

Essex Transport Strategy

# **Implementation Plan: North West Essex**

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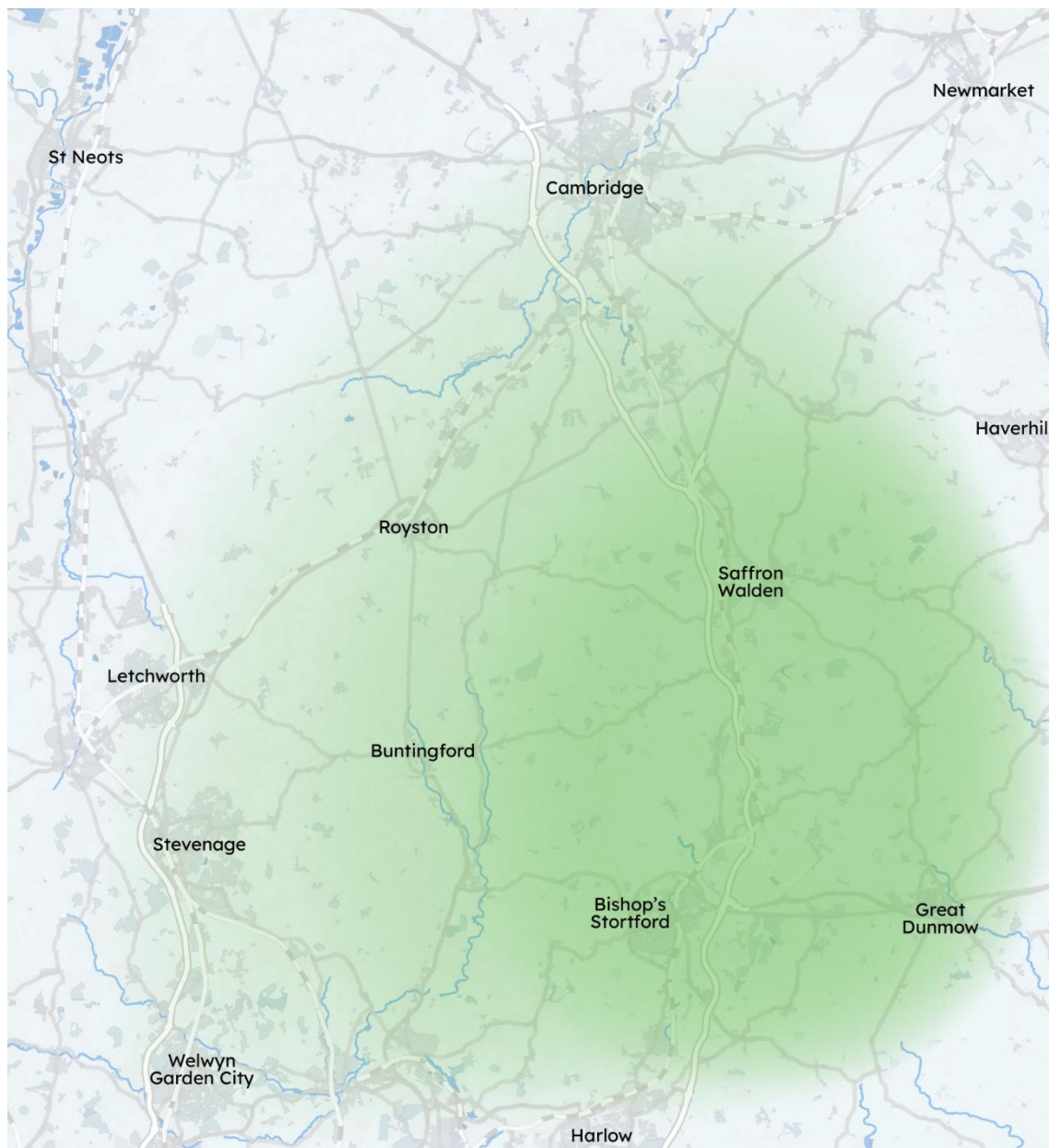
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# 1. Introduction

## 1.1 Introduction to North West Essex

North West Essex stretches from Stansted Mountfitchet and Great Dunmow in the south along the M11 and B184 to the Cambridgeshire border in the north. This largely rural area includes the market towns of Saffron Walden (population 15,852<sup>1</sup>), Great Dunmow (10,197), Stansted Mountfitchet (8,475), as well as many villages and hamlets within Uttlesford and Braintree districts.

North West Essex is home to London Stansted Airport, the UK's fourth busiest airport, and the largest employer in Essex. As much as 20% of the local population works in transport and storage industries<sup>2</sup>, with the airport acting as an important international gateway for tourism and freight. The area's proximity to Cambridge and good links to London mean a high number of residents work in professional, scientific and technical industries.



They key transport ambitions for North West Essex are:

- To support growth for businesses and employment, especially at London Stansted Airport and within high technology sectors supporting links to Cambridge.
- To support housing delivery so that there are enough affordable homes for local people.
- To improve access to services, education and jobs both locally and further afield by multiple modes particularly by walking, cycling and public transport.
- To protect the unique characteristics of North West Essex and to ensure that rural communities are thriving.

## 1.2 Local travel

North West Essex is well-connected to the rest of the country with the M11 providing access to London to the south and Cambridgeshire, and onward connections via the A11 to East Anglia and the A14 to the midlands and the north. The A120 runs east-west through the south of the area providing a connection to Bishop's Stortford to the west and the rest of Essex towards Colchester and the A12 to the east.

Car ownership in North West Essex is high, reflecting both the rural location and relatively high income, with 90% of households owning at least one car<sup>3</sup>. Driving is the most common way to commute, with 75% of people travelling by car.<sup>4</sup> Walking is relatively uncommon, with only 10% of residents walking to work. This rises to 20% in Saffron Walden, the largest town in the area, where more people are likely to live within walking distance of their work.

Uttlesford district does however have high levels of walking and cycling for leisure, according to the Active Lives Survey, perhaps reflecting the rural setting.

Commercial bus services are often limited and low frequency, serving dispersed populations living in small towns and villages, and few people choose to travel to work by bus. Community Transport and demand responsive services are available, but these do not cover the whole area.

The West Anglia Mainline runs through the west of the area serving six rail stations connecting London Liverpool Street, Bishop's Stortford, London Stansted Airport and Cambridge and there are less frequent trains from London Stansted Airport to Birmingham and Norwich.

London Stansted Airport provides short and long-haul flights to destinations worldwide, serving 29 million passengers from September 2023 to September 2024<sup>5</sup>. The airport has permission to increase passenger numbers to 43 million a year and is looking to further increase this to 51 million a year. It is also important for freight movements with 310,000 tonnes of cargo passing through in 2024<sup>6</sup> - demonstrating its growing national importance. The airport had over 50% of passengers travelling there by public transport in 2019<sup>7</sup>.

## North West Essex in numbers

**80,656** residents (2022)



**77%** economically active (of working population, as of 2021)



Life expectancy\* is **84**



**18%** are aged under 16



**21%** are aged over 65



Average weekly earnings are **£728**, amongst the highest in Essex



**9%** of households do not own a car/van (2021)

**74%** of residents **drive** to work

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

**12%** of residents **cycle or walk** to work

**11%** of residents get the **train or underground** to work

### Top industries residents work in\*



Transport & Storage



Professional, scientific & technical



Education



Business Administration and Support



Accommodation and food services

\*Uttlesford District figures



## 2. Outcomes we want to achieve

### 2.1 Supporting people, health, wellbeing and independence

#### 2.1.1 People have inclusive and affordable access to key services

Good access to services enables everyone to maximise their potential and enjoy life. While average wages in the area are high, income inequality means some residents struggle to afford transport, potentially limiting their access to essential services.

Overall, the bus network meets many residents' needs but there remain some significant gaps in service coverage. The towns of Saffron Walden, Great Dunmow, Stansted Mountfitchet have some connections, but the more rural communities live in 'public transport deserts', with limited services making it difficult to reach essential destinations. Services are often infrequent, require a long walk to the bus stop, and may not run at the right time of day. The average journey time to essential services like hospitals and Great Dunmow and Saffron Walden town centres is also long at over 50 minutes. Improving bus services to provide better access education training, employment and healthcare and other services is a priority<sup>8</sup>.

The potential for cycling to services and key employment centres is high, however, there are a lack of cycleways in the area except near to London Stansted Airport from Great Dunmow. More cycling and walking paths will promote physical activity and also continue to provide the freedom to travel. Providing infrastructure as well as offering better cycle training, especially for students, could broaden access to opportunities for a greater number of people.

Local initiatives such as Saffron Walden's EV car club<sup>9</sup> and 'EV try before you buy' bike scheme will have a role to play in helping those without transport access local amenities.

#### 2.1.2 Improving physical and mental health and wellbeing

North West Essex is relatively healthy compared to the rest of Essex with high life expectancy, low rates of obesity and high rates of physical activity<sup>10</sup>. The area has the lowest proportion of adults considered obese and the lowest number of children classed as overweight in reception. Life satisfaction is very high in the area.

However, mental health remains a concern, with more residents reporting high anxiety and feeling lonely than the Essex average. While the exact causes are unknown improving accessibility to ensure smoother journeys and improving connections to allow more social interaction may help. Access to good, high quality, affordable bus services can help improve people's social contacts and develop wider interests in the community as well as improving access to key services that help support their wellbeing.

Respiratory diseases such as asthma are common in Uttlesford district<sup>11</sup>, the second highest district in Essex, with air pollution from transport and industry potentially aggravating symptoms. Promoting cleaner transport options can improve both health outcomes and benefit the environment.

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

Road safety is an increasing concern in North West Essex, where 519 road accidents were

recorded between 2021-2023<sup>12</sup>, including seven fatalities. The high number may be due to the M11 that runs through the area. To achieve Essex's Vision Zero aspirations, it will be important to understand the local circumstances and work with partners, like National Highways, to make the roads safer.

We want to improve physical safety on the transport network for all modes including the feeling of being safe and secure. For example, the presence of London Stansted Airport in the area means passengers and staff travel to and from the airport around the clock. It is important that the entire network is, and feels safe, at all times allowing people to make the most of life's opportunities.

Buses, statistically, are a safe mode of travel. To make bus travel feel even safer we will support improved bus infrastructure at bus stops and transport hubs. This will include a more attractive and safer environment, with better waiting facilities and passenger information (including real time passenger information).

### 2.2 Creating sustainable places and communities

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

North West Essex is a largely rural area with longer journeys to the rest of Essex, with many residents travelling to neighbouring counties for employment, services and leisure.

The area includes historic market towns like Saffron Walden and picturesque villages that often have medieval buildings and small narrow streets, this presents challenges of congested streets, on

street parking and means limited space for walking and cycling infrastructure. The rural nature of the area also means that populations are sparsely spread out and do not have good enough public transport or walking and cycling provision for people to go about their daily lives.

However, while it is really important to preserve the character of our historic towns and villages, we need to provide a wider range of transport options in order to support a modern economy by encouraging businesses to set up in the area and supporting our residents to access opportunities.

It's also essential to maximise and complement the use of existing buildings, streets, public spaces, and the natural environment, with each contributing to the unique character of North West Essex.

### **2.2.2 Work with partners to design sustainable developments from the start**

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

This means we will need more homes and a Local Plan Review for Uttlesford has commenced to cover the period to 2041 based on a target of 684 homes per year to provide for around 14,740 homes<sup>13</sup>. As of April 2024, around 12,940 homes are left to build. The Local Plan was submitted for examination to the Planning Inspectorate in December 2024 with the hope to progress to examination hearings in Spring/Summer 2025. This annual requirement is below the new Government targets set out in the revised National Planning Policy Framework in 2024 of 804 homes per year and therefore this will be considered in any future Local Plan review. All of this growth needs to be supported by appropriate transport infrastructure. As residents become wealthier, we

want to ensure that active and sustainable travel choices are available as a first choice over buying a car.

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

This applies to business as well as residents. North West Essex is an attractive location for businesses due to its strong road and rail links and the proximity to London Stansted Airport and Cambridge. We want to ensure that new employment opportunities are also sustainable and accessible to local people.

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

We want to protect the character of North West Essex through minimising environmental impacts of carbon, noise and air pollution. To support decarbonisation, transport will need to reduce its carbon output. This means improving existing bus and rail services, exploring demand responsive transport, and developing coherent walking and cycling networks.

North West Essex is heavily reliant on the car, which is a major contributor of pollution and has a negative impact the local environment. Areas to the south of the area near to Great Dunmow have some of the largest uptakes of Electric Vehicles in

the county<sup>14</sup>, however more can be done to encourage uptake including providing more charge points. By encouraging greater use of sustainable transport, providing infrastructure to support the transition to electric vehicles, and improving digital connectivity so people can access services without travelling, we can create sustainable communities.

Parts of North West Essex are rural with medieval towns and villages, and historic woodland such as Hatfield Forest. It is important to help preserve these valuable features to our county.

We will work jointly with local councils to improve air quality as set out in our [Air Quality Strategy](#)<sup>15</sup>. Measures will include encouraging the use of less polluting modes of travel (see LTP Policy 10), reducing congestion in Air Quality Management Areas through better traffic management (see LTP Policy 5) and better managing the movement of higher-polluting goods vehicles (see LTP Policy 6).

From 2012 to 2024 there was an Air Quality Management Area in Saffron Walden. This was 1.4 km around the town centre and was because there were high levels of nitrogen dioxide. This has been improved by Uttlesford District Council's Air Quality Management Plan which included promotion of cleaner transport. Going forward initiatives like the Saffron Walden Clean Air Project which aims to create a cleaner, healthier and greener environment for all will have an important role to play, as does investments into alternatives like buses and cycling, such as demand responsive transport and new cycling infrastructure. These will create a sustainable network, help with decarbonisation and encourage more people to make choices which help the environment.

Areas near to London Stansted Airport and the M11 may experience higher levels of noise

pollution than other areas. While we may not have control over those transport elements, we will also ensure that rural and historical areas are protected from negative noise and visual travel impacts by focussing on reducing traffic noise on our network and managing street lighting to reduce light pollution where appropriate.

## 2.3 Connecting people, places and communities

### 2.3.1 The business potential of Essex is maximised

North West Essex is an attractive location for businesses. It is home to London Stansted Airport – the largest employer in Essex and the East of England and has quick and reliable road and rail links to the rest of Essex, London and Cambridge.

London Stansted Airport is a vital business presence for Essex, providing 12,000 jobs with 200 businesses on site as well as supporting businesses locally<sup>16</sup>. There were 29 million passengers between September 2023-2024 with permission to increase this to 43 million and further plans to increase this to 51 million. This means it is becoming increasingly important as a nationally important airport. This means that improving access to the airport for both employees and customers alike will be important to support their planned growth, as well as encourage any further businesses to invest in the area. We aim to help support the airport by encouraging the improvement of rail links as well as bus and cycling links.

Chesterford Research Park is a science park at Great Chesterford near to the border with Cambridgeshire. It is set in 250 acres with 300,000 square feet of laboratory and research and development space, ideally located on the south

Cambridge bio tech cluster enjoying proximity to Cambridge University.

The strategic road network, including the M11 and A120, generally performs well, with some localised delays in areas such as Saffron Walden and Stansted Mountfitchet<sup>17</sup>.

There are large numbers of residents in work and earning good wages but in terms of economic productivity or Gross Value Added (GVA), Uttlesford district is in the bottom 20% in England<sup>18</sup>. This suggests despite London Stansted Airport as the largest employer supporting thousands of jobs and relatively high wages, productivity is being delivered elsewhere. This is instead likely to be high value science and technology sectors in Cambridge, and so North West Essex isn't retaining the economic benefits for its own businesses. Improving access *within* North West Essex for residents and local employers, will help, but also improving connections to productive places like Braintree, Epping Forest, Harlow, Harlow Gilston Garden Town and across the border into Cambridgeshire may encourage businesses to choose North West Essex instead, knowing they can still get to other places with ease.

There are places in North West Essex where less than 20% have access to Ultra Fast Broadband<sup>19</sup>, which is a barrier for attracting businesses to the area as well as those looking to relocate to the area and to work some of the time from home.

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

North West Essex's location on the edge of Essex means many residents work in Cambridgeshire and Hertfordshire. Public transport connections to key employment hubs are limited, with journeys

often taking over an hour. For example, despite the proximity of London Stansted Airport, and its excellent bus and coach links to major UK cities, local bus connections are poor, and jobs are not just at the terminal, making local access to one of the area's major employers challenging for those without a car. However, there are links to Chelmsford and Colchester via the X10, X20 and X30 airport services, these services run a few times an hour, take less than an hour and now cost only £3 each way. Promoting these services may open up more opportunities for those along the route.

These poor bus connections also affect access to schools. Both primary and secondary schools are typically less accessible by bus for rural residents as journey times are often more than an hour. In the south of the area, some residents face similarly long journeys to access further education.

As well as providing employment, London Stansted Airport also has a dedicated further education facility in partnership with Harlow College, located to the south of the airport. It gives people the opportunity to gain skills required for a job at the airport, for example in aviation or catering. Additionally, they also provide upskilling programmes in English, Maths and digital skills. This again highlights the need to improve access by bus to the airport including locations on its edge, especially for younger students who cannot drive.

At Chesterford Research Park there is a shuttle service to Cambridge and Great Chesterford Station run by the Park, there is an hourly service to Little Chesterford from Saffron Walden, but other services to the rest of Essex are limited.

Rail transport is good for connections to London, Harlow, Bishop's Stortford and Cambridge, but less so for connections elsewhere in Essex, where any rail journey needs to be made via London.



Ridership is increasing, following a dip during the pandemic, led by a strong growth on Stansted Express services and other leisure travel. Rail commuting, especially to London, and for business travel are recovering more slowly but continue to grow. National Express coaches are also available from Stansted to London, Heathrow, Cambridge, Birmingham, Luton Airport and Oxford.

We need to ensure that people can access work sustainably, whether by better bus provision for opportunities further afield, or improved walking and cycling in and between the towns of Saffron Walden, Great Dunmow and London Stansted Airport for those who work locally.

Better interchanges between different forms of transport are also important for longer trips, whether that be at the airport, rail station or local bus stops. Quite often bus arrival times at stations do not align with train timetables.

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

We may see changes to our natural environment in the future that may pose risks in North West Essex for the long-term future of the network. Impacts will include higher temperatures, more severe weather, and flooding, all of 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 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 West Essex

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

### 3.1 North West Essex wide

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

Getting people more active may have a positive effect on their mental health. With a higher rate of anxiety and loneliness in North West Essex, encouraging more active forms of travel by delivering walking and cycling networks which may improve people's health by encouraging more trips to open spaces, making the most of North West 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.

Next is bus, and our Bus Service Improvement Plan will aim to improve both bus stops and the network in North West Essex to make using buses feel safer and easier, while supporting sustainable growth across the area. By collaborating with bus companies and health partners, we'll make it easier for residents without cars to access hospitals and healthcare. 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.

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.

Supporting Network Rail and Great British Railways implement a package of improvements along the West Anglia Mainline will help the resilience of the rail network and improve journey times. Both of these benefits may encourage more people to get the train for work and leisure.

Road transport is always going to be essential to connect people, places and communities, particularly for rural areas. This will require an effective maintenance programme, ensuring the network is fit for purpose now and in the future. For example, by using more durable materials and planning for more frequent floods, we can keep our infrastructure open whatever the season, or mode.

These improvements, typically funded by Central Government, will need to align with community and transport priorities, and include footway, cycleway, carriageway and drainage renewal. Targeted improvements such as creating 'rapid transit systems (giving buses priority along key routes), and creating cycling and walking network

linking essential destinations, will make it easier for everyone.

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 London Stansted Airport and the surrounding area

Transport in North West Essex has a higher-than-average impact on the environment due to the airport. Therefore, it is important to encourage people to travel to the airport in the most sustainable way as possible, whether that be when using the airport to travel or travelling to work at the airport. The existing transport interchange at the airport is difficult to access and limited for passengers and staff, therefore we will support the airport in the production and delivery of an 'Airport Surface Access Plan' (and its Sustainable Development Plan) which will look to improve the existing bus interchange, develop more walking and cycling connections and support more frequent rail services.

This will include local cycling improvements, such as a footbridge over the A120, as well as improving cycle networks to the airport from local communities like Takeley, and the development of a multi-modal transport hub at the airport. Supporting Hertfordshire County Council in the development of HERT, a rapid transit route that in the future could link to London Stansted Airport will also be important for providing sustainable choices for tourists and workers alike across the region.

For rail, a second rail tunnel bore for London Stansted Airport will improve rail capacity to the airport, providing more services to London and

further encouraging more sustainable access to the airport. Additionally, trialling the restriction of long stay car parking on local streets close to the airport will improve the roads for local residents and also encourage those driving to think about using alternative transport.

Supporting our road network near to London Stansted Airport is important for our businesses to effectively move goods and to support local growth. Working with National Highways to improve the A120/B1383 junction will help support the M11 junction 8 upgrade and economic growth in the area.

### 3.3 Saffron Walden and Great Chesterford

Saffron Walden and Great Chesterford lie to the north of the area, nearer to the border with Cambridgeshire. Chesterford Research Park is located in the area providing high tech research jobs in the south Cambridge bio tech cluster. Many residents of North West Essex commute to Cambridge for work. We need to support those working outside Essex and to also take advantage of being near to nationally important science and research parks. There are also opportunities for housing and employment growth locations in the north of the area to take advantage of these links to Cambridge, therefore we must provide good, sustainable transport options. This may improve the productivity of our local businesses and improve opportunities for residents.

A cycle link from Saffron Walden to Great Chesterford and beyond to connect to south Cambridgeshire where there are already good cycle links to science and research parks, employment and Cambridge will encourage residents to make more healthy, sustainable choices. Additionally, it will provide a link from Saffron Walden to Great Chesterford rail station for onward travel by train.

We will support rapid transit services, such as from Cambridge into Uttlesford, linking housing areas to employment opportunities improvements to existing bus services and station interchanges and improve Chesterford Research Park sustainable mode access. These improvements will also benefit those who need to access education and training.

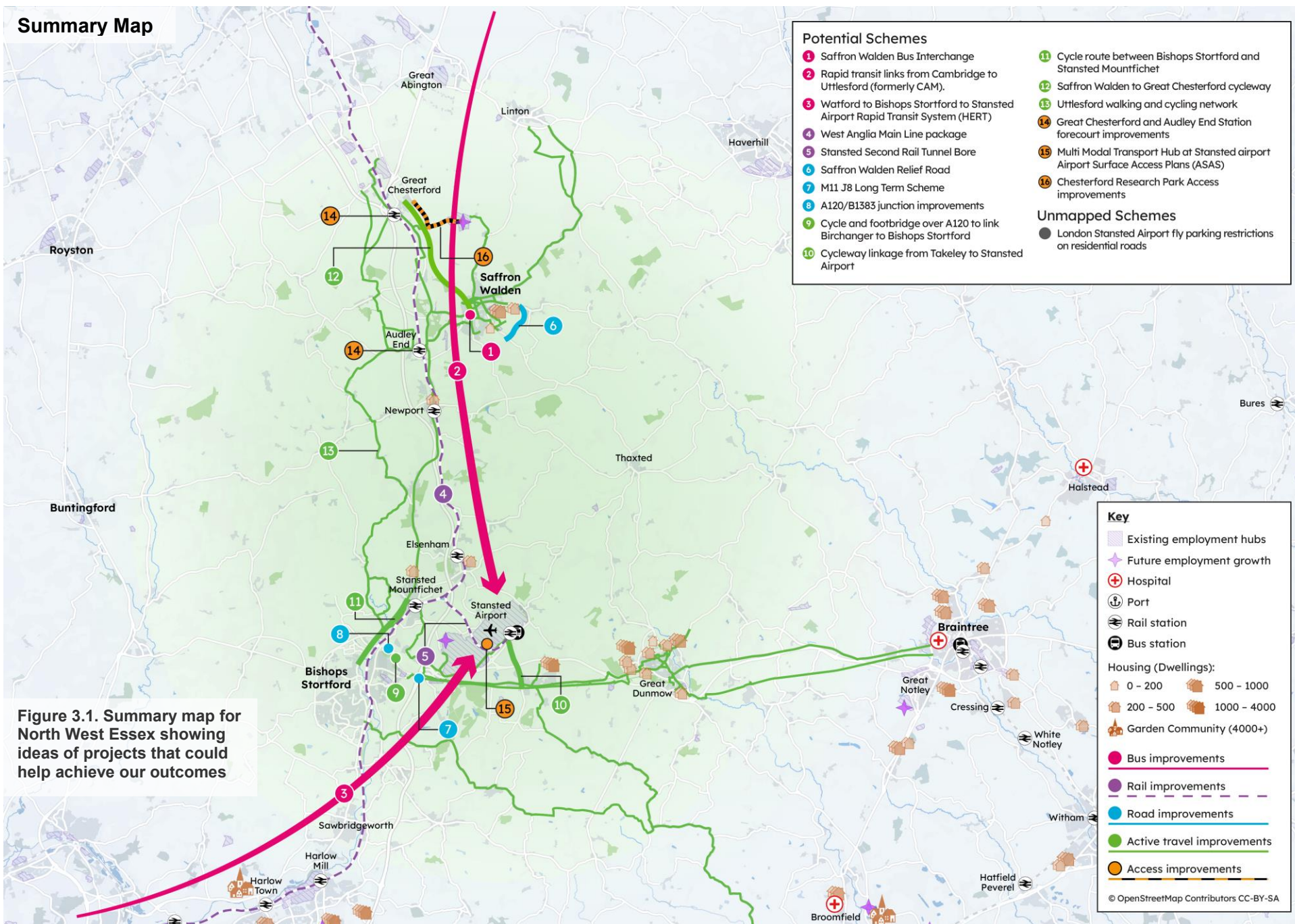
To support local housing growth a Saffron Walden relief road could alleviate traffic within the town itself, improving local air quality and making the roads within the town safer for walking and cycling.

Improving bus interchanges and local cycling networks in towns such as Saffron Walden would enable a wider range of journey to be made. However, old medieval market towns are often tight on space due to their design, therefore more studies may need to be done to better understand what we can do in these places.

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



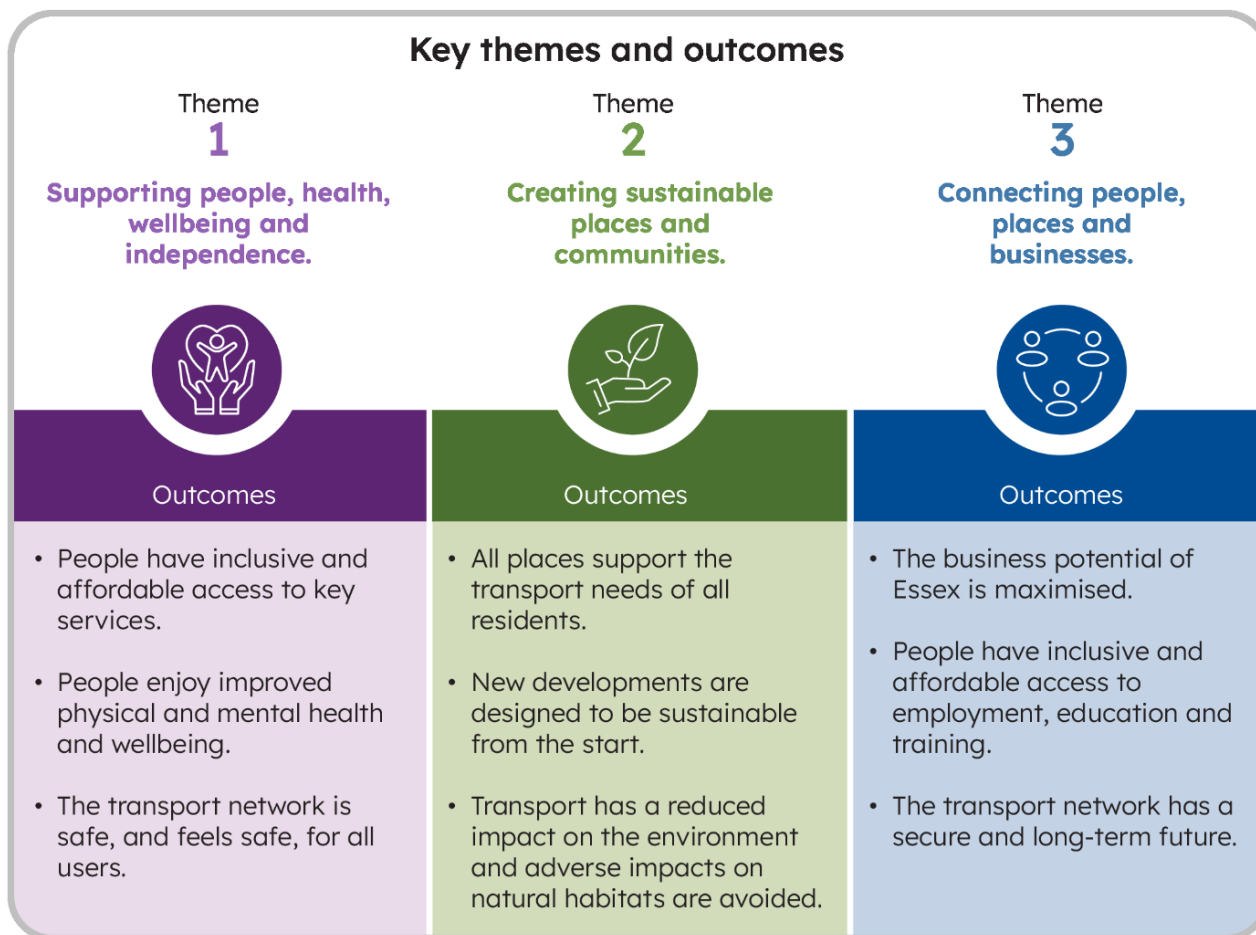






## Appendix A. Scheme list

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



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

Project	Description	Impact	Supporting People			Sustainable Place			Connecting People		
			Outcome 1	Outcome 2	Outcome 3	Outcome 4	Outcome 5	Outcome 6	Outcome 7	Outcome 8	Outcome 9
North West Essex wide											
Uttlesford walking and cycling network	Delivery of the prioritised walking and cycling network identified in the Local Cycling and Walking infrastructure plans.	Improved walking and cycling options for the area.	**	***	**	*	*	**	*	**	**
West Anglia main line package	Package of improvements along the WAML	Improved network resilience and journey time improvements.	*	*		*	*	**	***	*	*
London Stansted Airport and the surrounding area											
Multi modal transport hub at London Stansted airport / Airport Surface Access Plan (ASAS)	The existing interchange is difficult to access and limited for passengers and workers. A multi-modal approach needed and will wider community and employment opportunities. Improvements and expansion of the existing bus interchange. Developing walking and cycling connections to the airport and airport business park will connect people to jobs More frequent rail services Improve traffic flows to reduce congestion and enhance accessibility and connectivity to the airport for bus and coach. Improved access to London Stansted Airport for cyclists	Improved public transport and walking and cycling options for sustainable access to the airport.	**	**	**	**	***	***	**	**	**

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
Cycle route between Bishops Stortford and Stansted Mountfichet	Supporting the Hertfordshire County Council scheme linking into Essex.	Improved walking and cycling options for the area.	**	***	**	*	*	**	**	**	**
Cycleway linkage from Takeley to London Stansted Airport	Access from Takeley to jobs at airport.	Improved walking and cycling options for the area.	**	***	**	*	*	**	*	**	**
Cycle/footbridge over A120 to link Birchanger to Bishops Stortford	To provide connectivity between Bishops Stortford and London Stansted Airport main transport hub.	Improved walking and cycling options for the area.	*	***	**	*	*	**	*	**	***
London Stansted Airport second rail tunnel bore	Second rail tunnel into the station.	Improves rail capacity to the airport	*	*	*	**	**	*	***	*	**
Watford to Bishops Stortford to Stansted Airport Rapid Transit System (HERT)	The Hertfordshire Essex Rapid Transit (HERT) will be a new, sustainable passenger transport network. The HERT will deliver a step-change in the passenger transport network through an accessible, reliable and affordable east-west transit system which connects people easily to where they live, work and visit.	The HERT will support economic growth, improve the environment and positively impact our existing and new communities. It will enable Essex residents to travel west to access opportunities in Hertfordshire.	**	*	*	**	*	**	**	**	*
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 Place			Connecting People		
			Outcome 1	Outcome 2	Outcome 3	Outcome 4	Outcome 5	Outcome 6	Outcome 7	Outcome 8	Outcome 9
A120/B1383 junction improvements	Will support the M11 junction 8 upgrade for growth in south west Uttlesford.	Keeping the network moving by improving capacity			*	**	**		***		*
London Stansted Airport fly parking restrictions on residential roads	Restrictions of parking on local residential roads so airport passengers cannot park there.	Improved environment for local people.		*	*			*			**
<b>Saffron Walden and Great Chesterford</b>											
Saffron Walden bus interchange	Feasibility study into how can achieve this in Saffron Walden. Big growth in developer funded bus services.	Improve public transport options for the area.	**	*	*	*	***	**	*	**	**
Saffron Walden to Great Chesterford cycleway	Saffron Walden to Great Chesterford and beyond to connect into South Cambridgeshire where there are already good cycle links to science parks, employment and Cambridge city centre.	Improved walking and cycling options for the area.	**	***	**	*	*	**	*	**	**
Rapid transit links from Cambridge to Uttlesford (formerly CAM).	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.	**	*	*	**	*	**	***	**	***

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
Great Chesterford/Audley End Station forecourt improvements	Improve the interchange to accommodate more bus services.	Improve public transport options for the area.	**	*	*	**	*	**	*	**	**
Chesterford Research Park Access improvements.	Sustainable mode access improvements to out of town/centrally located employment zones. Ensure sustainable modes access for existing and future employees to relevant locations - may include out of county travel connections.	Improve public transport options for the area.	*	*	*	*	*	**	**	*	**
Saffron Walden relief road	New relief road to accommodate future growth in Saffron Walden.	Keeping the network moving and reducing congestion in the town centre.			*	**	*		**		**

## 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	There are limited high frequency bus routes in the area, many rural areas are in a 'public transport desert', with journey times to services often over an hour by bus.	<ul style="list-style-type: none"> <li>Encourage digital innovation, such as new apps that enable the delivery of essential services, such as healthcare, in ways that are less dependent on travel</li> <li>Support the rollout of faster broadband and ongoing improvements to 5G mobile coverage in rural and deprived areas</li> <li>Implement our Bus Service Improvement Plan</li> <li>Provide attractive, safe, convenient, inclusive and high quality public transport routes and facilities, designed in line with latest design standards and guidance</li> <li>Explore opportunities to expand our Demand Responsive Transport network in rural areas</li> <li>Develop and deliver mobility hubs to facilitate convenient access to public transport services, shared mobility solutions, and active travel options. In rural locations, these could combine transport, retail and community services</li> <li>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</li> <li>Travel information will make use of new technology and be available in a range of formats for everyone to access</li> </ul>	<ul style="list-style-type: none"> <li>Multi Modal Transport Hub at London Stansted airport / Airport Surface Access Plan (ASAS)</li> <li>Saffron Walden bus interchange</li> <li>Rapid transit links from Cambridge to Uttlesford (formerly CAM).</li> <li>Chesterford Research Park Sustainable mode access improvements to out of town/centrally located employment zones</li> <li>Watford to Bishops Stortford to London Stansted Airport RTS</li> <li><b>*Use of mobile apps and web information (supporting traditional information way finding) to encourage use of public transport</b></li> </ul>



Outcome	Challenge	High Level Activity	Schemes to address these challenges
		<ul style="list-style-type: none"> <li>Support the introduction of multi operator and fully integrated smart ticketing for transport services in Essex</li> </ul>	
	High income inequality in the area – large gap between the wealthiest and the poorest. This means that poor bus services means people may be reliant on cars which are often expensive to run.	<ul style="list-style-type: none"> <li>Encourage digital innovation, such as new apps that enable the delivery of essential services, such as healthcare, in ways that are less dependent on travel</li> <li>Support the rollout of faster broadband and ongoing improvements to 5G mobile coverage in rural and deprived areas</li> <li>Implement our Bus Service Improvement Plan</li> <li>Provide attractive, safe, convenient, inclusive and high quality public transport routes and facilities, designed in line with latest design standards and guidance</li> <li>Explore opportunities to expand our Demand Responsive Transport network in rural areas</li> <li>Develop and deliver mobility hubs to facilitate convenient access to public transport services, shared mobility solutions, and active travel options. In rural locations, these could combine transport, retail and community services</li> <li>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</li> <li>Travel information will make use of new technology and be available in a range of formats for everyone to access</li> <li>Support the introduction of multi operator and fully integrated smart ticketing for transport services in Essex</li> <li>Provide training and promote free initiatives to increase people's confidence and participation in cycling</li> </ul>	<ul style="list-style-type: none"> <li>Multi Modal Transport Hub at London Stansted airport / Airport Surface Access Plan (ASAS)</li> <li>Saffron Walden bus interchange</li> <li>Rapid transit links from Cambridge to Uttlesford (formerly CAM).</li> <li>Chesterford Research Park Sustainable mode access improvements to out of town/centrally located employment zones</li> <li>Watford to Bishops Cleeve to London Stansted Airport RTS</li> <li><b>*Use of mobile apps and web information (supporting traditional information way finding) to encourage use of public transport</b></li> </ul>
	Long walking times to bus stops	<ul style="list-style-type: none"> <li>Implement our Bus Service Improvement Plan</li> <li>Provide attractive, safe, convenient, inclusive and high quality public transport routes and facilities,</li> </ul>	<ul style="list-style-type: none"> <li><b>*Bus Stop Improvements</b></li> </ul>

Outcome	Challenge	High Level Activity	Schemes to address these challenges
		<p>designed in line with latest design standards and guidance</p> <ul style="list-style-type: none"> <li>▪ Explore opportunities to expand our Demand Responsive Transport network in rural areas</li> <li>▪ Work with partners to promote more sustainable forms of car use, such as lift sharing and car clubs</li> <li>▪ Develop and deliver mobility hubs to facilitate convenient access to public transport services, shared mobility solutions, and active travel options. In rural locations, these could combine transport, retail and community services</li> <li>▪ 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</li> </ul>	
People enjoy improved physical and mental health and wellbeing	Maintain the health of North West Essex and encourage even more physical activity by active travel not just for leisure but for commuting too	<ul style="list-style-type: none"> <li>▪ Develop and deliver long-term plans to improve our cycling and walking networks by considering our Local Cycling and Walking Infrastructure Plans</li> <li>▪ Widen access to Essex Pedal Power, which provides free bikes and a support service for our most disadvantaged communities</li> <li>▪ Implement our Green Infrastructure Strategy to deliver better quality and more accessible multipurpose green spaces and links for everyone</li> <li>▪ Work with landowners and other partners to ensure that public rights of way are well maintained and easy to use</li> <li>▪ Improve access to, and raise awareness of, the green spaces, facilities and activities available to the public</li> </ul>	<ul style="list-style-type: none"> <li>▪ Cycle route between Bishops Stortford and London Stansted Mountfichet</li> <li>▪ Improved access to London Stansted Airport Coach Station for cyclists</li> <li>▪ Uttlesford walking and cycling network Cycle/footbridge over A120 to link Birchanger to Bishops Stortford</li> <li>▪ Saffron Walden to Great Chesterford cycleway</li> <li>▪ <b>*Implementation of rural walking and cycling network</b></li> </ul>
	Asthma is high in Uttlesford district which could be due to being near transport infrastructure	<ul style="list-style-type: none"> <li>▪ Develop and deliver long-term plans to improve our cycling and walking networks by considering our Local Cycling and Walking Infrastructure Plans</li> <li>▪ Widen access to Essex Pedal Power, which provides free bikes and a support service for our most disadvantaged communities</li> </ul>	<ul style="list-style-type: none"> <li>▪ Cycle route between Bishops Stortford and Stansted Mountfichet</li> <li>▪ Improved access to London Stansted Airport Coach Station for cyclists</li> <li>▪ Uttlesford walking and cycling network</li> </ul>

Outcome	Challenge	High Level Activity	Schemes to address these challenges
		<ul style="list-style-type: none"> <li>Implement our Green Infrastructure Strategy to deliver better quality and more accessible multipurpose green spaces and links for everyone</li> <li>Work with landowners and other partners to ensure that public rights of way are well maintained and easy to use</li> <li>Improve access to, and raise awareness of, the green spaces, facilities and activities available to the public</li> </ul>	<ul style="list-style-type: none"> <li>Cycle/footbridge over A120 to link Birchanger to Bishops Stortford</li> <li>Saffron Walden to Great Chesterford cycleway</li> <li>Rapid transit links from Cambridge to Uttlesford (formerly CAM).</li> <li><b>*Promotion of Synthetic Fuels</b></li> <li><b>*Roll out of EV infrastructure</b></li> </ul>
	Higher levels of anxiety and loneliness	<ul style="list-style-type: none"> <li>Promote the support we provide on mental health and wellbeing through our Essex Wellbeing Service</li> <li>Promote the work of the independent charity – Rural Community Council of Essex – in tackling hidden deprivation and social isolation in our villages and rural areas</li> </ul>	<ul style="list-style-type: none"> <li><b>*Use of mobile apps and web information (supporting traditional information way finding) to encourage use of public transport</b></li> </ul>
	Long bus journey times to healthcare	<ul style="list-style-type: none"> <li>Support people and increase their confidence to travel by improving travel information, while making fares and ticketing easier and simpler to understand</li> <li>Promote the support we provide on mental health and wellbeing through our Essex Wellbeing Service</li> <li>Promote the work of the independent charity – Rural Community Council of Essex – in tackling hidden deprivation and social isolation in our villages and rural areas</li> </ul>	<ul style="list-style-type: none"> <li>Saffron Walden bus interchange</li> <li>Rapid transit links from Cambridge to Uttlesford (formerly CAM).</li> <li>Watford to Bishops Stortford to London Stansted Airport RTS</li> </ul>
The transport network is safe, and feels safe	Collisions on the rise in the area	<ul style="list-style-type: none"> <li>Follow a safe systems approach in designing and maintaining our highway network</li> <li>Collaborate with partners, such as the police and Safer Essex Roads Partnership, to improve safety</li> <li>Promote training initiatives (e.g. Bystander training) and apps (e.g. Travel Guardian) to improve safety and confidence when travelling</li> </ul>	<ul style="list-style-type: none"> <li>Cycle route between Bishops Stortford and Stansted Mountfichet</li> <li>Improved access to Stansted Airport Coach Station for cyclists</li> <li>Uttlesford walking and cycling network</li> <li>Cycle/footbridge over A120 to link Birchanger to Bishops Stortford</li> <li>Saffron Walden to Great Chesterford cycleway</li> </ul>

Outcome	Challenge	High Level Activity	Schemes to address these challenges
		<ul style="list-style-type: none"> <li>Collaborate with the police and public transport operators to reduce crime and the fear of crime when travelling on the transport network</li> <li>Design new and improved infrastructure and promote well-designed neighbourhoods so that they feel safe and secure to use</li> <li>Work in partnership to create safe environments around schools</li> <li>Provide cycle training to develop or improve people's skills and confidence to cycle safely within Essex</li> </ul>	
	More people feel unsafe in their local area after dark.	<ul style="list-style-type: none"> <li>Follow a safe systems approach in designing and maintaining our highway network</li> <li>Collaborate with partners, such as the police and Safer Essex Roads Partnership, to improve safety</li> <li>Promote training initiatives (e.g. Bystander training) and apps (e.g. Travel Guardian) to improve safety and confidence when travelling</li> <li>Collaborate with the police and public transport operators to reduce crime and the fear of crime when travelling on the transport network</li> <li>Design new and improved infrastructure and promote well-designed neighbourhoods so that they feel safe and secure to use</li> </ul>	<ul style="list-style-type: none"> <li><b>*bus stop improvements</b></li> <li><b>*better access to rail stations</b></li> </ul>
	Low numbers of cycle paths in the area may mean people feel unsafe to cycle to work and may be sticking to quieter leisure routes	<ul style="list-style-type: none"> <li>Provide cycle training to develop or improve people's skills and confidence to cycle safely within Essex</li> <li>Follow a safe systems approach in designing and maintaining our highway network</li> <li>Collaborate with partners, such as the police and Safer Essex Roads Partnership, to improve safety</li> </ul>	<ul style="list-style-type: none"> <li>Multi Modal Transport Hub at London Stansted airport / Airport Surface Access Plan (ASAS)</li> <li>Cycle route between Bishops Stortford and Stansted Mountfichet</li> <li>Improved access to London Stansted Airport Coach Station for cyclists</li> <li>Uttlesford walking and cycling network</li> <li>Cycleway linkage from Takeley to London Stansted Airport</li> </ul>



Outcome	Challenge	High Level Activity	Schemes to address these challenges
			<ul style="list-style-type: none"> <li>▪ Cycle/footbridge over A120 to link Birchanger to Bishops Stortford</li> <li>▪ <b>*Implementation of rural walking and cycling network</b></li> </ul>

## B.2 Place

Outcome	Challenge	High Level Activity	Schemes to address these challenges
All places support the transport needs of all residents	North West Essex is a largely rural area with long journeys to the rest of Essex, many travel outside the county for work and other services, however public transport is limited	<ul style="list-style-type: none"> <li>▪ Introduce a 'Place and Movement' approach to help embed the principles of 'Healthy Streets' and manage the transport network effectively for both existing streets and new developments</li> <li>▪ Implement 'well designed neighbourhood principles' in the redesign of existing neighbourhoods</li> <li>▪ Implement our Electric Vehicle Strategy to provide suitable access to a reliable, convenient, accessible and fairly priced network of electric charge points</li> </ul>	<ul style="list-style-type: none"> <li>▪ Saffron Walden to Great Chesterford cycleway</li> <li>▪ Cycle/footbridge over A120 to link Birchanger to Bishops Stortford</li> <li>▪ Cycle route between Bishops Stortford and Stansted Mountfichet</li> <li>▪ Saffron Walden bus interchange</li> <li>▪ Rapid transit links from Cambridge to Uttlesford (formerly CAM).</li> <li>▪ Chesterford Research Park Sustainable mode access improvements to out of town/centrally located employment zones</li> <li>▪ West Anglia main line package</li> <li>▪ Watford to Bishops Stortford to Stansted Airport RTS</li> <li>▪ <b>*Use of mobile apps and web information (supporting traditional information way finding) to encourage use of public transport</b></li> </ul>
	Not every town has cycling and walking provision	<ul style="list-style-type: none"> <li>▪ Introduce a 'Place and Movement' approach to help embed the principles of 'Healthy Streets' and manage the transport network effectively for both existing streets and new developments</li> <li>▪ Implement 'well designed neighbourhood principles' in the redesign of existing neighbourhoods</li> </ul>	<ul style="list-style-type: none"> <li>▪ Cycle route between Bishops Stortford and Stansted Mountfichet</li> <li>▪ Improved access to London Stansted Airport Coach Station for cyclists</li> <li>▪ Uttlesford walking and cycling network</li> <li>▪ Cycleway linkage from Takeley to London Stansted Airport</li> <li>▪ Cycle/footbridge over A120 to link Birchanger to Bishops Stortford</li> </ul>

Outcome	Challenge	High Level Activity	Schemes to address these challenges
New developments are designed to be sustainable from the start	Government target of 804 new homes a year	<ul style="list-style-type: none"> <li>Introduce a 'Place and Movement' approach for planning all new developments</li> <li>Adopt a vision-led approach to planning for new growth and its transport needs, including through all new Local Plans and the identification of monitoring measures</li> <li>Adopt an 'Avoid-Shift-Improve' approach to plan transport and development from the earliest stages of development planning</li> <li>Use connectivity planning to help locate new homes, jobs and essential services in sustainable places that align with our vision for transport</li> <li>Work with Local Planning Authorities (LPAs) and other partners to allocate developments in Local Plans and deliver new Garden Communities to help meet the significant housing targets set for Essex by the Government</li> <li>Work with LPAs to ensure that measures proposed in large developments and Garden Communities to promote sustainable transport are deliverable and sufficient to meet the vision for active and sustainable mode share</li> <li>Set up Transport Review Groups for larger developments to help the ongoing management of transport impacts</li> <li>Require effective travel plans for all new homes, new and existing workplaces and schools, including Garden Communities and other large-scale developments in line with our travel plan guides for residential, workplace, school, and large-scale developments and garden communities</li> <li>Monitor the delivery of active and sustainable mode share targets through the Travel Plan with permission for latter phases of development linked to the achievement of modal split targets for early</li> </ul>	<ul style="list-style-type: none"> <li><b>*Implementation of rural walking and cycling network</b></li> <li>Multi Modal Transport Hub at London Stansted airport / Airport Surface Access Plan (ASAS)</li> <li>Cycle route between Bishops Stortford and Stansted Mountfichet</li> <li>Improved access to London Stansted Airport Coach Station for cyclists</li> <li>Uttlesford walking and cycling network Cycleway linkage from Takeley to London Stansted Airport</li> <li>Cycle/footbridge over A120 to link Birchanger to Bishops Stortford</li> <li>Saffron Walden to Great Chesterford cycleway</li> <li>Saffron Walden bus interchange</li> <li>Rapid transit links from Cambridge to Uttlesford (formerly CAM).</li> <li>Chesterford Research Park Sustainable mode access improvements to out of town/centrally located employment zones</li> <li>Watford to Bishops Stortford to London Stansted Airport RTS</li> <li>Saffron Walden relief road</li> <li>Bishops Stortford Bypass</li> <li><b>*Residential Travel Planning</b></li> <li><b>*Behavioural Change programme</b></li> <li><b>*You Smart Travel Planning Tool</b></li> <li><b>*Use of mobile apps and web information (supporting traditional information way finding) to encourage use of public transport</b></li> <li><b>*Provision of Cycling equipment in new development</b></li> </ul>

Outcome	Challenge	High Level Activity	Schemes to address these challenges
		<p>phases in line with our travel plan guide for large-scale developments and garden communities</p> <ul style="list-style-type: none"> <li>▪ Work with LPAs to embed inclusive design principles into all new developments</li> <li>▪ Promote tools, guidance and best practice documents, such as A New Street Types Model for Essex, EPOA 2024 Parking Guidance, Mobility Hubs as part of the Essex Design Guide and the Highways Technical Manual, to help plan all new developments sustainably</li> <li>▪ Implement 'well designed neighbourhood principles' in the design of new communities</li> <li>▪ Require planning applications to be supported by a Health Impact Assessment (HIA) considering the Essex Healthy Places Checklist</li> </ul>	
	<p>North West Essex should be a great place for employers to invest in with its closeness to Stansted and Cambridge, however transport links should be improved</p>	<ul style="list-style-type: none"> <li>▪ Introduce a 'Place and Movement' approach for planning all new developments</li> <li>▪ Adopt a vision-led approach to planning for new growth and its transport needs, including through all new Local Plans and the identification of monitoring measures</li> <li>▪ Adopt an 'Avoid-Shift-Improve' approach to plan transport and development from the earliest stages of development planning</li> <li>▪ Use connectivity planning to help locate new homes, jobs and essential services in sustainable places that align with our vision for transport</li> <li>▪ Work with Local Planning Authorities (LPAs) and other partners to allocate developments in Local Plans and deliver new Garden Communities to help meet the significant housing targets set for Essex by the Government</li> <li>▪ 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</li> </ul>	<ul style="list-style-type: none"> <li>▪ Multi Modal Transport Hub at London Stansted airport / Airport Surface Access Plan (ASAS)</li> <li>▪ Cycle route between Bishops Stortford and Stansted Mountfichet</li> <li>▪ Improved access to London Stansted Airport Coach Station for cyclists</li> <li>▪ Uttlesford walking and cycling network Cycleway linkage from Takeley to London Stansted Airport</li> <li>▪ Cycle/footbridge over A120 to link Birchanger to Bishops Stortford</li> <li>▪ Saffron Walden to Great Chesterford cycleway</li> <li>▪ Saffron Walden bus interchange</li> <li>▪ Rapid transit links from Cambridge to Uttlesford (formerly CAM).</li> <li>▪ Chesterford Research Park Sustainable mode access improvements to out of town/centrally located employment zones</li> <li>▪ Watford to Bishops Stortford to London Stansted Airport RTS</li> <li>▪ Saffron Walden relief road</li> <li>▪ Bishops Stortford Bypass</li> </ul>

Outcome	Challenge	High Level Activity	Schemes to address these challenges
		<p>guides for residential, workplace, school, and large-scale developments and garden communities</p> <ul style="list-style-type: none"> <li>▪ Monitor the delivery of active and sustainable mode share targets through the Travel Plan with permission for latter phases of development linked to the achievement of modal split targets for early phases in line with our travel plan guide for large-scale developments and garden communities</li> <li>▪ Work with LPAs to embed inclusive design principles into all new developments</li> <li>▪ Promote tools, guidance and best practice documents, such as A New Street Types Model for Essex, EPOA 2024 Parking Guidance, Mobility Hubs as part of the Essex Design Guide and the Highways Technical Manual, to help plan all new developments sustainably</li> <li>▪ Implement 'well designed neighbourhood principles' in the design of new communities</li> <li>▪ Require planning applications to be supported by a Health Impact Assessment (HIA) considering the Essex Healthy Places Checklist</li> </ul>	<ul style="list-style-type: none"> <li>▪ <b>*Business Travel Planning</b></li> <li>▪ <b>*Use of mobile apps and web information (supporting traditional information way finding) to encourage use of public transport</b></li> <li>▪ <b>*Promotion of the Smarter Travel Network to Essex Businesses</b></li> </ul>
Transport has a reduced impact on the environment and adverse impacts on natural habitats are avoided	Limited cycling paths in the area	<ul style="list-style-type: none"> <li>▪ Adopt an 'Avoid-Shift-Improve' approach to plan transport and development from the earliest stages of development planning</li> <li>▪ Implement our Green Infrastructure Strategy to deliver 'Healthy Streets' and more accessible green spaces and links that provide multiple benefits for people and the environment</li> <li>▪ Avoid adverse effects from new transport projects on the integrity of internationally important habitat sites.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Multi Modal Transport Hub at London Stansted airport / Airport Surface Access Plans (ASAS)</li> <li>▪ Cycle route between Bishops Stortford and Stansted Mountfichet</li> <li>▪ Improved access to London Stansted Airport Coach Station for cyclists</li> <li>▪ Uttlesford walking and cycling network</li> <li>▪ Cycleway linkage from Takeley to London Stansted Airport</li> <li>▪ Cycle/footbridge over A120 to link Birchanger to Bishops Stortford</li> <li>▪ Saffron Walden to Great Chesterford cycleway</li> <li>▪ Chesterford Research Park Sustainable mode access improvements to out of town/centrally located employment zones</li> </ul>

Outcome	Challenge	High Level Activity	Schemes to address these challenges
	Some areas may suffer with the impact of transport noise	<ul style="list-style-type: none"> <li>Implement measures to reduce traffic noise where this impacts a significant number of people or noise important areas</li> <li>Reduce the noise impacts of our road maintenance and construction activities</li> <li>Avoid adverse effects from new transport projects on the integrity of internationally important habitat sites.</li> </ul>	<ul style="list-style-type: none"> <li><b>*Implementation of rural walking and cycling network</b></li> <li><b>*Promotion of Synthetic Fuels</b></li> </ul>

## 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	Businesses in the area are less productive than most other areas in England	<ul style="list-style-type: none"> <li>Adopt a vision-led approach to planning for new growth and its transport needs, including through all new Local Plans</li> <li>Prioritise journey time reliability for all modes of transport, including freight and passenger transport</li> <li>Work with partners to make the case for investment in our strategic road and rail links, including to the airports and ports to provide enhanced capacity for freight</li> <li>Work with partners to make the case for investment in better facilities for lorry drivers</li> <li>Work with the Government to explore how their plans for local government finance, devolution and wider policy objectives can enable Essex to play its full part in supporting national economic growth</li> <li>Work with partners and the freight industry to reduce the impact of freight and delivery vehicles on communities and the environment</li> </ul>	<ul style="list-style-type: none"> <li>Saffron Walden bus interchange</li> <li>Rapid transit links from Cambridge to Uttlesford (formerly CAM).</li> <li>Great Chesterford/Audley End Station forecourt improvements</li> <li>Chesterford Research Park Sustainable mode access improvements to out of town/centrally located employment zones</li> <li>Watford to Bishops Cleeve to London Stansted Airport RTS</li> <li><b>*Business Travel Planning</b></li> <li><b>*Roll out of shared mobility initiatives</b></li> </ul>



Outcome	Challenge	High Level Activity	Schemes to address these challenges
		<ul style="list-style-type: none"> <li>Work in partnership to implement our Rail Strategy to influence the delivery of nationalised rail services and plan rail improvements</li> </ul>	
	Often people work outside of the area to access opportunities in adjacent counties	<ul style="list-style-type: none"> <li>Prioritise journey time reliability for all modes of transport, including freight and passenger transport</li> <li>Work with partners to make the case for investment in our strategic road and rail links, including to the airports and ports to provide enhanced capacity for freight</li> <li>Work with partners to make the case for investment in better facilities for lorry drivers</li> <li>Work with the Government to explore how their plans for local government finance, devolution and wider policy objectives can enable Essex to play its full part in supporting national economic growth</li> <li>Work with partners and the freight industry to reduce the impact of freight and delivery vehicles on communities and the environment</li> <li>Work in partnership to implement our Rail Strategy to influence the delivery of nationalised rail services and plan rail improvements</li> </ul>	<ul style="list-style-type: none"> <li>Cycle route between Bishops Stortford and Stansted Mountfichet</li> <li>Uttlesford walking and cycling network</li> <li>Cycle/footbridge over A120 to link Birchanger to Bishops Stortford</li> <li>Saffron Walden to Great Chesterford cycleway</li> <li>Saffron Walden bus interchange</li> <li>Rapid transit links from Cambridge to Uttlesford (formerly CAM).</li> <li>Great Chesterford/Audley End Station forecourt improvements</li> <li>Chesterford Research Park Sustainable mode access improvements to out of town/centrally located employment zones</li> <li>Watford to Bishops Stortford to London Stansted Airport RTS</li> <li><b>*Business Travel Planning</b></li> <li><b>*Roll out of shared mobility initiatives</b></li> </ul>
	Surface access to Stansted Airport by sustainable transport is limited	<ul style="list-style-type: none"> <li>Adopt a vision-led approach to planning for new growth and its transport needs, including through all new Local Plans</li> <li>Prioritise journey time reliability for all modes of transport, including freight and passenger transport</li> <li>Work with partners to make the case for investment in our strategic road and rail links, including to the airports and ports to provide enhanced capacity for freight</li> <li>Work with partners to make the case for investment in better facilities for lorry drivers</li> <li>Work with the Government to explore how their plans for local government finance, devolution and wider policy objectives can enable Essex to play its full part in supporting national economic growth</li> </ul>	<ul style="list-style-type: none"> <li>Multi Modal Transport Hub at London Stansted airport / Airport Surface Access Plan (ASAS)</li> <li>Cycle route between Bishops Stortford and Stansted Mountfichet</li> <li>Improved access to London Stansted Airport Coach Station for cyclists</li> <li>Uttlesford walking and cycling network Cycleway linkage from Takeley to London Stansted Airport</li> <li>Saffron Walden bus interchange</li> <li>Rapid transit links from Cambridge to Uttlesford (formerly CAM).</li> <li>Stansted Second Rail Tunnel Bore</li> <li>Watford to Bishops Stortford to London Stansted Airport RTS</li> </ul>

Outcome	Challenge	High Level Activity	Schemes to address these challenges
		<ul style="list-style-type: none"> <li>Support our airports in preparing and implementing Surface Access Strategies, including the Sustainable Development Strategy for London Stansted Airport</li> </ul>	<ul style="list-style-type: none"> <li>Stansted Airport parking restrictions on residential roads</li> <li><b>*Business Travel Planning</b></li> <li><b>*Use of mobile apps and web information (supporting traditional information way finding) to encourage use of public transport</b></li> </ul>
	Local delays in town centres within Saffron Walden and Stansted Mountfitchet	<ul style="list-style-type: none"> <li>Introduce a 'Place and Movement' approach to help embed the principles of 'Healthy Streets' and manage the transport network effectively for both existing streets and new developments</li> <li>Adopt a vision-led approach to planning for new growth and its transport needs, including through all new Local Plans</li> <li>Prioritise journey time reliability for all modes of transport, including freight and passenger transport</li> </ul>	<ul style="list-style-type: none"> <li>Cycle route between Bishops Stortford and Stansted Mountfitchet</li> <li>Improved access to London Stansted Airport Coach Station for cyclists</li> <li>Uttlesford walking and cycling network</li> <li>Saffron Walden to Great Chesterford cycleway</li> <li>Rapid transit links from Cambridge to Uttlesford (formerly CAM).</li> <li>Great Chesterford/Audley End Station forecourt improvements</li> <li>Saffron Walden relief road</li> <li>Bishops Stortford Bypass</li> <li><b>*Smart junctions</b></li> <li><b>*Active Intelligent Traffic Management Systems</b></li> </ul>
People have inclusive and affordable access to employment, education and training	Bus services to areas of employment are limited	<ul style="list-style-type: none"> <li>Tackle barriers to travel, such as accessibility, complexity and security, to support greater use by everyone</li> <li>Work with organisations such as bus operators and active travel organisations and funders to make the case for new investment</li> <li>Work with partners to improve walking, cycling and public transport connections between residential and employment areas</li> <li>Work with partners to secure better facilities at stations for onward travel via all modes of transport, including step-free access</li> <li>Work in partnership to provide attractive, safe, convenient, inclusive, and high quality walking, cycling and public transport routes and facilities</li> </ul>	<ul style="list-style-type: none"> <li>Multi Modal Transport Hub at London Stansted airport / Airport Surface Access Plan (ASAS)</li> <li>Saffron Walden to Great Chesterford cycleway</li> <li>Saffron Walden bus interchange</li> <li>Rapid transit links from Cambridge to Uttlesford (formerly CAM).</li> <li>Great Chesterford/Audley End Station forecourt improvements</li> <li>Chesterford Research Park Sustainable mode access improvements to out of town/centrally located employment zones</li> <li>Watford to Bishops Stortford to London Stansted Airport RTS</li> <li><b>*Roll out of shared mobility initiatives</b></li> </ul>

Outcome	Challenge	High Level Activity	Schemes to address these challenges
		<ul style="list-style-type: none"> <li>▪ Deliver high quality rapid transit networks where feasible</li> <li>▪ Support the introduction of multi operator and fully integrated smart ticketing for transport services in Essex</li> </ul>	
	Bus services to education are limited	<ul style="list-style-type: none"> <li>▪ Tackle barriers to travel, such as accessibility, complexity and security, to support greater use by everyone</li> <li>▪ Work with organisations such as bus operators and active travel organisations and funders to make the case for new investment</li> <li>▪ Work with partners to secure better facilities at stations for onward travel via all modes of transport, including step-free access</li> <li>▪ Work in partnership to provide attractive, safe, convenient, inclusive, and high quality walking, cycling and public transport routes and facilities</li> <li>▪ Deliver high quality rapid transit networks where feasible</li> <li>▪ Support the introduction of multi operator and fully integrated smart ticketing for transport services in Essex</li> <li>▪ Provide measures to enable more children to walk and cycle to school via safe, direct routes</li> <li>▪ Deliver locally relevant training programmes to address skills gaps holding people back and stopping firms from investing</li> </ul>	<ul style="list-style-type: none"> <li>▪ Saffron Walden bus interchange</li> <li>▪ Rapid transit links from Cambridge to Uttlesford (formerly CAM).</li> <li>▪ Great Chesterford/Audley End Station forecourt improvements</li> <li>▪ Watford to Bishops Stortford to London Stansted Airport RTS</li> </ul>
	Quite often bus arrival times at stations do not align with train timetables	<ul style="list-style-type: none"> <li>▪ Work with partners to secure better facilities at stations for onward travel via all modes of transport, including step-free access</li> <li>▪ Work in partnership to provide attractive, safe, convenient, inclusive, and high quality walking, cycling and public transport routes and facilities</li> </ul>	<ul style="list-style-type: none"> <li>▪ Saffron Walden bus interchange</li> <li>▪ Great Chesterford/Audley End Station forecourt improvements</li> </ul>

Outcome	Challenge	High Level Activity	Schemes to address these challenges
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 in North West Essex for the long-term future of the network. Impacts will include higher temperatures, more severe weather, and flooding, all of 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.	<ul style="list-style-type: none"> <li>▪ Support the introduction of multi operator and fully integrated smart ticketing for transport services in Essex</li> <li>▪ Implement our Highways Infrastructure Asset Management Plan and supporting plans and strategies to maintain our transport infrastructure to appropriate standards which offer value for money to the Essex taxpayer</li> <li>▪ Proactively monitor the condition of our road, cycle and pedestrian networks and other pieces of infrastructure</li> <li>▪ Manage, maintain and improve our network by considering our Climate Adaption Plan Framework, Decarbonisation Strategy and our Strategy for managing the Green Estate</li> <li>▪ Develop our own ability as a Council to adapt to climate-related risk</li> <li>▪ Deliver suitable actions that enable our transport network to adapt to change</li> <li>▪ Deploy approaches such as Sustainable Drainage and Natural Flood Management to promote greater flood resilience on the highway network</li> <li>▪ Play an active role in flood defence, coastal protection, and conservation to reduce the risks and impacts on our coastal communities and transport network</li> <li>▪ Work with National Highways and neighbouring local transport authorities to provide a common approach to innovation</li> <li>▪ Accurately digitise our highway networks and traffic regulation orders to support future use of our networks by autonomous vehicle systems</li> <li>▪ Manage the introduction of appropriate alternative fuel infrastructure to encourage cleaner zero-emission travel</li> </ul>	<ul style="list-style-type: none"> <li>▪ <b>*Promotion of Synthetic Fuels</b></li> <li>▪ <b>*Roll out of EV infrastructure</b></li> </ul>



Outcome	Challenge	High Level Activity	Schemes to address these challenges
		<ul style="list-style-type: none"> <li>Support the pilot and where appropriate the adoption of new technology which enables more sustainable travel</li> </ul>	

## Appendix C. References

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