scheme aims to improve traffic flow and reduce congestion by widening the A12 between junctions 19 and 25 (Boreham to Marks Tey) from two to three lanes in each direction. This includes online widening, bypasses at Rivenhall End and Kelvedon, and junction improvements. The project also includes the removal of existing junctions and the creation of new all-movement junctions.	Keeping the network moving, improved economic outlook for Essex by improving journey times and making the road more reliable for freight movements.			**	***			***		***
A12 J19-25 Widening - A12 de-trunking	We propose removing one carriageway from the existing dual carriageway and using it to create good off-road provision for active travel modes, such as walking, cycling and horse-riding. This would be known as an 'Active Travel Corridor' and would also provide space for environmental enhancements through planting and regreening. This would be achieved by breaking up redundant sections of the existing carriageway and covering them with earth/topsoil to create suitable growing conditions for different plants,	Improved strategic active travel option between Marks Tey and Feering and Rivenhall. Improved environmental benefits.	**	***	***	**	*	**	*	*	**

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
	with landscaping focused on developing native habitat types. Opportunity to use newly released capacity to support housing growth, modal shift (e.g. crown estate, Feering south west of Marks Tey)										
Bridges and subways across the A12	Improve / construct NMU crossings along length of A12 to enhance connectivity to greenways	Improved walking and cycling options encouraging more people to be active.	*	*	**	*	*	*	*	*	**
Improvements to bus infrastructure and access improvements in rural areas to support bus use	Feasibility study into improvements to bus infrastructure and access in rural areas	Improved public transport options for the area	**	*	*	*	*	*	**	**	*
Demand Responsive Transport in rural areas	Feasibility into DaRT services in rural areas of Colchester	Improved public transport options for the area	***	*	*	*	**	**	*	***	**
A1331 Link Road	Linking the A120 and A133 will enable people to more easily access the A120 and A12, reducing the need to travel directly into Colchester and helping to manage congestion on more local roads. The Link Road will see the creation of a 50mph dual-carriageway between the A120 and A133. Phase 1 currently being constructed with Phase 2 looking for funding.	Keeping the network moving and supporting local growth 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
A12 Junction 26 Improvements	Delivery of A12 J26 improvements (potentially including signalisation of all approaches to junction, redesign of slip roads, and junction reconstruction as part of any future A12 widening)	Keeping the network moving and improving journey time reliability.			*	**	*	*	**		**
A12 Junction 27 Improvements	Delivery of A12 J27 improvements (potentially including improved lane markings, signalisation, review of existing signals and improvements to slip roads)	Keeping the network moving and improving journey time reliability.			*	**	*	*	**		**
A12 Junction 28 Improvements	Widening of slip roads and signalisation	Keeping the network moving and improving journey time reliability.			*	**	*	*	**		**
A12 Junction 29 Improvements	Traffic management technology package at A12 J29. Review of signals at junction, and potential signalisation of A120 arms. Review of junction layout and potential capacity improvements	Keeping the network moving and improving journey time reliability.			*	**	*	*	**		**
North Tendring Access Package and Bathside Bay Container Terminal Mitigation Measures -	The traffic impact assessment for the BBCT development identified 4 junctions that would require mitigation measures because of the associated development traffic.	Helps facilitate freight movement supporting Freeport East and supports sustainable access job opportunities at the Freeport.			*	**	***	*	***		*

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
Junction and Links	Junctions: ▪ A120/Parkeston Road/Station Road/Europa Way Roundabout ▪ A120/Church Hill/Main Road "Ramsey Bridge" Roundabout ▪ A120/Harwich junction, Wix ▪ A120/A1232/A12 Crown junction The assessment outlined the required improvements that would leave the 4 junctions operating satisfactorily during the morning and evening peak periods for the then assessment year of 2022. The improvements would increase capacity and improve safety, including, but not limited to, additional approach lanes, lane widening, relocation of stop lines, relocation of pedestrian crossings, priority upgrades from 'ghost-island' to single lane dualling and geometry changes. The following links along the A120 were also identified as requiring improvement within the assessment. Detail of the improvements are summarised below, with the goal of mitigating the effects of the development on link capacity, especially in										

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
	relation to the additional freight movements associated with the expanded port operations: Link Improvements: ▪ Park road junction to Little Bentley junction to be upgraded to 2-lane carriageway. ▪ Little Bentley junction to Horsley cross roundabout to be upgraded to 2-lane carriageway										
Cycle crossing improvements on the A120	Cycling is difficult along the route as it is single carriageway, with the national speed limit for most of its length and no cycle infrastructure. The length of the route between Colchester and Manningtree means that it would not be considered cyclable. However, there may be alternative leisure routes that could be improved to encourage cycling between, for example Ardleigh and Colchester (via the reservoir, or via Burnt Heath), or leisure routes to Dedham. It may be advisable to improve cycle crossings of the A120. Cycle access to the station (and facilities) could be improved to increase accessibility for cyclists.	Improved walking and cycling options encouraging more people to be active.	**	***	***	*	*	**	**	**	*

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
Sudbury Rail line Improvements	Introducing 2 trains per hour	Increased frequency of rail services giving people more options for travel	**	*	*	*	*	**	***	**	*
Clacton rail line Improvements	Two trains per hour to London Liverpool Street and increased service to Colchester Town	Increased frequency of rail services giving people more options for travel	**	*	*	*	*	**	***	**	*
Harwich rail line Improvements	Two trains per hour to London Liverpool Street	Increased frequency of rail services giving people more options for travel	**	*	*	*	**	**	***	**	*
North Essex Rapid Transit – phase 2	Planning of a rapid transit system across North Essex as a keystone of integrated and sustainable transport and which will meet the need for journeys that suit neither local bus nor train. It would initially serve the Garden Communities and existing towns, providing for intra-community travel and connecting new and existing settlements, before developing into an east-west corridor across North Essex, from the Tendring Colchester Borders Garden Community in the east to Stansted Airport, via Braintree in the West.	Improved public transport options for North Essex.	**	*	*	*	***	*	**	**	

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
Colchester											
South Colchester hinterland	Improve connectivity to Colchester/wider strategic bus/train network.	Improved public transport, walking and cycling for the area.	**	*		**	*	**	*	**	**
Review of Colchester Park and Ride	Consider new sites, expansion potential, in light of changing demand.	Improve public transport options in the city.	*	*	*	**		**	**	*	*
Improvements and increasing usage of Colchester P&R	Feasibility study / review of current and future usage and demand of P&R in Colchester and opportunities to incentivise increased uptake	Improve public transport options in the city.	**	*	*	*	*	*	**	**	*
Wivenhoe Trail - feasibility study and investment into route	The Wivenhoe Trail is an informal route of about 5 miles, stretching from Colchester town centre to the riverside town of Wivenhoe.	Improved walking and cycling for the area.	**	***	**	*	*	**	*	**	*
Marks Tey lifts	lifts (step free access / interchange) at Marks Tey Station	Improved accessibility for all at Marks Tey station, enabling more people to be able to use the train	**	**	**	*	*	*	**	**	**
Braintree to Marks Tey Cycle Route	Feasibility study into a formalised route between Braintree and Marks Tey avoiding the A120.	Improved walking and cycling options encouraging more people to be active.	**	***	**	*	*	**	**	**	**

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
B1022 Warren Lane/Maldon Road junction improvements	There has been a history of accidents at the junction and capacity improvements are needed. Option assessment has recently been completed.	Improved safety at this junction.	**	**	***		*		**	*	*
Tendring											
Tendring coast bus service improvements	Develop a suite of improvements to the bus network in Tendring: Tendring Enhanced Bus Partnership, including Clacton Connect Transformational Scheme Extend operations focusing on Clacton/Walton/Frinton and Harwich Improving interurban connections to Colchester. Improve bus infrastructure on street and key hubs to improve accessibility, provide a secure environment and to better passenger information, including real-time information. Explore options for developing Demand Responsive Transport	Improved public transport options for Tendring	***	*	*	*	**	**	*	***	**
More affordable bus fares for Tendring	Work with bus operators to develop more affordable bus fares for Tendring, considering Government's current fare cap policy.	Helping those who have difficulty affording transport such as younger people, the unemployed and the geographically isolated.	***	*	*	*	**	**	*	***	**

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
Introducing modern high quality buses to Tendring.	Working with bus operators to identify funding opportunities to introduce new high quality, 'zero emission at exhaust' buses to the Tendring network. Offering quieter smoother rides while reducing impact on environment.	Improve local air quality in Tendring	**	*		**	*	***	**	**	
Tendring cycling and walking network delivery	Delivery of the prioritised walking and cycling network	Improved cycling and walking options encouraging people to be more active.	**	***	**	*	*	**	**	**	*
Manningtree, Lawford & Mistley											
Manningtree Station Interchange	Improvements to interchange outside Manningtree Station, the railway bridge and the surrounding links to Lawford.	Keeping the network moving, reducing congestion and access to the station, making it easier to travel by public transport.	*		**	**	*	**	*	*	
Establishment of a Quality Bus Partnership for Colchester	Agreement between ECC and bus operators to improve services	Improved public transport options for Colchester area.	**	*	*	*	*	*	**	**	*
Suggested cycle route: Manningtree to Mistley	This route links Manningtree with Harwich, passing through Bradfield and Wrabness. It includes quiet country roads. mix of climbs and flat sections.	Improved cycling and walking options encouraging people to be more active.	**	***	**	*	*	**	**	*	

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
Suggested cycle route: Manningtree to Harwich	Review of local HGV routing strategies in Colchester urban area	Improved cycling and walking options encouraging people to be more active.	**	***	*	*	*	**	**	**	*
Suggested cycle route: Manningtree to Brightlingsea	Starting from Manningtree Sports Centre, this route heads towards Brightlingsea, passing through villages and countryside.	Improved cycling and walking options encouraging people to be more active.	**	***	*	*	*	**	**	**	*
Improve provisions for school buses outside Manningtree High School	The existing 'school bus only' carriageway lining does not cater for the number of buses required to pick-up pupils at the end of the school day. An 18 month suspension of allowing other vehicles to park directly outside the school could be pursued to enable buses to park on-carriageway without being ticketed. It should be noted that the existing 'school bus only' marking does not conform to the Traffic Signs Regulations and General Directions and hence has no legal standing.	Improved public transport options and encouraging use of buses for school children.			*	*		*		*	***
Manningtree School Congestion / Bus Priority	Opportunities for bus and resident only access along Colchester Road during school pick-up and drop-off periods	Improved public transport options and encouraging use of buses for school children.		*	**	*		**		*	***
Mobility Hub - Manningtree Rail Station	The bus network review focuses on Tendring's long-term vision which pulls on the concept of	Improved public, transport, cycling and walking options	***	***	*	**	*	**	**	***	*

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
(Major interchange)	mobility hubs to create central attractor points for interchange, allowing local networks to be built within each of the Tendring towns.	encouraging people to be more active.									
Mobility Hub - Manningtree High Street (Primary interchange)	The bus network review focuses on Tendring's long-term vision which pulls on the concept of mobility hubs to create central attractor points for interchange, allowing local networks to be built within each of the Tendring towns.	Improved public, transport, cycling and walking options encouraging people to be more active.	***	***	*	**	*	**	**	***	*
Mobility Hub - Manningtree Industrial Park (Secondary Local interchange)	The bus network review focuses on Tendring's long-term vision which pulls on the concept of mobility hubs to create central attractor points for interchange, allowing local networks to be built within each of the Tendring towns.	Improved public, transport, cycling and walking options encouraging people to be more active.	***	***	*	**	*	**	**	***	*
Review feasibility and design cycling leisure routes: - Lawford and Manningtree Station - very fast and steep and difficult to cycle (not ideal option)	Cycling is difficult along the route as it is single carriageway, with the national speed limit for most of its length and no cycle infrastructure. The section of road between Lawford and Manningtree Station is noted as being very fast and steep and difficult to cycle. There is not a more viable alternative. Cycle access to the station (and facilities) could be improved to increase accessibility for cyclists.	Improved public, transport, cycling and walking options encouraging people to be more active.	**	***	*	*	*	**	**	**	*

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
Manningtree Level Crossing Replacement and Underpass	Long Term options to avoid the A137 Level Crossing in Manningtree were first identified in the A137 Manningtree Level Crossing and Underpass Options Review Report from January 2019. These options are still considered Long Term options due their cost and time they would take to construct.	Keeping the network moving, reducing congestion and access to the station, making it easier to travel by public transport.	*	*	***	***	*	**	***	*	*
Lawford Development Access / Route Alteration and Bus Priority	Future development to the south of Lawford is not currently served by a bus route, with residents having to walk to Long Road to pick up services. There is the opportunity to provide a bus service which would run through these new developments to support access to the rail station and town centres. There may be the potential for a bus gate from Rose Fields (new development) to Long Road shown by the red line on the map below, allowing for bus re-routing to pick up the residential area (shown by either the yellow or blue line on the map)	Improved public, transport, cycling and walking options encouraging people to be more active	**	*	*	*	*	*	**	**	*
Mobility Hub - Lawford (Secondary Local interchange)	The bus network review focuses on Tendring's long-term vision which pulls on the concept of mobility hubs to create central attractor points for interchange, allowing local networks to be built within each of the Tendring towns.	Improved public, transport, cycling and walking options encouraging people to be more active	***	***	*	**	*	**	**	***	*

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
Mobility Hub - Mistley High Street (Primary interchange)	The bus network review focuses on Tendring's long-term vision which pulls on the concept of mobility hubs to create central attractor points for interchange, allowing local networks to be built within each of the Tendring towns.	Improved public, transport, cycling and walking options encouraging people to be more active	***	***	*	**	*	**	**	***	*
Mobility Hub - Mistley Towers (Secondary Local interchange)	The bus network review focuses on Tendring's long-term vision which pulls on the concept of mobility hubs to create central attractor points for interchange, allowing local networks to be built within each of the Tendring towns.	Improved public, transport, cycling and walking options encouraging people to be more active	***	***	*	**	*	**	**	***	*
Coxs Hill / Wignall Street / Long Road Junction improvement	A proposed improved roundabout layout to alleviate traffic delay. There would be minimal alteration to the current layout, but further design work is required to determine whether extending the flare on Coxs Hill is feasible without the need to divert costly underground stats and ascertain whether the scheme could be located within the highway boundary.	Improve congestion and keep the network moving.			*	*		*	*		**
Coxs Hill / Station Road Roundabout	A proposed improved roundabout layout to alleviate traffic delay. There would be minimal alteration to the current layout, but further design work is	Improve congestion and keep the network moving.			*	*		**	*		

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
	required to determine whether extending the flare on Coxs Hill is feasible without the need to divert costly underground stats and ascertain whether the scheme could be located within the highway boundary.										
Coxs Hill route alteration	Current Ipswich Buses Route 92 uses Coxs Hill to get from Long Road to Manningtree Station. There are 2 stops yet not serving large areas of residential population. Layering exercise picked up the use of Cavendish Drive to serve a higher level of residential population. Opportunity to re-route to pick up this area. This would give the recent new development (Chester Grove & Summers Park Avenue) a bus service to access both the rail station but also the town centre.	Improved public transport options.	**	*	*	*	*	*	**	**	*
Relocate bus stops on northern side of A137 / Coxs Hill station roundabout for easier station access	The location of bus stops on the northern side of the A137 / Coxs Hill roundabout, adjacent to the station access road, to enable bus passengers easy transition to and from Manningtree Station is difficult to achieve.	Improved public transport options.	**	*	*	*	*	*	*	**	*

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
Walking improvements on Coxs Hill between the new Summers Park development and the Coxs Hill / Station Road roundabout, including improved street lighting and crossings	Pedestrians do not tend to use the whole of the route, however, some localised problems have been identified. Unlit, or poorly lit sections of the route can be problematic. One location, in particular, has been highlighted as being of concern due to limited street lighting: Coxs Hill, between the new Summers Park development and the Coxs Hill / Station Road roundabout, is a well-used walkway to the station that is poorly lit and so affects commuters during prolonged hours of darkness in winter months. In addition, pedestrians are unable to safely cross the railway line as no footways are evident in the under-bridge or across the level crossing.	Improved walking and cycling options.	**	***	***	*	*	**	**	**	*

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	Colchester and Tendring have the highest hospital waiting list rates in Essex at 11%	▪ 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 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 of mobile apps and web information (supporting traditional information way finding) to encourage use of public transport** ▪ Tendring bus service improvements ▪ Tendring Bus Passes
	A lack of key services in rural areas means residents have to travel further than those in urban areas	▪ 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	▪ ***Use of mobile apps and web information (supporting traditional information way finding) to encourage use of public transport** ▪ Tendring bus service improvements ▪ Improvements and increasing usage of Colchester P&R ▪ Tendring Bus Passes

Outcome	Challenge	High Level Activity	Schemes to address these challenges
		▪ 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 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	
People enjoy improved physical and mental health and wellbeing	About 31% of Colchester residents have high levels of anxiety, and 18% experience loneliness	▪ Improve access to, and raise awareness of, the green spaces, facilities and activities available to the public ▪ Support people and increase their confidence to travel by improving travel information, while making fares and ticketing easier and simpler to understand ▪ 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	▪ ***Cycle Hire** ▪ ***ATF major package** ▪ ***Cycle quietways in residential areas** ▪ ***Strategic PROW enhancements to form long distance routes** ▪ ***Countywide walking and cycling delivery** ▪ ***Behavioural change programme** ▪ Tendring bus service improvements ▪ Improvements and increasing usage of Colchester P&R ▪ Tendring Bus Passes
	There was an 8% reduction in park usage in Colchester	▪ Improve access to, and raise awareness of, the green spaces, facilities and activities available to the public ▪ 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	▪ Tendring Bus Passes

Outcome	Challenge	High Level Activity	Schemes to address these challenges
		Essex – in tackling hidden deprivation and social isolation in our villages and rural areas	
	North East Essex has an ageing population.	▪ Support people and increase their confidence to travel by improving travel information, while making fares and ticketing easier and simpler to understand ▪ 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	▪ ***Cycle Hire** ▪ ***ATF major package** ▪ ***Cycle quietways in residential areas** ▪ ***Strategic PROW enhancements to form long distance routes** ▪ ***Countywide walking and** cycling **delivery** ▪ ***Behavioural change programme** ▪ Tendring bus service improvements ▪ Tendring Bus Passes
The transport network is safe, and feels safe	Between 2023 and 2024, there were 1,045 road collisions in the area.	▪ 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	▪ ***Use of mobile apps and web information (supporting traditional information way finding) to encourage use of public transport** ▪ Cycle crossing improvements on the A120 ▪ Improvements and increasing usage of Colchester P&R ▪ A1331 link road ▪ A12 improvements

B.2 Place

Outcome	Challenge	High Level Activity	Schemes to address these challenges
All places support the transport needs of all residents	Large future growth expectations across Colchester and the wider area have the potential to exacerbate current	▪ 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	▪ ***Use of mobile apps and web information (supporting traditional information way finding) to encourage use of public transport** ▪ ***Provision of Cycling equipment in new development**

Outcome	Challenge	High Level Activity	Schemes to address these challenges
	transport issues such as congestion.	▪ Implement 'well designed neighbourhood principles' in the redesign of existing neighbourhoods ▪ Implement our Electric Vehicle Strategy to provide suitable access to a reliable, convenient, accessible and fairly priced network of electric charge points ▪ Promote opportunities to convert public transport, taxi and freight vehicles to cleaner fuels ▪ Continue to evaluate the suitability of our towns and cities for new electric forms of transport, such as e-scooters while we await new national requirements	▪ ***Residential travel planning** ▪ ***Behavioural change programme** ▪ ***YouSmart travel planning tool** ▪ Improvements and increasing usage of Colchester P&R
	The A12 and A133 are hotspots for congestion, particularly due to ongoing roadworks	▪ 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 ▪ Implement our Electric Vehicle Strategy to provide suitable access to a reliable, convenient, accessible and fairly priced network of electric charge points ▪ Promote opportunities to convert public transport, taxi and freight vehicles to cleaner fuels ▪ Continue to evaluate the suitability of our towns and cities for new electric forms of transport, such as e-scooters while we await new national requirements.	▪ ***Use of mobile apps and web information (supporting traditional information way finding) to encourage use of public transport** ▪ A1331 link road ▪ A12 improvements
New developments are designed to be	Population growth and the proposed new developments in the area	▪ Introduce a 'Place and Movement' approach for planning all new developments	▪ ***Provision of Cycling equipment in new development** ▪ ***Residential travel planning**

Outcome	Challenge	High Level Activity	Schemes to address these challenges
sustainable from the start		▪ 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	▪ ***Behavioural change programme** ▪ ***YouSmart travel planning tool** ▪ Improvements and increasing usage of Colchester P&R

Outcome	Challenge	High Level Activity	Schemes to address these challenges
		achievement of modal split targets for early phases in line with our travel plan guide for large-scale developments and garden communities ▪ 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	Low levels of EV ownership and little EV charge points	▪ 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	▪ ***Roll out of EV Infrastructure**

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	Congestion is a challenge, especially in	▪ Introduce a 'Place and Movement' approach to help embed the principles of 'Healthy Streets' and manage the transport	▪ Improvements and increasing usage of Colchester P&R

Outcome	Challenge	High Level Activity	Schemes to address these challenges
	town centres and along the A133 towards Colchester.	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	
People have inclusive and affordable access to employment, education and training	Lack of local opportunities and poor access to higher paid jobs	▪ 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 ▪ Deliver locally relevant training programmes to address skills gaps holding people back and stopping firms from investing	▪ Tendring bus service improvements ▪ Tendring Bus Passes ▪ ***Roll out of integrated ticketing across modes**

Outcome	Challenge	High Level Activity	Schemes to address these challenges
		▪ Support the rollout of gigabit speed broadband and ongoing improvements to 5G mobile coverage in rural and deprived areas ▪ 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	
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. Transport networks need to be resilient to ensure the safe, efficient movement of people and goods. Flooding poses a significant threat to North East Essex, as it is a flood risk area.	▪ 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	▪ A12 improvements ▪ ***Smart junctions** ▪ ***Active Intelligent Traffic Management Systems**

Outcome	Challenge	High Level Activity	Schemes to address these challenges
		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	

Appendix C. References

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