

Essex Transport Strategy

Implementation Plan: Strategic

Contents

| | | |
|----|---|----|
| 1. | Introduction | 1 |
| 2. | Our ambitions | 3 |
| 3. | Outcomes we want to achieve | 5 |
| 4. | Our plan for longer distance networks | 8 |
| | Appendix A. Scheme list | 12 |
| | Appendix B. Addressing the challenges | 24 |
| | Appendix C. References | 36 |

1. Introduction

Efficient transport networks are essential for Essex for both shorter and longer distance journeys. Our longer and more strategic transport routes connect our cities and towns with each other and the rest of the country as well as provide links to global markets via ports and airports. These routes play a significant role in the local, regional and national economy by:

- Connecting businesses to their customers and suppliers.
- Providing national and international links to ports and airports.
- Enabling the efficient and timely movement of freight.
- Providing connections for longer distance leisure travel.

Essex has four strategic transport corridors that perform these functions, three radiating out of London and one connecting east-west across the north of Essex;

- **M11 West Anglia Mainline** radiating out of London through the west of the county connecting London to Harlow, Stansted and Cambridge.
- **A12 / Great Eastern Mainline** radiating east out of London connecting London to Chelmsford, Colchester, the 'Haven Ports' of Felixstowe, Ipswich, Harwich and Mistley, and East Anglia.
- **A13 / A127 / Essex Thameside** connecting London to south Essex, the Thames ports, Thurrock, Basildon and Southend.

The A120 corridor. Running east west across the north of Essex connecting Harwich port and the Tendring coast to Colchester, Braintree, Stansted Airport and beyond. The A120 corridor connects with and overlaps the A12 and M11 corridors.

1 STRATEGIC JOURNEYS

- Connecting businesses to their suppliers and customers
- National and international connections, including ports and airports
- Freight transport
- Strategic road and rail transport



2 REGIONAL JOURNEYS

- Access to employment, education and training
- Growth hubs connected to surrounding areas by rail, rapid transit and innovative bus services
- Integrated services, fares and ticketing



3 LOCAL JOURNEYS

- Connectivity within urban areas, including the integration of garden communities and sustainable urban extensions
- Focus on using buses and active modes of travel, such as walking and cycling



4 COMMUNITY JOURNEYS

- Creating great local communities
- Quality urban environments with trees and landscaping
- Very local links within neighbourhoods
- Focus on active modes of travel, such as walking and cycling
- Local deliveries via sustainable means, such as via cargo bikes



Essex County Council (ECC) is responsible for managing and improving local transport networks ensuring they meet the needs of residents, businesses and visitors. For more strategic longer distance journeys the council works with partners such as National Highways and Network Rail, who manage motorways, trunk roads, and the rail network, to support and enhance these vital wider and longer distance transport links.

This plan covers how we will work with these and other partners to deliver strategic and longer

distance transport improvements. We will prioritise projects that improve travel and connect people and goods in Essex to the longer distance routes across Essex, and to the rest of the county, delivering benefits to residents regardless of who manages the network. The map below shows ports, airports and the strategic road and rail network in Essex and their relationship with the national picture.

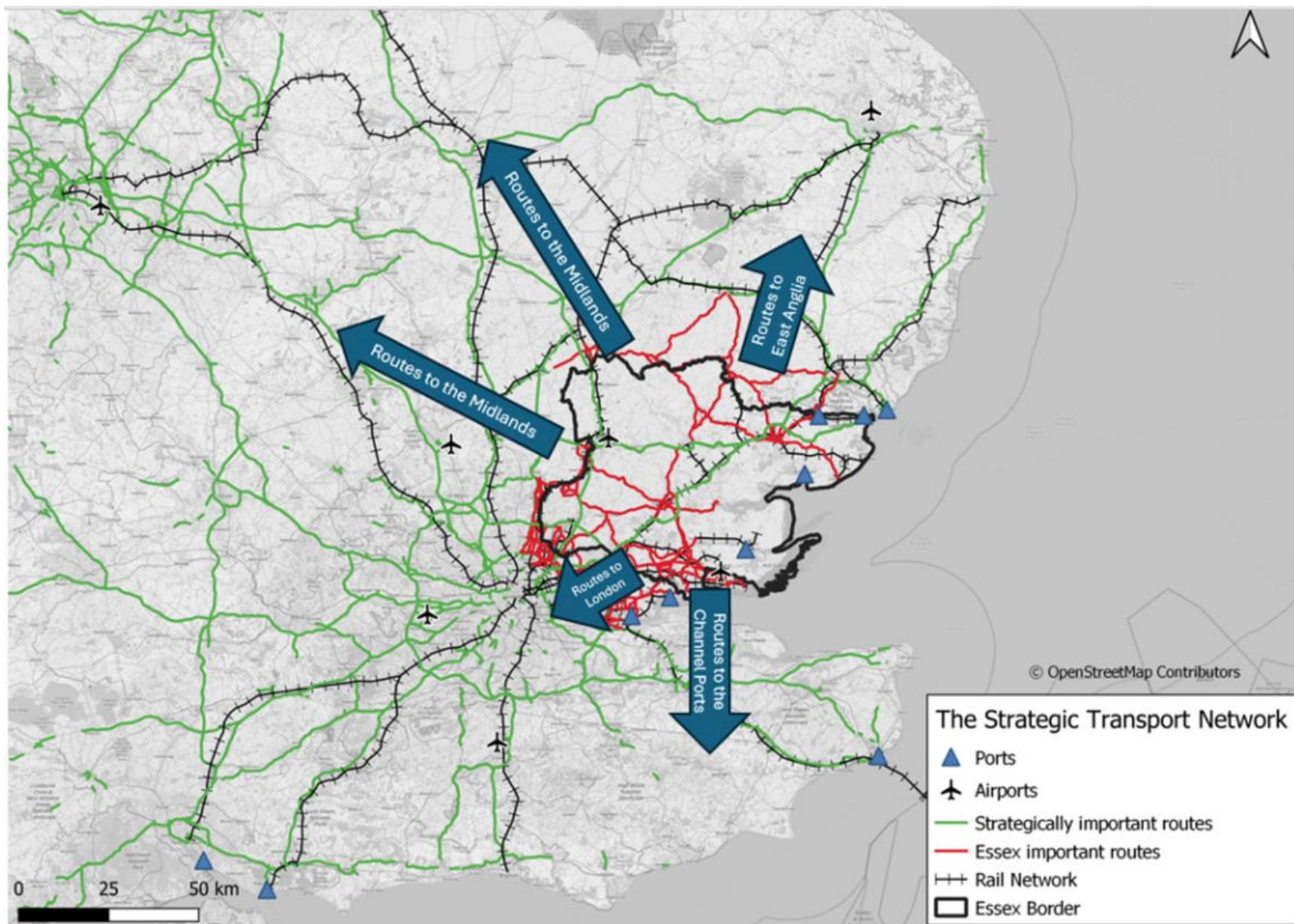


Figure 1. the Strategic Transport Network Map

2. Our ambitions

The key ambitions for the long-distance transport network in Essex are:

- Making the long-distance road and rail network work for everyone, delivering safe, smooth, more reliable journeys, and attracting greater economic investment to Essex.
- Ensuring fast, efficient movement of goods so residents and businesses can access the services, suppliers and customers they need.
- Making and supporting the case for improved connections to our international ports and airports; key gateways to world trade for the United Kingdom as well as Essex
- Increasing employment opportunities within a reasonable commute, improving inclusive access to education and training,
- Supporting transport improvements where they help to manage the impacts of large-scale housing and commercial developments in keeping with our vision for transport.
- Improving access to tourist destinations, including airports and ports, encouraging year-round trips and overnight stays, boosting local and national economies.
- Providing access to a transport network that is safe and feels for safe for everyone who uses it. This includes a commitment to achieving zero road deaths and serious injuries by 2040.
- Managing, maintaining and future proofing the transport networks we already have ensuring a secure and long-term future.
- Reducing the impact large transport interventions have on the environment.

2.1 Long distance road travel

Long distance connectivity is provided by the strategic road and rail networks. Two motorways (M11 and M25) plus the A12, A120 and A13 (in part) trunk roads provide connections to the rest of the country, these roads are maintained by National Highways and are critical for connections to London and our local ports and international airports. These important routes also provide connections to other significant destinations beyond Essex that play a key role in both the regional and national economy, such as the ports of Felixstowe, Tilbury and London Gateway; London airports at Stansted and Southend; and the UK innovation corridor between London and Cambridge.

We manage and maintain all other important 'A' roads, including the A127, A13 (in part), A130, A131, A133 and A414, which in some cases carry as much traffic as the motorways. While these roads are not as important nationally, they are essential for longer distance connecting trips within the county and for trips to and from neighbouring areas. Ensuring these networks run smoothly and are well maintained is vital for Essex's local economy and the everyday lives of our residents.

2.2 Long distance rail travel

The county is also well served by rail given the proximity to London. There are 58 National Rail stations across three overground main lines: the West Anglia Main Line (WAML), Great Eastern Main Line (GEML), and the Essex Thameside Line, along with eight Transport for London (TfL) underground stations. Complementing the road network, rail infrastructure is essential for efficient and sustainable rail freight access to the international port terminals at the Thames and the Haven Ports which together handle more than half of all deep-

The Strategic network in numbers



11% of vehicle kilometres travelled are on motorways and **20%** on Trunk A roads (2023)



55% of HGV kilometres travelled are on motorways and **28%** on Trunk A roads (2023)



3.182 million vehicle kilometres travelled are on motorways and **2.690 million** on Trunk A roads (2023)



2 motorways – M25 and M11
3 Trunk A roads – A12, A120 and A13



From March 2023 – March 2024 there were **57.5 million** station entries and exits at Essex rail stations



27% of regional rail freight from Felixstowe to the West Midlands and the North goes via the GEML and London and therefore through Essex



58 National Rail stations and **8** TfL underground stations



Total goods from Essex to rest of UK **65 million tonnes**. Rest of UK to Essex **55 million tonnes**



Before Covid-19 London Southend Airport served **2 million passengers** in 2019, with plans to grow again



London Stansted Airport served **29 million passengers** in 2024



1 major port (Harwich) and **3** minor ports (Brightlingsea, Mistley, Wallasea) in Essex, with London Gateway, Tilbury and Felixstowe ports nearby



Harwich handled **4.2 million tonnes** of freight in 2023. Felixstowe handled **22.5 million tonnes**, and London **51.6 million tonnes**



The Essex economy has an annual output of nearly **£48 billion** and is home to **75k** businesses

sea container traffic to and from the UK. Feeding these mainlines are six branch lines (Southend Line, Crouch Valley Line, Flitch Line, Gainsborough Line, Sunshine Coast Line, the Mayflower Line), as well as TfL's Central Line and Elizabeth Line. These lines connect Essex to London, East Anglia, and the Midlands, ensuring excellent regional and national links.

2.3 Long distance bus and coach

Long distance bus and coach services provide further connectivity to complement rail travel and to reduce numbers of private vehicles on strategic routes. First Bus offer limited stop Stansted Airport services with the X10 (Basildon to Stansted Airport via Chelmsford), X20 (Colchester to Stansted Airport via Braintree) and X30 (Southend and Southend Airport to Stansted Airport via Chelmsford). National Express also operates longer distance coach travel with 4 interchanges in Chelmsford, Colchester, Harlow and Marks Tey providing routes to Stansted Airport, Luton Airport, Oxford and to London Victoria for onward travel to locations such as Heathrow Airport.

2.4 Long distance walking and cycling routes

The National Cycle Network, managed by the charity Sustrans, offers a variety of long-distance leisure routes for local people and tourists, with sections of these routes also forming important parts of the local cycling network. Created in 1995 and now spanning 13,400 miles, the network ensures that half of the UK's population lives within one mile of a cycle route. Five national routes (1, 11, 13, 16, and 51) pass through Essex. Essex also has a number of long-distance walking routes including the King Charles III England Coast Path, the Flitch Way and the Essex Way that are also important for local people and tourism.



3. Outcomes we want to achieve

3.1 Supporting people, health, wellbeing and independence

3.1.1 People have inclusive and affordable access to key services

The long-distance transport network enables people to access key services and facilities. For example, accessing a wider choice of education and employment, more specialist medical services, and national and international leisure destinations. Many people also indirectly rely on the network, for example through deliveries of goods to homes, shops and healthcare facilities. Any delays or disruptions can have an impact on the delivery of goods and services for local people.

3.1.2 Improving physical and mental health and wellbeing

The long-distance road network carries significant traffic, for example the stretch of the M25 within Essex saw 127,000 vehicles a day in 2021. Most of these vehicles are likely to contribute to higher levels of nitrogen dioxide and carbon dioxide, potentially affecting the health of those who live and work nearby. According to Asthma and Lung UK¹, older people are more vulnerable to the impacts of air pollution, especially if they have other health related conditions. Some areas in Essex, such as Uttlesford and Braintree, have higher levels of people with asthma, which could be transport related².

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

Keeping people safe and well must be at the heart of any plans to enable people to make the most of life's opportunities. Road safety is typically measured in terms of collisions and the resulting casualties. While casualties were in long-term decline prior to 2020 they have started to increase since 2021 – with

nearly 700 people seriously hurt or killed each year on Essex's roads³. Much needs to be done to reach Essex's ambition to achieve zero road deaths and serious injuries by 2040. Collisions involving lorries are particularly common on long distance roads, with such incidents nearly doubling between 2017 and 2022.

Equally important is the perception of safety. We will work with rail and bus operators to make travel feel safe. Buses are a safe mode of travel and to make bus travel feel even safer we will support improved bus infrastructure and transport hubs, a more attractive and safer environment, and better passenger information. Community initiatives, such as those led by the Essex and South Suffolk Community Rail Partnership and local station adopters, play an important role in making rail travel feel more inviting and secure. Improvements like well-maintained and welcoming train stations with surrounding buildings being used to generate more economic and social activity in and around stations help to encourage people to travel by rail.

3.2 Creating sustainable places and communities

3.2.1 All places support the transport needs of all residents

The roads in Essex play a variety of different roles. For example, a local high street is a place where people want to spend time shopping, whereas a residential street is a place where people live. Each of these streets have a value as places and not every one may be appropriate for through traffic. Other roads link our towns, ports and airports and their function is to move traffic as efficiently as possible because they play a significant role in the local, regional and national economy.

3.2.2 Work with partners to design sustainable developments from the start

The population of Essex is expected to grow by 7% over the next 20 years and government targets means that 150,000 to 200,000 homes are required before 2040. This level of growth needs to be supported by appropriate transport infrastructure, and we will work with partners to select the most appropriate location for these homes, maximising access to the rail network and strategic bus networks. Often, major transport schemes are needed to deliver significant growth, with specialist funding bids needing to be made to central government. An example of this is the Housing Infrastructure Fund (HIF). The aim of the fund was to unlock housing through new infrastructure. We were able to secure £318m of funding in 2019 to deliver Beaulieu Park railway station, Chelmsford North East Bypass, the A1331 link road at the Tendring Colchester Borders Garden Community and the first stages of Colchester's Rapid Transit system.

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

The long-distance road network has a significant environmental impact due to the amount of traffic, leading to higher air pollution and noise levels around it. To help with this, Essex has been a strong advocate in encouraging the use of electric vehicles (EVs). However, more electric charging points are needed in locations along our longer distance routes to enable the use of EVs, especially for the movement of freight. Shifting more freight from road to rail would also bring environmental benefits.

The construction and improvement of long-distance transport links is likely to have an impact

on the environment. For example, they may require land, impacting local wildlife by dividing habitats or removing them completely, as well as creating more noise and increased emissions of carbon. It is important that appropriate mitigation of these negative aspects of travel and legal requirements of the Environment Act 2021 are considered when new infrastructure is planned.

3.3 Connecting people, places and communities

3.3.1 The business potential of Essex is maximised

Customers and businesses expect to receive goods quickly and on time. In 2022 there were 65 million tonnes of goods transported from Essex to the rest of the country, while 55 million tonnes were transported into Essex.

Essex has one major international port, Harwich International, handling 4.2 million tonnes of freight in 2023⁴. The port has seen growth of 15% in the last 21 years. Additionally, Essex is very close to Felixstowe, Tilbury and London Gateway. These are international ports which supply much of the UK with goods. On a smaller scale Essex has three minor ports, Brightlingsea, Mistley and Wallasea; each transported between 56,000-220,000 tonnes in 2021.

Essex is also home to the UK's fourth busiest airport, London Stansted, which had 29.8 million passengers, and handled 310,000 tonnes of freight⁵ in 2024. London Southend Airport is also located in Essex and was used by two million passengers in 2019. It continues to recover following the 2020 global pandemic, with an increasing number of flights scheduled for 2025. Both airports hope to expand in the future with London Stansted wanting to increase passenger capacity to 51 million, as set out in their Sustainable Development Plan⁶. These plans also

include infrastructure improvements including improving M11 Junction 8 and funds for local bus services, local roads, and sustainable transport developments. London Southend airport has potential to accommodate 10 million passengers, with EasyJet having opened a base there in Spring 2025. Investment in strategic transport projects will be vital to support this growth and to encourage people to use the airports from outside Essex too. Ports and airports operate more effectively when the long-distance transport networks that serve them operate smoothly and reliably.

The trunk road network is hugely important carrying 80% of HGV kilometres in Essex. The rail network also has an important role to play, with freight trains to ports such as Felixstowe and London Gateway helping to remove lorries from the strategic road network in Essex, with one freight train potentially replacing 76 lorries⁷. Investment that adds rail freight capacity is necessary such as at Ely Junction and for rail freight access the Thames ports via London. Good transport connections provide Essex businesses with a larger range of suppliers, employees, and customers. This means that businesses aren't restricted to just local markets and can access more specialist skills and suppliers. Larger markets give them the opportunity to expand and gain cost advantages from improved efficiency and bulk buying of goods.

As businesses have better and more reliable access to transportation infrastructure it will in turn increase land values thereby enhancing its attractiveness to investors. Through providing better access to new developments, it will also assist in mitigating the negative impacts associated with growth and remove barriers to future investment such as skills shortages and poor-quality journeys. Initiatives like Freeport East

at Harwich and Thames Freeport in Thurrock will bring significant economic benefits, including thousands of jobs to Essex. The Freeport's success in the local economy will depend on efficient freight movement and sustainable travel options for the workforce. The government has set a target for rail freight to grow 75% by 2050 which means investment in the rail network and supporting upgrades outside of Essex like Ely North junction will be vital. Alongside this there will be a need for more local improvements to the A120, A12 and A13 to enable goods to be delivered efficiently by road.

There is also the potential for a nuclear power station to be built close to the decommissioned Bradwell power station, named Bradwell B. If this goes ahead then consideration needs to be given on how construction workers and freight get to the site given the absence of a strategic road network and major towns in the area and the potential impact on local residents. For freight this would need to proactively consider both marine and rail solutions. Tourism is important for many areas of Essex, from our coastal seaside resorts to our rural retreats, particularly in areas like the Tendring coast. Addressing seasonal congestion along the A120 and A133 in Tendring will support the local economy while minimising disruptions for residents. Not all of our journeys are as reliable and efficient as people and businesses would want.

The cost of delay has impacts on the local economy, costing drivers, businesses and the UK economy each year with direct and indirect costs of delay totalling nearly £38bn across the UK (an average of £1,168 per driver per year)⁸ potentially impacting an area's ability to attract and retain businesses. Delays also impact on the ability to move goods efficiently. In 2018, when comparing Essex journey times between rush hour periods and non-rush hour periods (known as 'free flow' periods, often at night when traffic is at its lightest)

the largest differences were on the A12, A127, and A120, with an almost 30-minute difference when travelling on the A12 between the M25 and Ipswich⁹. Rail travel for passengers plays an important role in connecting Essex to other places throughout the country. Network Rail's suite of strategic planning studies identify capacity constraints on all three main lines in Essex where the demand for both passenger travel and freight trains is increasing, and airports such as London Stansted are reliant on frequent, reliable and fast rail connections. The branch lines aspire to have 2 trains per hour to provide better connections for onward travel. Improvements to Liverpool Street, Fenchurch Street and Stratford stations will also aid passengers travelling into London for work or leisure. Both Greater Anglia and C2C are consistently some of the best performing operators in the country for reliability for passengers and we will wish to see this performance maintained and improved as these operators pass into public ownership.

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

Reliable transport is critical for people travelling to jobs, education, or training, as well as for businesses relying on skilled workers. The smooth running of the long-distance transport network ensures that those travelling longer distances to jobs and education by train, bus or car can do so without any problems. Where the network sees a lot of delay and long journey times people may have fewer options for employment, education and training.

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

People expect that the transport network will be well-maintained and safe. Effective maintenance has economic benefits with the Centre for Economics and Business Research estimating the that total cost to the economy of potholes on England's roads is £14.4 billion per year.¹⁰ While most of the long distance road network is maintained by National Highways, for the sections we manage we have to prioritise how we best use our limited funds while still ensuring the safety of the network. As our long-distance routes are the most important for keeping our economy going, we often need to prioritise them over other more local routes. Our latest data (2022) indicates that 3% of our strategic network requires improvement¹¹. Protecting our environment from challenges such as flooding, erosion, and rising temperatures is very important.

Extreme weather can have significant implications for transport infrastructure, with most of our roads and railways designed and built under different environmental conditions. New and upgraded infrastructure should be designed with this in mind. If the long-distance network is damaged or unusable this could impact safety as well as well as potentially reducing economic productivity.



4. Our plan for longer distance networks

Transport infrastructure delivers a wide range of benefits making Essex more attractive for businesses to invest in. Reducing journey times for businesses, whether to supply chains or for employees' commutes, will mean their productivity is improved with many local economic benefits. Improving access to education and training opportunities means that the population may then gain more skills, enabling them to access a wider range of jobs.

As previously mentioned, there are big plans for airports and ports in Essex from expansion of London Stansted Airport to the development of two Freeport sites. This means that it is important that the capacity and reliability of the longer distance road, rail and bus links are maintained and improved to keep up with this growth.

Additionally, new job opportunities at the Freeports and places outside Essex like Cambridge and London mean that we want our residents to access these opportunities via the strategic network. Improving the reliability of these networks will enable job growth and may encourage further investment in Essex.

There is also a need for major housing developments in Essex, whether enhancing existing communities or creating new ones and these must be consistently designed to high standards. These homes and jobs will all likely need to interact with the strategic road, rail and public transport networks, meaning improvements may be needed.

We are proposing a new, more flexible, people-focused approach called 'place and movement'. This framework considers 'place' as the character and purpose of an area, and 'movement' as how people travel to, from, and within it.

To summarise we have identified a number of key corridors across Essex which serve as vital routes for the local, regional and national economies:

- National connectivity.
- M11 West Anglia Main Line corridor.
- A12 Great Eastern Main Line corridor.
- A13/ A127 Essex Thameside corridor.
- A120 Corridor.
- Countywide.

4.1 National connections beyond Essex

Businesses often need national or international connections and people do not always live their lives within the boundary of Essex. There are many transport projects that are not within the Essex boundary but do have a positive impact on our residents and businesses.

Major new projects such as the Lower Thames Crossing will connect Essex and Kent, reduce delays at the Dartford Crossing, and provide alternative travel routes. The project aims to improve resilience for freight traffic travelling to or through Essex, and to and from the Channel Ports, lowering business costs and increasing productivity. The A12 is an important route to the Port of Felixstowe and improvements to the A12/A14 Copdock interchange in Suffolk would provide benefits for freight travelling to the port from Essex. We also support improvements to the M25, such as the M25 junction 28 improvements, reflecting the important role the M25 performs for both the Essex and national economy.

Growth at our ports means that we will need to increase opportunities for rail freight, for example increasing capacity at Ely North and Haughley junctions and additional capacity via London will enable better access to the Midlands and the

North. These investments provide capacity for port growth, supporting international trade, and every new freight train could remove over 70 lorries off the road which is better for the environment and frees up capacity on the road network for other uses.

In collaboration with the rail sector, we will make the case for national rail improvements beyond Essex, such as Crossrail 2 and East West Rail, and increased passenger capacity at London Liverpool Street, Stratford and London Fenchurch Street stations. These projects provide rail links to a wider range of places outside Essex and improve the commute to London from Essex and East Anglia.

In working with the airports to grow and develop sustainably at London Stansted and Southend Airports we will support access packages for their ongoing physical expansion and passenger/freight growth. These should consider how users of the airport from places further afield can travel there, ensuring that the airports meet their commitments to high levels of sustainable transport, as well as ensuring roads are reliable for freight. For London Stansted this is likely to include a second rail tunnel which will significantly increase rail capacity at the airport and further improvements at M11 Junction 8. The packages will also provide local residents with better access to the airports for job and training opportunities.

4.2 M11, West Anglia Main Line corridor

Strategic connections through the west of Essex are provided by the M11 and West Anglia Main Line connecting Harlow and London Stansted Airport to London, Cambridge and beyond.

The M11 is an important road link for traffic between Cambridgeshire, Norfolk, the Midlands

and the Channel ports. Growth at London Stansted Airport and Harlow, including the new Garden Community at Gilston will require improvements to the M11, especially at Junctions 7 and 8. We will continue to work with National Highways to identify improvements that support the wider growth ambitions along the M11 corridor.

We will continue to work with Network Rail the further develop their West Anglia Main Line medium term plan, reducing journey times and increasing capacity for local, longer distance and airport trains including investigating the need for a two-track tunnel serving London Stansted Airport. In the longer term, the currently paused Crossrail 2 project and associated 4-tracking of the Lea Valley line will need to be reconsidered.

Within Harlow we will continue working with Hertfordshire County Council and developers to deliver sustainable transport corridors across the town linking to the Harlow Gilston Garden community, as well as the proposed Hertfordshire Essex Rapid Transit (HERT), connecting Hertfordshire to Harlow.

We are supportive of the development of a rapid transit route from Cambridge to Uttlesford District, linking new growth sites in the area to job opportunities in Cambridge, particularly the science and research parks. This also may encourage businesses to set up in Essex if they can access Cambridge easily.

4.3 A12, Great Eastern Main Line corridor

We will continue to work with the rail industry to further develop Network Rail's package of improvements to the Great Eastern Main Line. This blend of capacity, line speed and resilience improvements are necessary for both passengers and freight, supporting growth by enabling more passengers and businesses to choose rail. Local branch line services like the Sunshine Coast line

(Clacton-on-Sea), the Flitch line (Braintree) and Crouch Valley line (Southminster) need at least two trains every hour, supporting local growth and helping people to travel when they want so that more people have the confidence to travel by train. We will work with the rail sector to deliver these improvements as opportunities arise.

National Highways' delivery of the A12 widening scheme between Chelmsford and Marks Tey is essential, this will increase capacity between north and south Essex, and further afield, enable new homes to be built, and will support the movement of goods and freight to the ports. We would also support future widening of the A12 between Marks Tey and Colchester, the Chelmsford bypass, and the A12 from the M25 to Chelmsford, and the M25 junction 28 improvements.

The Chelmsford North East bypass reduces congestion and improve journey times enabling the building of new homes and the creation of new jobs. Other junction improvements on the strategic network will reduce bottlenecks to ensure smoother journeys and fewer delays

4.4 A13, A127, Essex Thameside corridor

In South Essex, alongside partners at Southend and Thurrock councils, we believe that the introduction of a rapid transit system across the area linking, linking homes to employment, key transport hubs and other destinations. This could also link to Southend Airport and help form part of a Southend Airport Access Package; improving the transport hub, improving links for both users of the airport and for those who work there.

We will continue to work with the rail industry to update the case for Essex Thameside Improvements, including digital signalling, to improve our residents' train journeys and encourage greater use. Additional capacity for freight via London is needed to provide better

access to the Midlands and the North from the Thames ports. This would provide rail capacity to support Britain's fastest growing port at London Gateway and encourage more freight on the railways and off the road network improving local air quality and reducing freight's carbon footprint, while also supporting wider growth across the Thames Freeport area.

We will consider a package of capacity and safety improvements to the A127, including a longer-term solution at Fairglens junction, which will be needed to support local growth planned along the route. These improvements will need to consider buses, walking and cycling as well as longer distance traffic. It is often difficult for pedestrians/cyclists to get from one side of the A127 to the other side. Known as 'community severance' this is a problem especially found in Basildon, and any improvements to the A127 should help address this. We will also continue conversations with National Highways concerning "trunking" the A127, meaning that it would become part of their network, like the A12, with access to larger national funding sources.

While Thames Freeport is not within Essex the job opportunities can benefit our residents, with 21,000 jobs set to be created. A freeport access package could be developed to enhance access to the site by rail, bus or cycling from Essex.

4.5 A120 corridor

The A120 corridor provides east-west connectivity across Essex, connecting the Tendring coast to Colchester, Braintree, London Stansted Airport, Bishop's Cleeve and beyond. The A120 connects with both the A12 and M11. Plans for a new A120 dual carriageway between Braintree and the A12 are essential for growth in north Essex and improvements to the A120 to Harwich will be required to support investment at Freeport

East. The Colchester Tendring Borders Garden Community requires new transport infrastructure. Projects such as the new rapid transit link to Colchester and the A133/A120 link road (A1331) will reduce congestion, improve journey times and support new homes and jobs. Building on the provision of a rapid transit system in Colchester, we will investigate the case for taking forward a North Essex Rapid Transit route to connect towns across north Essex. This would allow more sustainable options for travel and connect people to opportunities in Colchester, Braintree and London Stansted Airport.

4.6 Countywide strategic projects

Many transport projects and activities are intended to have a countywide transformative impact, rather than involving a specific project in one place. Keeping the public safe is essential and we are continually seeking opportunities to reduce collisions and prevent serious injuries or deaths. We believe that the only acceptable number of deaths on the roads is zero and we aim to halve the number of deaths and serious injuries by 2030, achieving zero by 2040. We will work with National Highways to improve the existing strategic road network within Essex to achieve this. We are seeking to support our residents to make positive changes in support of a more sustainable environment, such as moving to more active and sustainable travel options particularly for shorter journeys. Changes could include specific campaigns to promote safety, or integrated public transport fares and ticketing where one ticket would cover travel on buses and trains, or it could be promoting specific activities aimed at encouraging active travel e.g. a cycling campaign or event. We will be working closely with our residents in the promotion of these campaigns to make the most of the opportunities they provide.

Given there are several significant growth opportunities such as new garden communities, timely travel planning is becoming more and more important to bring forward packages of measures at the very earliest stage of development. Effective Travel Planning is aimed at providing information and promoting alternative travel choices for developments such as schools, residential developments and businesses.

These plans will need to be continually monitored to ensure they remain effective. Examples of measures which could be incorporated within packages include providing travel information on the choices available to residents via our Safer Greener Healthier approach. Clearly collaborative working with developers is vital to ensure travel planning is a success. We will be working with developers at the very early stages of development to ensure developments are in the right place to encourage more sustainable development. Also at a countywide level is the development of Local Cycling Walking Infrastructure Plans.

These plans will enable a consistent approach to be applied across the County in line with our Safer Greener Healthier approach. These plans will see the introduction of new connecting walking and cycling networks rolled out over the next ten years to help promote alternative travel options which help relieve congestion (reducing vehicle emissions) and improve physical and mental health and wellbeing. To make them successful we will consult fully with those who have an active interest in the projects which arise from the plans. Electric Vehicles (EVs) have a key role to play in helping reduce the impact transport has on the environment and in reducing pollution.

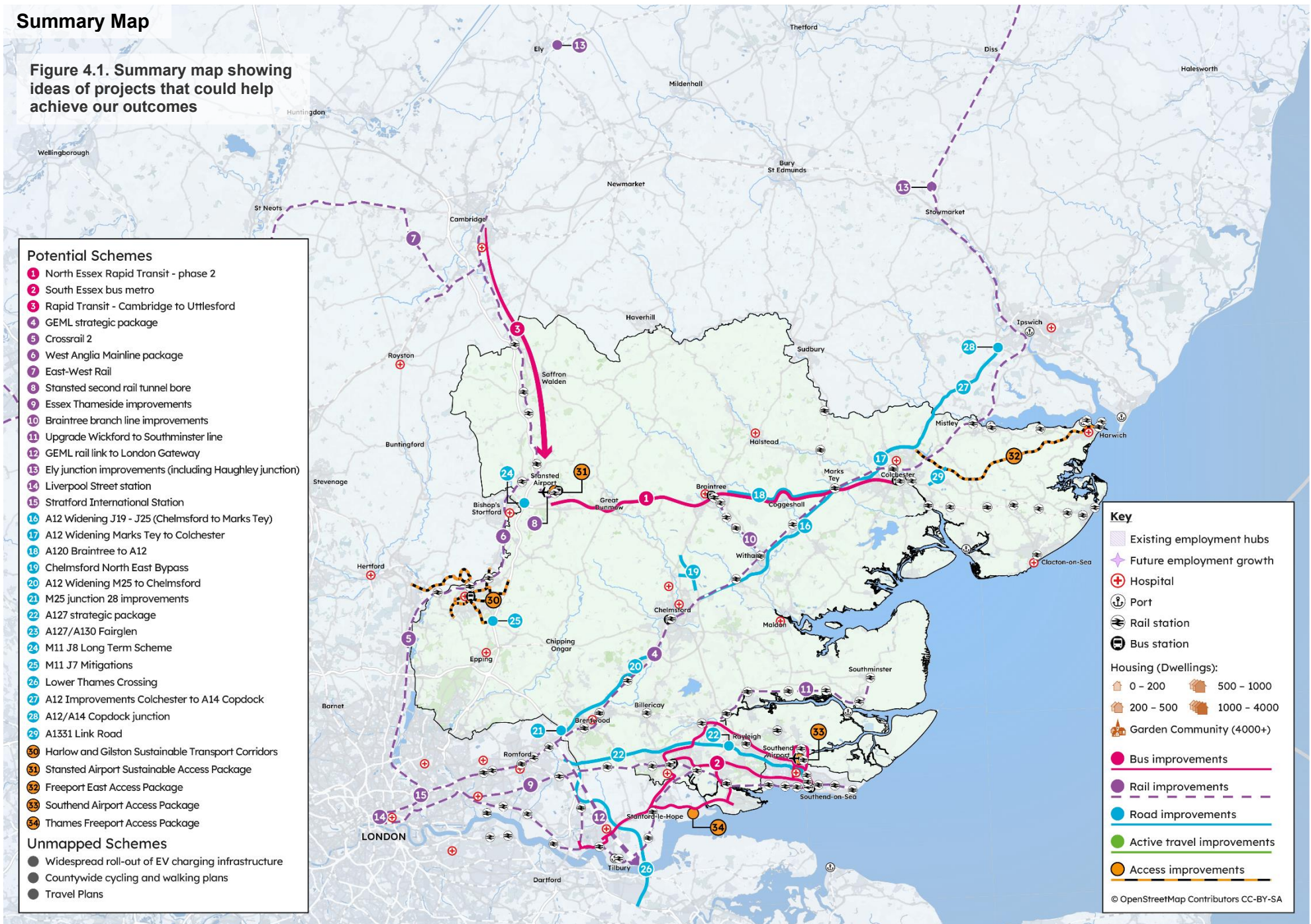
We will help to support the widespread roll out of EV charging infrastructure by implementing our [Electric Vehicle Charge Point Strategy](#). While most of the charge points will be delivered by the private sector, we have a key role to play in securing Government funding to help fill gaps in provision and help the delivery of charge points to support residents who do not have access to off-street parking. Our vision is to deliver 'The Right Charger in the Right Place'. Expanding charging infrastructure near the strategic network will help to reduce 'range anxiety' and give people the confidence to use them for longer journeys. For public transport, bus franchising and enhanced partnerships will allow us to collaborate with bus operators to improve bus services locally and longer distance routes to places such as airports.

The 'TravelEssex' app also allows residents to plan their public transport journeys all in one place. We will seek to work with both bus operators and Great British Railways to make the case for simplified, smart and integrated ticketing to make journeys by bus and train as simple and affordable as possible. All new major developments and infrastructure schemes are required to deliver Biodiversity Net Gain. This means creating new habitats, together with providing resources for the ongoing management of those habitats to enhance the natural environment within Essex. Where possible we will seek to ensure this is delivered on site or if off site, that it is within Essex.

Scheme Details can be found in Appendix A.

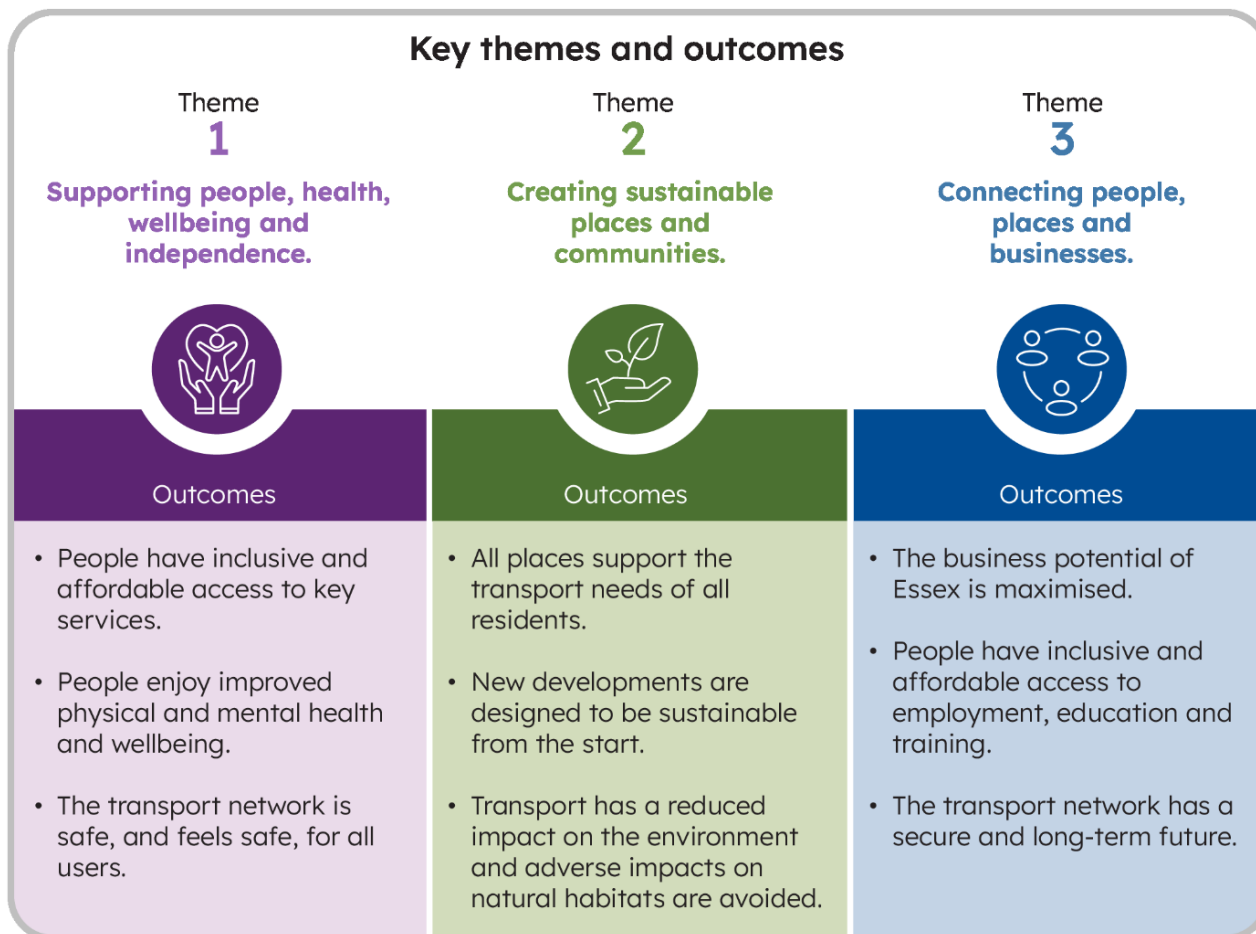
Summary Map

Figure 4.1. Summary map showing ideas of projects that could help achieve our outcomes



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 |
| National Connections Beyond Essex | | | | | | | | | | | |
| A12 Improvements Colchester to A14 Copdock | Potential improvements to capacity for the A12 north of Colchester | Keeps the strategic road network moving by improving safety and reducing congestion | | | * | ** | | ** | | ** | |
| A12/ A14 Copdock Junction | Capacity enhancements to the A12/A14 Copdock junction, near Ipswich, Suffolk | Keeps the strategic network moving by improving safety and reducing congestion | | | * | ** | | ** | | ** | |
| Liverpool Street Station | Capacity enhancements at London Liverpool St station: Short term circulation and gate line enhancements Longer term reconstructing of station | Improves rail journeys for passengers into London | ** | * | * | * | | ** | ** | ** | |
| Stratford International Station | Capacity enhancements to aid passenger movement | Improves rail journeys for passengers into London | ** | * | * | * | | ** | ** | ** | |
| Crossrail 2 | New commuter rail route through central London including 4-tracking of Lea Valley line and diverting inner suburban trains away from Liverpool St | Improved public transport options into London improving links and journeys. | ** | * | | * | * | ** | *** | ** | ** |

| 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 |
| Ely Junction Improvements (including Haughley Junction) | Reconfiguration of Ely and Haughley Junctions to increase capacity, especially for freight | Improved passenger journeys on the railways and a reduction of lorries off the road improves congestion and air quality. | ** | * | * | * | ** | *** | *** | ** | ** |
| East-West Rail | Reinstating direct rail link between Oxford and Cambridge, including links to Milton Keynes etc, improving East-West connectivity and improved connections to Stansted via connections at Cambridge South. | Improved passenger journeys on the railways and a reduction of lorries off the road improves congestion and air quality. | ** | * | * | * | ** | *** | *** | ** | ** |
| M11, West Anglia Main Line Corridor | | | | | | | | | | | |
| Harlow and Gilston 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. | *** | *** | ** | *** | *** | *** | ** | ** | |
| M11 J8 Long Term Scheme | Improvements to junction 8 of the M11 | Keeps the road network moving and reduces congestion | | * | ** | ** | * | * | *** | | ** |

| 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 |
| M11 J7 mitigations | Improvements to junction 7 of the M11 | Keeps the road network moving and reduces congestion. | | * | ** | ** | *** | ** | ** | | ** |
| Stansted Airport Sustainable Access Package | Transport package to support ongoing expansion at Stansted and strategic economic growth and housing delivery in local area: <ul style="list-style-type: none"> ▪ M11 J8, ▪ Rail enhancements ▪ BRT / bus enhancements, local sustainable transport links | Improved public transport and walking and cycling options for sustainable access to the airport. | ** | ** | ** | ** | *** | *** | ** | ** | ** |
| Rapid Transit - Cambridge to Uttlesford | Linking growth locations in northern Uttlesford with employment opportunities in Cambridge | Improved connections to Cambridge will encourage economic growth in the area and give residents more opportunities to access employment | ** | * | * | ** | * | ** | *** | ** | *** |
| A12, Great Eastern Main Line Corridor | | | | | | | | | | | |
| Chelmsford North East Bypass | New link road between the A12 Boreham junction and the A131 to the north east of Chelmsford. With potential to be expanded in the future. In conjunction with Beulieu Park station, the bypass supports the sustainable | Keeping the network moving and supporting housing growth in north Chelmsford. | * | * | * | * | * | | ** | * | ** |

| 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 |
| | <p>delivery of over 14,000 new homes.</p> <p>Phase 1A – to connect with Beaulieu Parkway relief road in the south providing connectivity to the A12 at Boreham Interchange via Generals Lane Bridge. To the north, the CNEB will join with the Northern Radial Distributor Road being delivered as part of the Chelmsford Garden Community and will connect through to the Wheelers Hill roundabout on the A130 Essex Regiment Way. This phase will use HIF monies and will also deliver Beaulieu Park station in full enabling the delivery of around 6,000 homes by 2036. A new bridge north of Beaulieu Parkway will allow for the continuation existing of mineral extraction at Bulls Lodge and serve as a new east-west vehicle, cycle and pedestrian route post extraction. Phase 1A is planned to commence in early 2025 with completion in Spring 2026.</p> <p>Phase 1B and 2 – to connect to the A131 at Chatham Green unlocking the remaining housing growth across Chelmsford including Great Leighs and Broomfield and in Braintree district at Great Notley. ECC</p> | | | | | | | | | | |

| 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 |
| | continue to proactively seek funding for these later phases, including potential developer contributions. | | | | | | | | | | |
| A12 Widening J19 - J25 (Chelmsford to Marks Tey) | Widening the A12 between junction 19 (Chelmsford) and junction 25 (A120 interchange near Colchester) to ease congestion and cope with increasing traffic demands | Keeping the network moving, improved economic outlook for Essex by improving journey times and making the road more reliable for freight movements. | | | * | ** | | ** | | ** | |
| A12 Widening Marks Tey to Colchester | Widening the A12 between junction 25 (Marks Tey) and junction 29 (A120 interchange near Colchester) to ease congestion and cope with increasing traffic demands | Keeping the network moving, improved economic outlook for Essex by improving journey times and making the road more reliable for freight movements. | | | * | ** | | ** | | ** | |
| Braintree Branch Line improvements | Increase frequency to half hourly and by building a passing loop at Cressing. | Increased frequency of rail services giving people more options for travel | ** | * | * | * | ** | ** | ** | ** | *** |
| GEML strategic package | A package of capacity, line speed, and resilience enhancements to deliver future passenger and freight demand on the line. Developed with | Improved passenger journeys on the railways and a reduction of lorries off the road | | * | | * | ** | ** | *** | * | ** |

| 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 |
| | <p>GEML taskforce and Network Rail.</p> <p>Bow Junction, passing loops nr Witham,</p> <p>Haughley Junction, line speed enhancements.</p> | improves congestion and air quality. | | | | | | | | | |
| A12 Widening M25 to Chelmsford | Supporting widening the A12 between M25 J28 and junction 15 (south of Chelmsford) to ease congestion and cope with increasing traffic demands | Keeping the network moving, improved economic outlook for Essex by improving journey times and making the road more reliable for freight movements. | | | * | ** | | ** | | ** | |
| A13, A127 Essex Thameside Corridor | | | | | | | | | | | |
| M25 junction 28 improvements | Supporting Junction improvements at M25 J28 including delivering free flow links from M25 anticlockwise to A12 northbound | Keeping the network moving, improved economic outlook for Essex by improving journey times and making the road more reliable for freight movements. | * | * | ** | ** | * | * | *** | * | |
| Essex Thameside improvements | Supporting a package of improvements including digital signalling developed by Network Rail, c2c and local partners | Increased frequency of rail services giving people more options for travel | * | * | | * | ** | ** | *** | * | |

| 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 |
| GEML Rail Link to London Gateway | Rail link connecting Essex Thameside to Southend Victoria branch | Improving sustainable freight options, removing lorries off the road network, reducing congestion and improving local air quality. | ** | * | * | * | * | ** | * | ** | * |
| A127 strategic package | Package of capacity and safety improvements including sustainable options and potential re trunking of the A127 and schemes to address local pinch points linked to the delivery of growth along the corridor. | Keeps the network moving by improving safety and reducing congestion | * | * | *** | ** | * | ** | *** | * | * |
| South Essex bus metro | Rapid transit (bus or tram or mixture) linking key transport hubs to provide connectivity across South Essex | Improved public transport options for sustainable access to services and jobs | ** | * | * | * | ** | ** | ** | ** | * |
| A127/ A130 Fairglen | Interchange Improvements including: A new 'Southend Link Road' linking the A130 southbound to a new signalised junction on the A1245, effectively bypassing the Fairglen roundabout itself Widening of the westbound A127 off-slip at the Fairglen Interchange | Keeps the network moving by improving safety and reducing congestion | | | * | * | | | *** | | * |

| 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 |
| | <p>Dedicated left-turn from A1245 onto Southend-bound A127</p> <p>Improvements at the Rayleigh Spur Roundabout, including new traffic lights at two arms of the junction and an additional lane on the roundabout itself</p> <p>An additional traffic lane southbound between Fairglen Roundabout and Rayleigh Spur Roundabout</p> <p>A new bridge for pedestrians and cyclists, linking to existing routes alongside the A127.</p> | | | | | | | | | | |
| Lower Thames Crossing | New road and tunnel connecting Kent and Essex doubling road capacity, reducing congestion at the Dartford Crossing and give millions of people more choice on where they live and work | Improving journeys to Kent and boosting economic growth | * | * | * | * | * | | *** | * | |
| Thames Freeport Access Package | Access enhancements to support Thames Freeport and improved access to employment | Improving access to services, health and wellbeing, and access to employment. | ** | ** | ** | ** | * | *** | ** | ** | |
| A120 Corridor | | | | | | | | | | | |
| A120 Braintree to A12 | New dual carriageway link between Braintree and the A12, improving capacity, reliability and reducing congestion. | Keeping the network moving, improved economic outlook for Essex | | | ** | ** | | | ** | | ** |

| 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 |
| | | by improving journey times and making the road more reliable for freight movements. | | | | | | | | | |
| Freeport East Access Package | A package of transport investment linked to the delivery of Freeport East at Harwich: Connectivity enhancements to support business growth, assumed to include enhancements to the A120. Sustainable Access enhancements linking the local population to job opportunities at Freeport East | Keeping the network moving, improved economic outlook for Essex by improving journey times and making the road more reliable for freight movements. | ** | ** | ** | ** | * | ** | *** | ** | |
| 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 Places | | | Connecting People | | |
|---|--|--|-------------------|-----------|-----------|--------------------|-----------|-----------|-------------------|-----------|-----------|
| | | | Outcome 1 | Outcome 2 | Outcome 3 | Outcome 4 | Outcome 5 | Outcome 6 | Outcome 7 | Outcome 8 | Outcome 9 |
| 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 | | | * | ** | * | | *** | * | *** |
| Upgrade Wickford to Southminster line | Including further passing loops on the Crouch Valley line and/or sections of twin tracking to increase service frequency from every 40 to every 30 mins | Increased frequency of rail services giving people more options for travel | ** | * | * | ** | * | ** | ** | ** | *** |
| Countywide Strategic Projects | | | | | | | | | | | |
| London Stansted airport second rail tunnel bore | second rail tunnel into the airport station. | Improves rail capacity to the airport | * | * | * | ** | ** | * | *** | * | ** |
| Southend Airport Access Package | Improvements to multi modal interchange - key transport hub (difficult to access currently). Warners bridge to Sumpters Way (Southend-on-Sea) sustainable corridor to improve bus journey times and facilitate e.g., Shoeburyness to Rochford bus services not via Southend-on-Sea. Decarbonisation, movement of people, contributors to surface access targets. Whilst they are now | Improved public transport and walking and cycling options for sustainable access to the airport. | ** | ** | ** | ** | *** | *** | ** | ** | * |

| 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 |
| | operating now, need to consider wider role of the airport as a multi modal transport hub and how enhanced access for the wider community may benefit operators, the airport (revenue from services) and enhance employment opportunity access for the community. | | | | | | | | | | |
| West Anglia Mainline package | Capacity and journey time enhancement package designed to bring benefits for both passengers and freight ahead of and to complement Crossrail 2. | Improved train journeys with quicker and more reliable journeys to services, employment and leisure further afield. | * | * | | * | * | ** | *** | * | * |
| Countywide cycling and walking plans | Strategic cycling and walking routes countywide | Improved cycling and walking options encouraging people to be more active. | ** | *** | ** | * | ** | ** | ** | ** | * |
| Travel Plans | A package of actions for schools, workplaces or other organisations to encourage safer, healthier and sustainable travel options | Improved public transport, cycling and walking options encouraging people to be more active. | *** | ** | * | ** | ** | ** | * | ** | |
| Widespread roll-out of EV charging infrastructure | To deliver our vision of “the right charger in the right place” as set out in our electric vehicle charging point strategy | Improved confidence in EVs to be used for longer distance journeys | * | | | * | * | * | * | * | * |

Appendix B. Addressing the challenges

Appendix B outlines the ambitions set out 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.

| Ambition(s) | High Level Activity | Large Projects/Initiatives/Strategies to achieve our ambition | Potential Wider outcomes |
|--|---|--|---|
| Supporting people health, wellbeing and independence Theme | | | |
| Making the long-distance road and rail network work for everyone, delivering safe, smooth, more reliable journeys, and attracting greater economic investment to Essex | <ul style="list-style-type: none"> Raise awareness of the impacts of individual travel choices and alternatives consistent with our 'Safer, Greener, Healthier' approach Implement our Bus Service Improvement Plan Design, build, operate and maintain transport infrastructure so that it is accessible, easy and safe to use for everyone Support people and increase their confidence to travel by improving travel information, while making fares and ticketing easier and simpler to understand 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 Design new and improved infrastructure and promote well-designed neighbourhoods so that they feel safe and secure to use | <p><i>Published Strategies:</i></p> <ul style="list-style-type: none"> Safer Essex Road Partnership Strategy Essex Highways Annual Plan Rail Schemes: <ul style="list-style-type: none"> Essex Thameside Improvements (corridor) Great Eastern Mainline Improvements Braintree Branch Line Improvements West Anglia Mainline Improvements Ely Junction Improvements (including Haughley Junction) Rapid Transit Cambridge to Uttlesford, Harlow Gilston, North and South Essex Highway Schemes: <ul style="list-style-type: none"> A127 Corridor Improvements A12 and A14 Corridor Improvements M25 Junction Improvements M11 Corridor Improvements at Junctions 7 and 8 Lower Thames Crossing A120 to A12 Corridor Improvements | <ul style="list-style-type: none"> Supporting sustainable growth of Jobs/Homes in the corridors Developing Safer Networks Reducing the impact on the environment Encouraging more efficient and smooth movement of goods and people |

| Ambition(s) | High Level Activity | Large Projects/Initiatives/Strategies to achieve our ambition | Potential Wider outcomes |
|--|---|---|---|
| <p>Providing access to a transport network that is safe and feels for safe for everyone who uses it. This includes a commitment to achieving zero road deaths and serious injuries by 2040</p> | <ul style="list-style-type: none"> Follow a safe systems approach in designing and maintaining our highway network Collaborate with partners, such as the police and Safer Essex Roads Partnership, to improve safety Promote training initiatives (e.g. Bystander training) and apps (e.g. Travel Guardian) to improve safety and confidence when travelling Collaborate with the police and public transport operators to reduce crime and the fear of crime when travelling on the transport network Design new and improved infrastructure and promote well-designed neighbourhoods so that they feel safe and secure to use Provide cycle training to develop or improve people's skills and confidence to cycle safely within Essex | <p><i>Published Strategies:</i></p> <ul style="list-style-type: none"> Safer Essex Road Partnership Strategy Cycling Strategy Walking Strategy Highway Schemes: <ul style="list-style-type: none"> A127 Corridor Improvements M25 Junction Improvements | <ul style="list-style-type: none"> Developing Safer Networks Reducing the impact on the environment Encouraging more efficient and smooth movement of goods and people |
| Creating sustainable places, and communities Theme | | | |
| <p>Supporting transport improvements where they help to manage the impacts of large-scale housing and commercial developments in keeping with our vision for transport</p> | <ul style="list-style-type: none"> Introduce a 'Place and Movement' approach for planning all new developments Adopt a vision-led approach to planning for new growth and its transport needs, including through all new Local Plans and the identification of monitoring measures | <p><i>Published Strategies:</i></p> <ul style="list-style-type: none"> Sustainable Modes of Travel Strategy Cycling Strategy Walking Strategy Highway Schemes: <ul style="list-style-type: none"> Chelmsford North East Bypass New Link Road connecting the A133 and A120 (A1331). | <ul style="list-style-type: none"> Supporting sustainable growth of Jobs/Homes in the corridors Developing Safer Networks Reducing the impact on the environment Encouraging more efficient and smooth movement of goods and people |

| Ambition(s) | High Level Activity | Large Projects/Initiatives/Strategies to achieve our ambition | Potential Wider outcomes |
|-------------|---|--|--------------------------|
| | <ul style="list-style-type: none"> ▪ 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, | <ul style="list-style-type: none"> ▪ Harlow Gilston sustainable transport corridors ▪ M11 Corridor Improvements at Junctions 7 and 8 | |

| Ambition(s) | High Level Activity | Large Projects/Initiatives/Strategies to achieve our ambition | Potential Wider outcomes |
|---|--|---|--|
| | <p>and large-scale developments and garden communities</p> <ul style="list-style-type: none"> ▪ Monitor the delivery of active and sustainable mode share targets through the Travel Plan with permission for latter phases of development linked to the achievement of modal split targets for early phases in line with our travel plan guide for large-scale developments and garden communities | | |
| <p>Reducing the impact large transport interventions have on the environment and avoiding adverse impacts on natural habitats</p> | <ul style="list-style-type: none"> ▪ Deploy approaches such as sustainable drainage and natural flood management to promote greater flood resilience on the highway network ▪ Implement the Essex Air Quality Strategy to reduce exposure to poor quality air ▪ Develop effective and deliverable Air Quality Action Plans with partners ▪ Implement measures to reduce traffic noise where this impacts a significant number of people or noise important areas ▪ Reduce the noise impacts of our road maintenance and construction activities ▪ Ensure the Essex Nature Recovery Strategy is considered at the earliest opportunity when thinking about the design of transport projects and the location and layout of new developments | <p><i>Published Strategies:</i></p> <ul style="list-style-type: none"> ▪ Air Quality Strategy ▪ Essex Charge Point Strategy ▪ Sustainable Modes of Travel Strategy ▪ Cycling Strategy ▪ Walking Strategy ▪ Active Essex Strategy ▪ Digital Strategy for Essex ▪ Local Nature Recovery Strategy ▪ Essex Green Infrastructure Strategy | <ul style="list-style-type: none"> ▪ Reducing the impact on the environment |

| Ambition(s) | High Level Activity | Large Projects/Initiatives/Strategies to achieve our ambition | Potential Wider outcomes |
|--|---|---|---|
| | <ul style="list-style-type: none"> Consider further opportunities to plant wildflower verges and other mixed grassland on appropriate highway land to increase biodiversity and carbon storage Implement our Green Infrastructure Strategy to deliver 'Healthy Streets' and more accessible green spaces and links that provide multiple benefits for people and the environment Avoid adverse effects from new transport projects on the integrity of internationally important habitat sites. | | |
| Connecting people, places and communities Theme | | | |
| <p>Making the long-distance road and rail network work for everyone, delivering safe, smooth, more reliable journeys, and attracting greater economic investment to Essex.</p> | <ul style="list-style-type: none"> 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 Support our airports in preparing and implementing Surface Access | <p><i>Published Strategies:</i></p> <ul style="list-style-type: none"> Safer Essex Road Partnership Strategy Essex Highways Annual Plan Rail Schemes: <ul style="list-style-type: none"> Essex Thameside Improvements (corridor) Great Eastern Mainline Improvements Braintree Branch Line Improvements West Anglia Mainline Improvements Ely Junction Improvements (including Haughley Junction) Bus Schemes: <ul style="list-style-type: none"> Rapid Transit Cambridge to Uttlesford, Harlow Gilston, North and South Essex Highway Schemes: <ul style="list-style-type: none"> A127 Corridor Improvements A12 and A14 Corridor Improvements | <ul style="list-style-type: none"> Supporting sustainable growth of Jobs/Homes in the corridors Developing Safer Networks Reducing the impact on the environment Encouraging more efficient and smooth movement of goods and people |

| Ambition(s) | High Level Activity | Large Projects/Initiatives/Strategies to achieve our ambition | Potential Wider outcomes |
|---|---|--|---|
| | <p>Strategies, including the Sustainable Development Strategy for London Stansted Airport</p> <ul style="list-style-type: none"> Work with partners and the freight industry to reduce the impact of freight and delivery vehicles on communities and the environment Work in partnership to implement our Rail Strategy to influence the delivery of nationalised rail services and plan rail improvements Work with the rail industry to explore how Essex stations can be served by a minimum of two trains per hour | <ul style="list-style-type: none"> M25 Junction Improvements M11 Corridor Improvements at Junctions 7 and 8 Lower Thames Crossing A120 to A12 Corridor Improvements | |
| <p>Ensuring fast, efficient movement of goods so residents and businesses can access the services, suppliers and customers they need.</p> | <ul style="list-style-type: none"> 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 Support our airports in preparing and implementing Surface Access | <p><i>Rail Schemes:</i></p> <ul style="list-style-type: none"> Essex Thameside Improvements (corridor) Great Eastern Mainline Improvements Braintree Branch Line Improvements West Anglia Mainline Improvements Ely Junction Improvements (including Haughley Junction) | <ul style="list-style-type: none"> Developing Safer Networks Reducing the impact on the environment Encouraging more efficient and smooth movement of goods and people |

| Ambition(s) | High Level Activity | Large Projects/Initiatives/Strategies to achieve our ambition | Potential Wider outcomes |
|---|---|--|---|
| | <p>Strategies, including the Sustainable Development Strategy for London Stansted Airport</p> <ul style="list-style-type: none"> ▪ Work with partners and the freight industry to reduce the impact of freight and delivery vehicles on communities and the environment ▪ Work in partnership to implement our Rail Strategy to influence the delivery of nationalised rail services and plan rail improvements ▪ Work with the rail industry to explore how Essex stations can be served by a minimum of two trains per hour | | |
| <p>Making and supporting the case for improved connections to our international ports and airports; key gateways to world trade for the United Kingdom as well as Essex</p> | <ul style="list-style-type: none"> ▪ 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 ▪ Support our airports in preparing and implementing Surface Access | <p><i>Rail Schemes:</i></p> <ul style="list-style-type: none"> ▪ Essex Thameside Improvements (corridor) ▪ Great Eastern Mainline Improvements ▪ Braintree Branch Line Improvements ▪ West Anglia Mainline Improvements ▪ Ely Junction Improvements (including Haughley Junction) ▪ GEML Rail Link to London Gateway ▪ Highway Schemes: ▪ Freeport East Access Package ▪ Thames Freeport Access Package ▪ A127 Corridor Improvements ▪ A12 and A14 Corridor Improvements ▪ M25 Junction Improvements ▪ M11 Corridor Improvements at Junctions 7 and 8 | <ul style="list-style-type: none"> ▪ Supporting sustainable growth of Jobs/Homes in the corridors ▪ Developing Safer Networks ▪ Reducing the impact on the environment ▪ Encouraging more efficient and smooth movement of goods and people |

| Ambition(s) | High Level Activity | Large Projects/Initiatives/Strategies to achieve our ambition | Potential Wider outcomes |
|--|---|---|---|
| | <p>Strategies, including the Sustainable Development Strategy for London Stansted Airport</p> <ul style="list-style-type: none"> Work with partners and the freight industry to reduce the impact of freight and delivery vehicles on communities and the environment Work in partnership to implement our Rail Strategy to influence the delivery of nationalised rail services and plan rail improvements Work with the rail industry to explore how Essex stations can be served by a minimum of two trains per hour | <ul style="list-style-type: none"> Lower Thames Crossing A120 to A12 Corridor Improvements | |
| Increasing employment opportunities within a reasonable commute, improving inclusive access to education and training, | <ul style="list-style-type: none"> Tackle barriers to travel, such as accessibility, complexity and security, to support greater use by everyone Work with organisations such as bus operators and active travel organisations and funders to make the case for new investment Work with partners to improve walking, cycling and public transport connections between residential and employment areas Work with partners to secure better facilities at stations for onward travel via all modes of transport, including step-free access | <p><i>Published Strategies:</i></p> <ul style="list-style-type: none"> Digital Strategy for Essex Sustainable Modes of Travel Strategy Cycling Strategy Walking Strategy <i>Bus Schemes:</i> Rapid Transit Cambridge to Uttlesford, Harlow Gilston, North and South Essex | <ul style="list-style-type: none"> Developing Safer Networks Reducing the impact on the environment Encouraging more efficient and smooth movement of goods and people |

| Ambition(s) | High Level Activity | Large Projects/Initiatives/Strategies to achieve our ambition | Potential Wider outcomes |
|---|---|---|---|
| | <ul style="list-style-type: none"> Provide measures to enable more children to walk and cycle to school via safe, direct routes Deliver locally relevant training programmes to address skills gaps holding people back and stopping firms from investing 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 | | |
| <p>Improving access to tourist destinations, including airports and ports, encouraging year-round trips and overnight stays, boosting local and national economies.</p> | <ul style="list-style-type: none"> Prioritise journey time reliability for all modes of transport, including freight and passenger transport Support our airports in preparing and implementing Surface Access Strategies, including the Sustainable Development Strategy for London Stansted Airport Work in partnership to implement our Rail Strategy to influence the delivery of nationalised rail | <p><i>Published Strategies:</i></p> <ul style="list-style-type: none"> Essex Destination Management Plan Sustainable Modes of Travel Strategy Cycling Strategy Walking Strategy Rail Schemes: <ul style="list-style-type: none"> Essex Thameside Improvements (corridor) Great Eastern Mainline Improvements Braintree Branch Line Improvements West Anglia Mainline Improvements | <ul style="list-style-type: none"> Developing Safer Networks Reducing the impact on the environment Encouraging more efficient and smooth movement of goods and people |

| Ambition(s) | High Level Activity | Large Projects/Initiatives/Strategies to achieve our ambition | Potential Wider outcomes |
|---|---|--|---|
| | <p>services and plan rail improvements</p> <ul style="list-style-type: none"> Work with the rail industry to explore how Essex stations can be served by a minimum of two trains per hour Work with organisations such as bus operators and active travel organisations and funders to make the case for new investment Work with partners to secure better facilities at stations for onward travel via all modes of transport, including step-free access Work in partnership to provide attractive, safe, convenient, inclusive, and high quality walking, cycling and public transport routes and facilities Deliver high quality rapid transit networks where feasible Support the introduction of multi operator and fully integrated smart ticketing for transport services in Essex | <ul style="list-style-type: none"> Ely Junction Improvements (including Haughley Junction) GEML Rail Link to London Gateway <p>Highway Schemes:</p> <ul style="list-style-type: none"> Freeport East Access Package Thames Freeport Access Package A127 Corridor Improvements A12 and A14 Corridor Improvements M25 Junction Improvements M11 Corridor Improvements at Junctions 7 and 8 Lower Thames Crossing A120 to A12 Corridor Improvements | |
| Managing, maintaining and future proofing the transport networks we already have ensuring a secure and long-term future | <ul style="list-style-type: none"> Implement our Highways Infrastructure Asset Management Plan and supporting plans and strategies to maintain our transport infrastructure to appropriate standards which offer value for money to the Essex taxpayer Proactively monitor the condition of our road, cycle and pedestrian | <p><i>Published Strategies:</i></p> <ul style="list-style-type: none"> Highway Maintenance and Inspection Strategies Highways Infrastructure Asset Management Plan Essex Highways' Climate Adaption Strategy Essex Highways Annual Plan Rail Schemes: | <ul style="list-style-type: none"> Developing Safer Networks Reducing the impact on the environment Encouraging more efficient and smooth movement of goods and people |

| Ambition(s) | High Level Activity | Large Projects/Initiatives/Strategies to achieve our ambition | Potential Wider outcomes |
|-------------|--|--|--------------------------|
| | <p>networks and other pieces of infrastructure</p> <ul style="list-style-type: none"> Manage, maintain and improve our network by considering our Climate Adaption Plan Framework, Decarbonisation Strategy and our Strategy for managing the Green Estate Develop our own ability as a Council to adapt to climate-related risk Deliver suitable actions that enable our transport network to adapt to change Deploy approaches such as Sustainable Drainage and Natural Flood Management to promote greater flood resilience on the highway network Play an active role in flood defence, coastal protection, and conservation to reduce the risks and impacts on our coastal communities and transport network Work with National Highways and neighbouring local transport authorities to provide a common approach to innovation Accurately digitise our highway networks and traffic regulation orders to support future use of our networks by autonomous vehicle systems Manage the introduction of appropriate alternative fuel | <ul style="list-style-type: none"> Essex Thameside Improvements (corridor) Great Eastern Mainline Improvements Braintree Branch Line Improvements West Anglia Mainline Improvements Ely Junction Improvements (including Haughley Junction) Rapid Transit Cambridge to Uttlesford, Harlow Gilston, North and South Essex <p><i>Highway Schemes:</i></p> <ul style="list-style-type: none"> A127 Corridor Improvements A12 and A14 Corridor Improvements M25 Junction Improvements M11 Corridor Improvements at Junctions 7 and 8 Lower Thames Crossing A120 to A12 Corridor Improvements | |

| Ambition(s) | High Level Activity | Large Projects/Initiatives/Strategies to achieve our ambition | Potential Wider outcomes |
|-------------|--|---|--------------------------|
| | <p>infrastructure to encourage cleaner zero-emission travel</p> <ul style="list-style-type: none"> ▪ Support the pilot and where appropriate the adoption of new technology which enables more sustainable travel | | |

Appendix C. References

- ¹ What is air pollution? Asthma and Lung UK. 2023. Available at: <https://www.asthmaandlung.org.uk/living-with/air-pollution/your-lungs#:~:text=Being%20exposed%20to%20pollution%20as,can%20affect%20your%20unborn%20baby.>
- ² Essex Joint Strategic Needs Assessment. ECC. 2019. Available at: <https://data.essex.gov.uk/jsna-home/>
- ³ Collision data sourced from Essex Police 2021-2023
- ⁴ UK Maritime statistics. Department for Transport. 2023. Available at: <https://maps.dft.gov.uk/maritime-statistics/index.html>
- ⁵ London Stansted soars to new heights with record-breaking 2024. London Stansted Airport. 2025. Available at: <https://mediacentre.stanstedairport.com/london-stansted-soars-to-new-heights-with-record-breaking-2024/>
- ⁶ Development Plan. Stansted Airport. 2024. Available at: <https://www.stanstedairport.com/about-us/development-plan/>
- ⁷ A greener future with rail freight. Network Rail. Unknown. Available at: <https://www.networkrail.co.uk/industry-and-commercial/rail-freight/>
- ⁸ Traffic congestion cost UK motorists over £37.7 billion in 2017. INRIX. 2018. Available at: <https://inrix.com/press-releases/scorecard-2017-uk/>
- ⁹ Department for Transport journey time data
- ¹⁰ The pothole crisis is costing £14.4bn a year in economic damage in England alone. Centre for Economics and Business Research. 2024. Available at: <https://cebr.com/blogs/the-pothole-crisis-is-costing-14-4-billion-a-year-in-economic-damage-in-england-alone/>
- ¹¹ Essex County Council