

# Essex Transport Strategy

## Local Transport Plan

Public Consultation  
(Part One)

August 2024



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# Introduction

Transport is critical to all aspects of our everyday lives. From how we travel to and from work, do the school run or visit the local shops, to how businesses move goods and services around Essex and beyond, transport underpins it all.



And whether it is improving public transport services, maintaining the roads, creating new walking and cycling links, supporting EV infrastructure or reducing congestion in our town and city centres, we know there are things which really matter to you.

For our transport network to adapt to the changing ways we live and travel, a new strategy is needed to guide our approach to transport in Essex over the coming years.

This strategy, also known as our Local Transport Plan (LTP), will provide an overarching plan, outlining our vision for transport in Essex and what we need to do to be successful. It will set important transport priorities to help inform our future decisions and actions and to unlock future funding opportunities.

We have begun to develop the new strategy and are now running a first consultation (part one public consultation) which covers the key themes and outcomes. This is an important opportunity to provide feedback which will help inform the next stage of our development of the plan.

A second consultation will take place early next year on the full set of strategy documents, including area plans, setting out our programme of planned investment in transport in different parts of Essex, as well as key activities to help deliver our vision and outcomes.

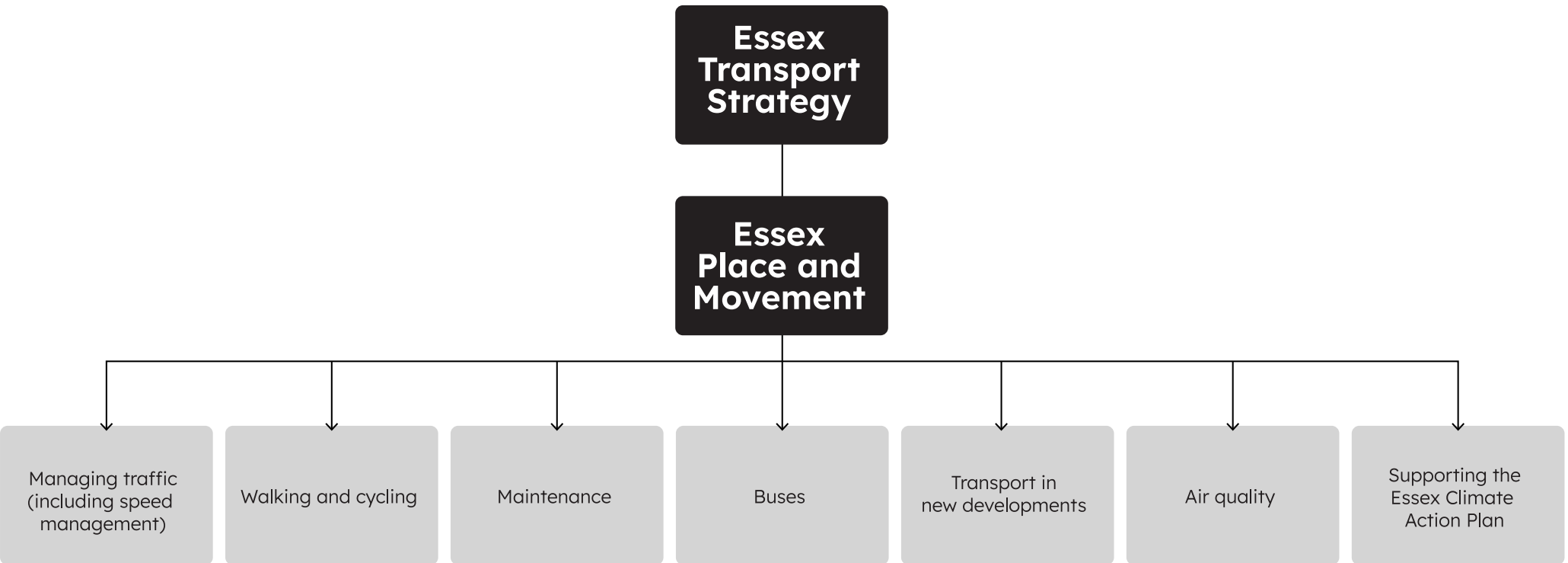
## Place and Movement

Our new strategy will be underpinned by a number of other new and existing policies,

along with a series of technical documents covering different modes of transport or related topics, as set out in the diagram on the next page. These include our proposed new 'Place and Movement Approach', which looks at how we categorise our roads and streets, recognising they are used in different ways and the need for a more flexible approach to reflect this. We would also like your feedback on this.

## Find out more

For more information about the Essex Transport Strategy and Place and Movement Approach, and to have your say, visit: [consultations.essex.gov.uk/essex-highways/essex-transport-strategy](https://consultations.essex.gov.uk/essex-highways/essex-transport-strategy)



# What is a transport strategy?



**All local transport authorities are required by law to develop a transport strategy, also known as a Local Transport Plan.**

We (Essex County Council) are the local transport authority for Essex, which means we are responsible for maintaining, planning and overseeing transport in the county.

The current Local Transport Plan for Essex, [Essex Transport Strategy](#), was written more than a decade ago and adopted in 2011. The challenges we face and the way we travel have significantly changed since then, and it is now time to develop and adopt a new strategy (Local Transport Plan 4).

The new Essex Transport Strategy will:



Set out our transport vision, showing what we are trying to achieve for transport in Essex.



State how we will deliver and manage a full range of transport services e.g. Park & Ride, and walking and cycling facilities.



Include a full programme of transport investment, outlining what funding support is needed.



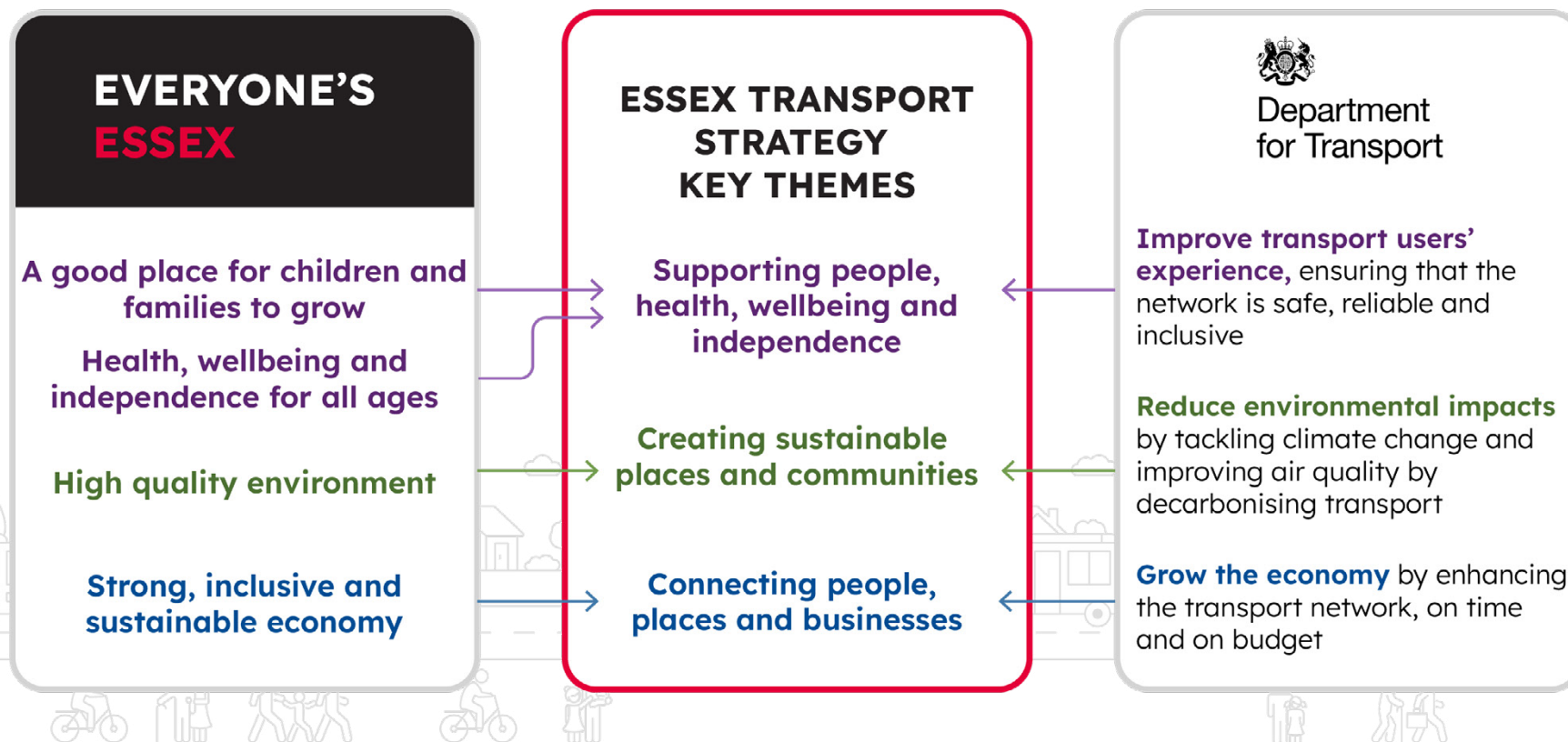
Help guide the transport elements of other Essex County Council plans and strategies, so that all the different parts of the council are aligned.



Enhance our relationship with our district, borough and city council colleagues in planning and delivering new homes and jobs.

To ensure our Transport Strategy is successful, it must:

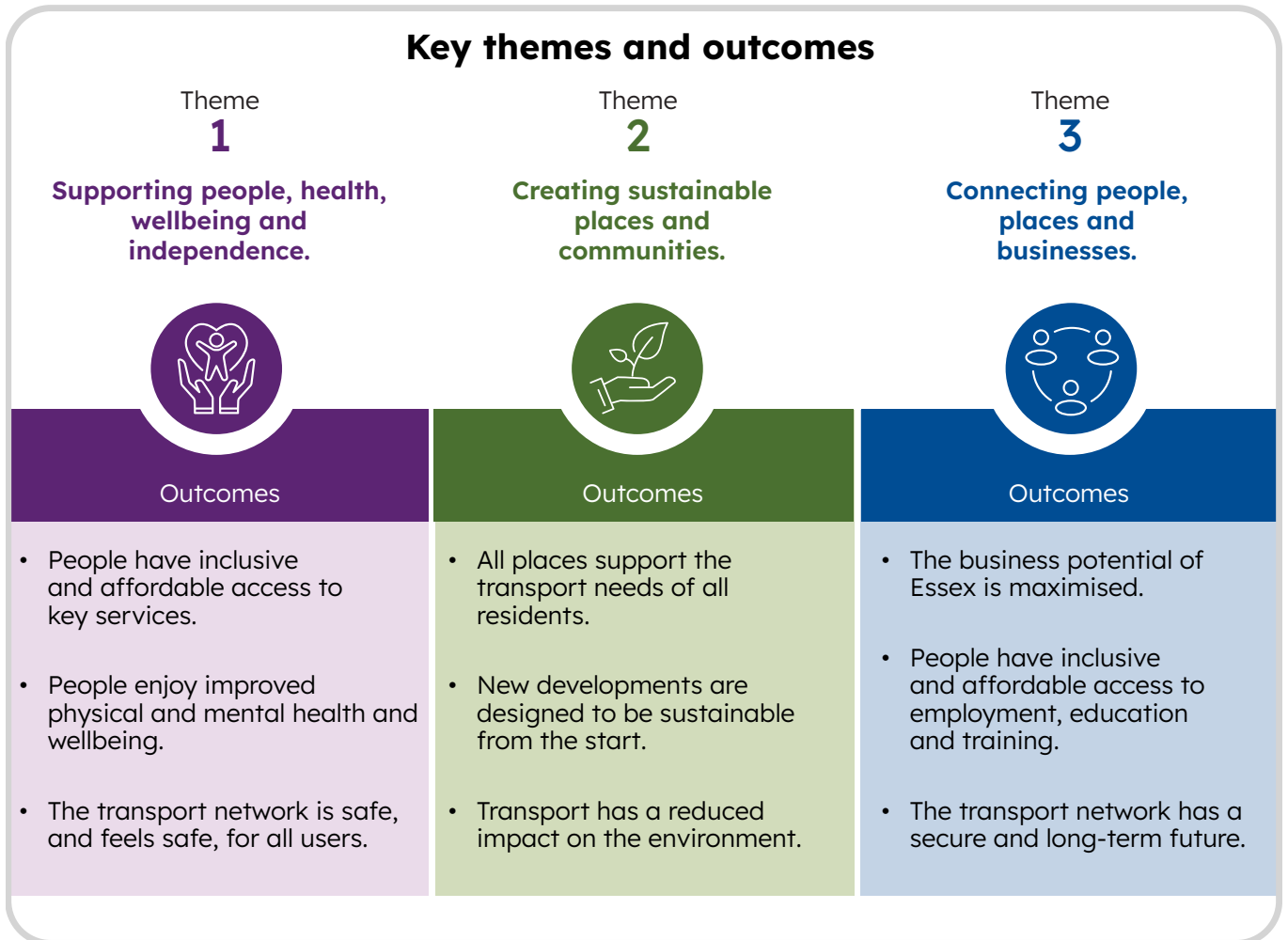
- Use data to underpin decisions
- Be linked to our corporate strategy [Everyone's Essex](#) – our wider plan for levelling up the county – but also national Government priorities of decarbonisation, levelling up, environmental improvement, economic growth, housing and wellbeing
- Provide a long-term plan, but also address issues over the short and medium term
- Be able to influence local policy and strategy, including district, borough and city councils' Local Plans, which guide future development in different areas
- Make sense for Essex as a whole, but also at a more local level
- Align with the regional [Transport Strategy](#) of Transport East – the sub-national transport body for the Eastern region, which includes Essex
- Be ready to support any potential future devolution proposals for Essex.



# Key themes and outcomes

The Essex Transport Strategy will help us understand the travel needs of people and businesses in Essex. It will also raise awareness of the travel options available and enable safer, greener and healthier journeys to be made, such as walking, cycling or travelling by bus or train.

As part of the first stage in developing the strategy, we have identified three key themes and a set of outcomes which will help us deliver the transport network Essex residents need and want.



## Supporting people, health, wellbeing and independence



We believe everyone should have good sustainable access to work, education and training, essential services and leisure activities, wherever in the county they live.

Residents' ability to reach places of importance has a major influence on their overall quality of life. For example, car ownership gives people, particularly those in rural areas, greater choice about when and where they can travel. A car can increase the opportunities available by allowing people to get to jobs in a wider area. Those without access to a car, or those who have difficulty travelling, often have more limited choices and opportunities.



## Supporting people, health, wellbeing and independence

### Examples of key issues

Under our supporting people, health, wellbeing and independence theme, we have assessed data to identify a mixture of issues across Essex. A selection of these issues are shown below.

Only **16%** of households do not own a car, however, some areas of Essex have high proportions of low car ownership and some suffer from higher-than-average fuel poverty.

**Cheap car parking charges**, with some cheaper than bus fares (prior to the £2 flat fare) resulting in fewer trips by bus.

**Long journey times to GP surgeries and hospitals** by bus.

Poor public transport links in some rural areas and long journey times to the nearest railway station, with some people **45 minutes away** from the nearest station by car.

Variations in life expectancy across Essex, ranging from **78 years** for men in some places to up to **83 years** in other area.




Some areas of Essex have much **higher numbers of people killed or seriously injured in road collisions.**



## Supporting people, health, wellbeing and independence

### Outcomes and activities

This table sets out examples of the types of things we think we need to do to be successful in tackling the key issues we have identified.

Outcome	Activities			
 <p><b>People have inclusive and affordable access to key services</b></p> <p>Ensuring our residents have good options to access services via more sustainable modes.</p>	<p>Widen travel choice, e.g. more cycling and walking schemes.</p>	<p>Make use of appropriate technology, such as the TravelEssex app, to improve access to services.</p>	<p>Improve access to travel information and awareness of options, such as through new apps.</p>	
 <p><b>People enjoy improved physical and mental health and wellbeing</b></p> <p>Supporting the mental health and wellbeing of our residents by encouraging and enabling more walking and cycling.</p>	<p>Understand residents' travel behaviour and how to promote more active travel, such as walking and cycling.</p>	<p>Use of demand responsive transport in areas with poor access to healthcare and other key services.</p>	<p>Work with community groups to encourage social interaction through travel, such as through bike loan schemes.</p>	<p>Improve access to open spaces for people to enjoy.</p>
 <p><b>The transport network is safe, and feels safe, for all users</b></p> <p>Having a safe transport network is essential for everyone.</p>	<p>Ensure people feel safe while travelling.</p>	<p>Adopt 'Vision Zero', aiming to have zero people killed or seriously injured on our roads.</p>		

## Creating sustainable places and communities

The ability to travel is an essential requirement of all our lives on an almost daily basis; however, the choices we make about when and how we travel can have unwanted impacts on the places, environments and the world around us.

We are proud of the individual character of our cities, towns, villages and countryside and we want to do everything we can to maintain and improve them. In our more built-up areas, space is limited, and we cannot simply build more roads to accommodate growth in traffic. Instead, we must focus investment in other ways to travel which also protect and enhance the local environment.



## Creating sustainable places and communities

### Examples of key issues

Under our creating sustainable places and communities theme, we have assessed data to identify key issues when it comes to specific locations and people in Essex. Some of these issues are included below.

The 2020 and 2022 Essex Resident Survey identified **road and pavement repairs** and **levels of traffic congestion** as the main elements that need improving across local areas.

Some areas of the county have **difficulty accessing town centres** by bus, with long journey times and infrequent services.

Many towns still **lack a complete network of good cycling infrastructure** and even where it does exist, routes are not always connected and signed

The population of Essex is expected to **grow by 9% by 2043**, creating pressure on already stretched services including transport.

Road transport is estimated to have contributed to **approximately 49% of Nitrogen Oxides (NOx)** emissions in Essex in 2021.




**Cars and larger vehicles contribute to poor air quality**, particularly along our main roads and motorways, and in urban areas.



## Creating sustainable places and communities

### Outcome and activities

This table sets out examples of the types of things we need to do to be successful and address the issues we have identified.

Outcome	Activities		
<p> <b>All places support the transport needs of all residents</b></p> <p>Ensuring that places and residents have good access to transport choices.</p>	<p>Introduce a new 'Place and Movement' approach to the management of the transport network.</p>	<p>Deliver walking and cycling improvements that link key destinations to support healthy lifestyles and reduce environmental impacts.</p>	<p>Manage the introduction of electric vehicle infrastructure (or other alternatives) to encourage cleaner travel where cars are needed.</p>
<p> <b>New developments are designed to be sustainable from the start</b></p> <p>Ensuring that housing developers design and build sustainable developments with appropriate access to good transport choices.</p>	<p>Ensure Local Plans consider the location of new homes and jobs to maximise sustainable travel choice.</p> <p>Prioritise walking and cycling for shorter journeys.</p>	<p>Prioritise bus interventions to improve access to key services with inclusive and easy-to-use ticketing.</p> <p>Ensure new developments incorporate new technology and innovation.</p>	<p>Trial, implement and deliver new sustainable transport policy and strategy.</p>
<p> <b>Transport has a reduced impact on the environment</b></p> <p>Ensuring local environments are protected and enhanced, and we support The Essex Climate Action Plan.</p>	<p>Reduce the long-term environmental impacts of transport, including decarbonising transport.</p> <p>Increase the number of trees and landscaped spaces across the transport network to promote a better environment.</p>	<p>Improve air quality across the transport network.</p>	<p>Roll-out of ultrafast broadband infrastructure to reduce the need to travel i.e. support those who can, to work from home.</p>

## Connecting people, places and businesses

As Essex grows, it is vital people and goods can get where they need to go efficiently and sustainably. This is essential for supporting a growing and inclusive economy while promoting and implementing decarbonisation of the transport sector.

Improved transport provides better opportunities and increases efficiencies, making Essex an affordable place to do business. It also means people and businesses have greater choice of products, creating competition which drives quality up and prices down.

Better transport increases the range of jobs people can access and the pool of potential employees available to employers,

decreasing unemployment and achieving economic efficiencies. It makes it easier for businesses to operate, helping boost innovation and developing a network of skilled people. Put simply, transport is a 'magic ingredient' generating economic success.



## Connecting people, places and businesses

### Examples of key issues

Based on latest data, we have identified various key issues relating to connecting people, places and businesses in Essex through transport. A selection of these issues are included below:

The A12, A127, A120 and A131 experience **significant differences in journey times** between peak and off peak times.

The majority of areas in Essex are a **60 minute+ public transport** journey away from an employment centre with more than 6,000 jobs.

Both primary and **secondary schools are typically less accessible** by bus for rural residents.

There are considerable parts of the county where **travelling to work by bus is difficult**.

The average bus fare for both commuter and leisure trips in major Essex towns (prior to the £2 flat fare) is **more than average parking charges**.




The impacts of **climate change, such as erosion, flooding and structural problems**, are likely to cause significant issues for transport



## Connecting people, places and businesses

### Outcome and activities

This table sets out examples of the types of things we think we need to do to be successful in tackling the key issues we have identified.

Outcome	Activities		
 <p><b>The business potential of Essex is maximised</b></p> <p>Ensuring that access remains a top choice for businesses to locate in our county.</p>	<p>Maintain and operate the transport network to ensure it is fit for purpose and efficient to use.</p>	<p>Implement minor improvements to support the safe and efficient operation of the network, such as improving our traffic signals to make them safer and more effective.</p>	<p>Develop a strategy for freight which includes moving freight to rail or sea and liaising with central government on more strategic interventions.</p>
 <p><b>People have inclusive and affordable access to employment, education and training</b></p> <p>Ensuring that our residents are able to make good transport choices.</p>	<p>Ensure that residents can take advantage of accessing education and skills training, especially by sustainable transport.</p>	<p>Invest in active travel, such as walking and cycling, and promote it in new developments.</p>	<p>Enable greater use of buses, with targeted improvements where services are poor.</p>
 <p><b>Transport network has a secure and long-term future</b></p> <p>Ensuring our transport facilities are able to cope with increasing environmental pressures such as climate change, and that the network remains fit for purpose.</p>	<p>Embrace innovation and technology, such as the use of drones to inspect our bridges and road structures.</p>	<p>Undertake longer term planning to ensure the long-term security of the transport network, such as being able to cope with more severe weather.</p>	

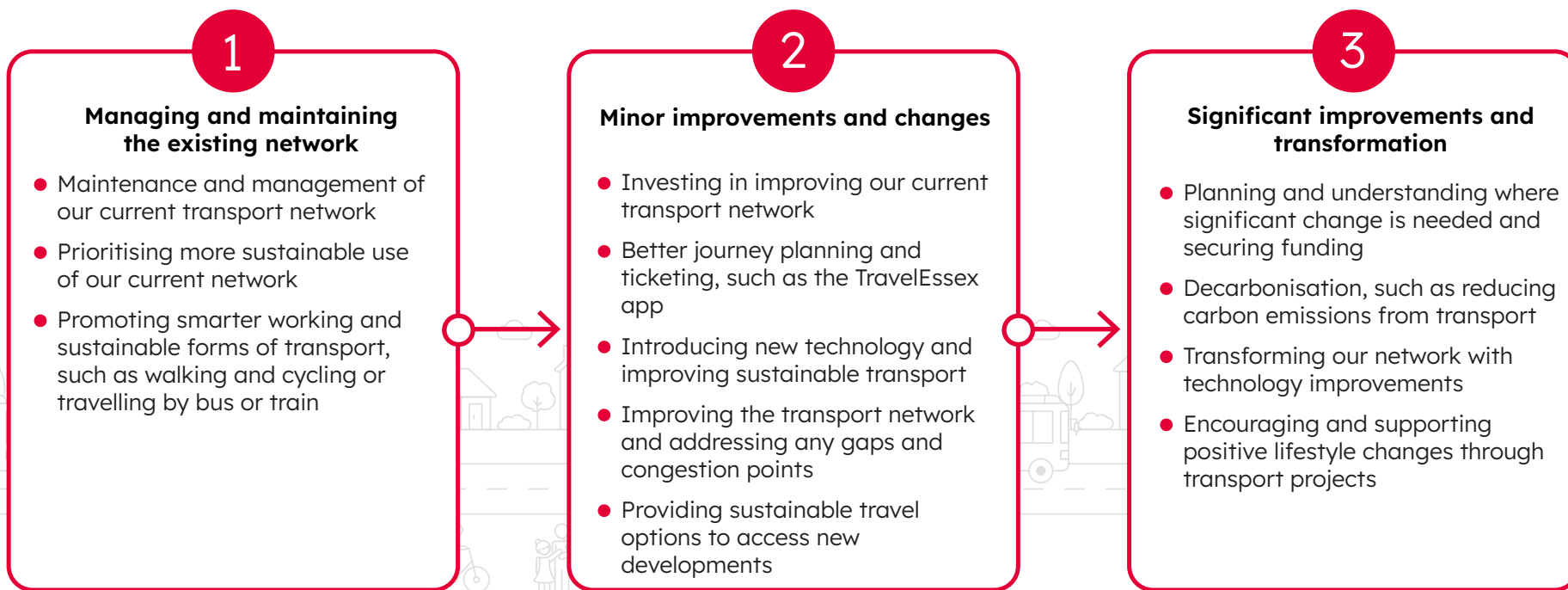


# A three step approach to improving transport in Essex

To achieve our outcomes, we are proposing a staged approach which strikes the right balance between managing the existing transport network, delivering improvements, and making more significant changes.

Firstly, we will prioritise the maintenance and operation of the transport networks we already have. Then, we will look at smaller scale improvements to the operation of our transport networks and increasing their use. After this,

we will begin to look at more transformational activity, such as introducing new ground-breaking technologies.



# Essex Place and Movement Approach

We would also like your feedback on our proposed new Essex Place and Movement Approach. This new approach will help inform all other transport-related strategies in Essex.

While it may seem complicated, the concept is quite simple. We know residents make different types of journey, and our streets and roads differ in how they are used. For example, you might walk to the local shop in your village but drive to the supermarket in a nearby town.

We need an approach which recognises these differences, and allows us to make our neighbourhoods even better places to live and work.

## Why do we need a new approach?

All the roads in Essex are currently classified into three groups: Priority Routes (PR1 and PR2) and local roads. This is a technical and narrow approach focused on the road itself and the vehicles using it.

It does not reflect changing local and national needs, the importance of place and how people of all ages move around.

We need a new flexible approach which is more people-focused and recognises the functions of different places. Place is the 'feel' of an area and what people do when they get there. Movement is moving between, within and around the place and how users are doing it. For example, walking, cycling or driving.

By classifying our roads and streets more accurately, we can focus improvements where they make most sense.

## The new approach will:

- Guide everything we do with the network in the future
- Provide direction and support decisions around how we manage, design and improve the network
- Reflect the current function of the network and shape it in the future
- Be regularly reviewed to ensure it remains up to date

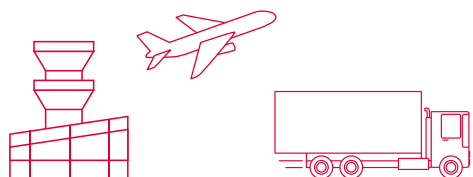


## Essex Place and Movement Approach

### What are the different types of journeys people make?

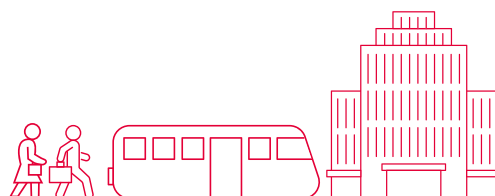
#### 1 STRATEGIC JOURNEYS

- 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

### What is the concept of Place and Movement?

How and why people move around Essex changes from place to place. For example, if you are travelling to school with small children, how you use the space around you will be very different to if you were driving along the A12.

Streets need to reflect different users, understanding that not all road users are cars. We need a flexible approach, allowing us to focus on the needs of a place and its users. This may mean we can allow changes on certain route types and make decisions based on how places are actually used, for example, creating Healthy School Streets.

The Place and Movement Approach is a proposed new approach to classifying the Essex transport network, which recognises both the place and movement function of our roads and streets. It considers the 'movement' value of a road or street, like the current system, but also considers the 'place' and what is happening along either side of the road. Do people live or work there? Are there businesses and shops there? Or, is this just a road to get from A to B?

# Place and Movement classifications

Under the new Place and Movement Approach, all roads and streets in Essex will be grouped into one of the nine categories set out on the next page, to help guide how we plan and manage the network.

A road's classification is determined by its level of 'movement' and 'place' function. While many of our roads will fit neatly into one of the categories, some will sit closer to the boundary with others and will be more difficult to classify. Using data and local insights, we will make an initial decision on these harder-to-define roads. All Essex roads will be regularly reviewed to make sure they reflect changing circumstances.



## How the classification works

The categories sit on two scales - one for 'place' and one for 'movement'. Each scale is made up of a three-point score, with increasing place function along the bottom and increasing movement function along the side.

Areas recognised as having a high place function sit on the right side and have the highest levels of footfall and activity. These

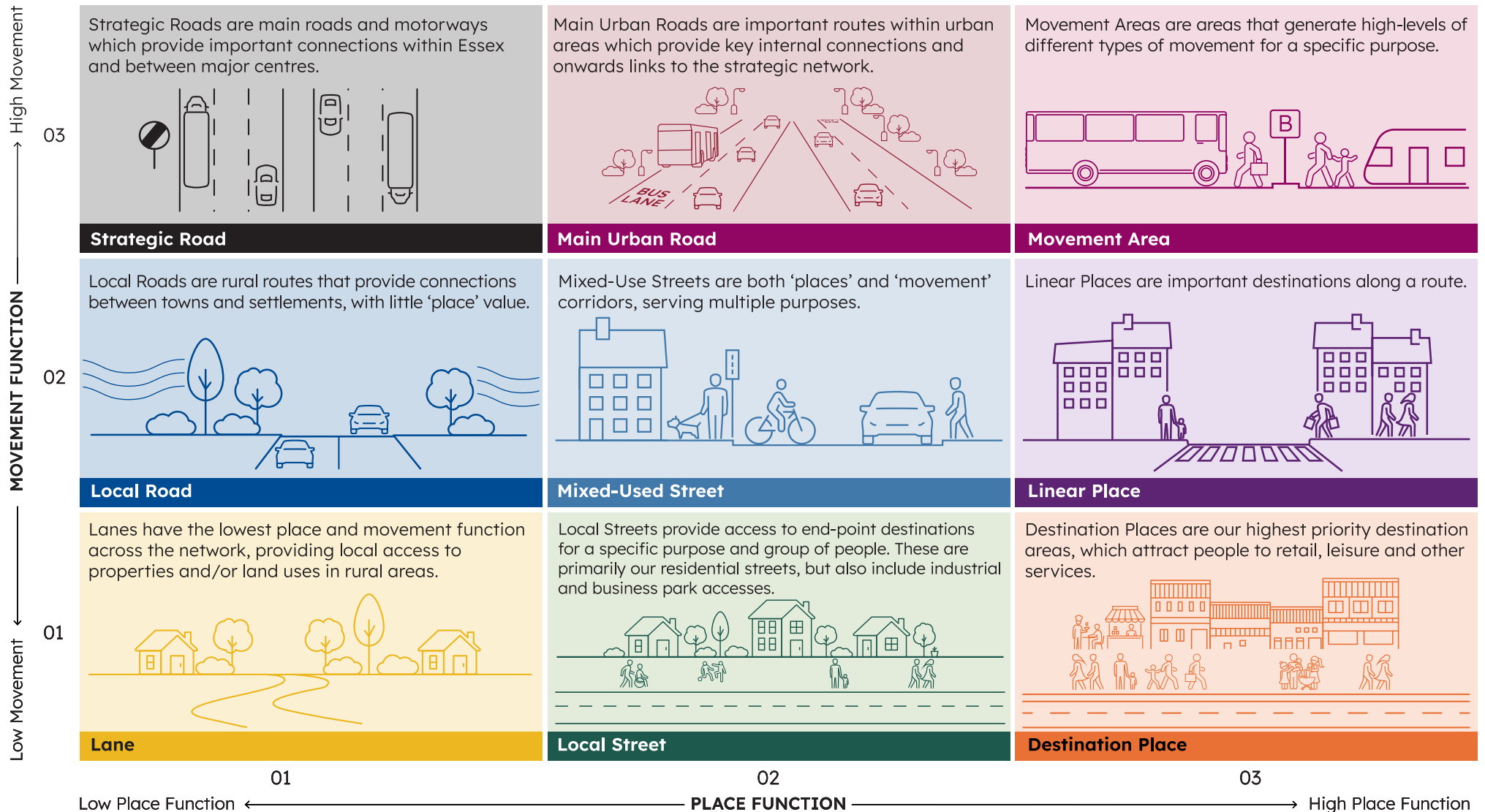
are our destinations and more people-focused areas. Areas with a low place function sit to the left side and have lower levels of footfall or activity.

In a similar way, roads categorised as having a high movement function represent areas where the movement of people and goods are a key priority. In contrast, roads with a lower movement function represent routes where there are lower levels of movement and which are more locally-focused.

The classifications are intentionally broad to reflect the varied streets and roads across Essex. Not all streets classified the same will look exactly the same as each other. In the same way, a given route may also change in place and movement function along its length. For example, a long dual carriageway may be a 'Strategic Road' in some areas, but in others, such as where houses or places of employment are located, it may be categorised as a 'Local Road'.

# Place and Movement classifications

All roads and streets in Essex will be grouped into one of the following nine categories.



# Have your say

We now want to hear the thoughts of the people who live, visit or work in Essex on the key principles behind our emerging new Transport Strategy and our proposed new Place and Movement Approach. Your views are very important to us, and this consultation will inform the continued development of the strategy before we consult on the full draft strategy early next year.



The best way to tell us what you think is by completing our online consultation survey at: [consultations.essex.gov.uk/essex-highways/essex-transport-strategy](https://consultations.essex.gov.uk/essex-highways/essex-transport-strategy)

The survey opened on **Monday 5 August 2024** and will close on **Sunday 22 September 2024**.

A printed copy of the survey questions is also available on request and can be printed, filled out and posted to the following address (please note the address is case sensitive):

FREEPOST ESSEX HIGHWAYS ENGAGEMENT TEAM

You can request a printed copy of the survey and/or this document, or an alternative format, by emailing: [SGH.routes@essex.gov.uk](mailto:SGH.routes@essex.gov.uk)

We also have printed copies available in the following libraries.

- Basildon Library, The Basildon Centre, St. Martin's Square, Basildon, SS14 1EE
- Braintree Library, Fairfield Road, Braintree, CM7 3YL
- Brentwood Library, New Road, Brentwood, CM14 4BP
- Canvey Island Library, High Street, Canvey Island, SS8 7RB

- Chelmsford Library, County Hall, Market Road, Chelmsford CM1 1QH
- Clacton Library, Station Road (opposite the Town Hall), Clacton-on-Sea, CO15 1SF
- Colchester Library, Trinity Square, Colchester, CO1 1JB
- Dunmow Library, 47 White Hart Way, Great Dunmow, CM6 1FS
- Epping Library, St John's Road, Epping, CM16 5DN
- Harlow Library, Central Library, Cross Street, Harlow, CM20 1HA
- Maldon Library, Carmelite House, White Horse Lane, Maldon, CM9 5FW
- Rayleigh Library, 132/4 High Street, Rayleigh, SS6 7BX

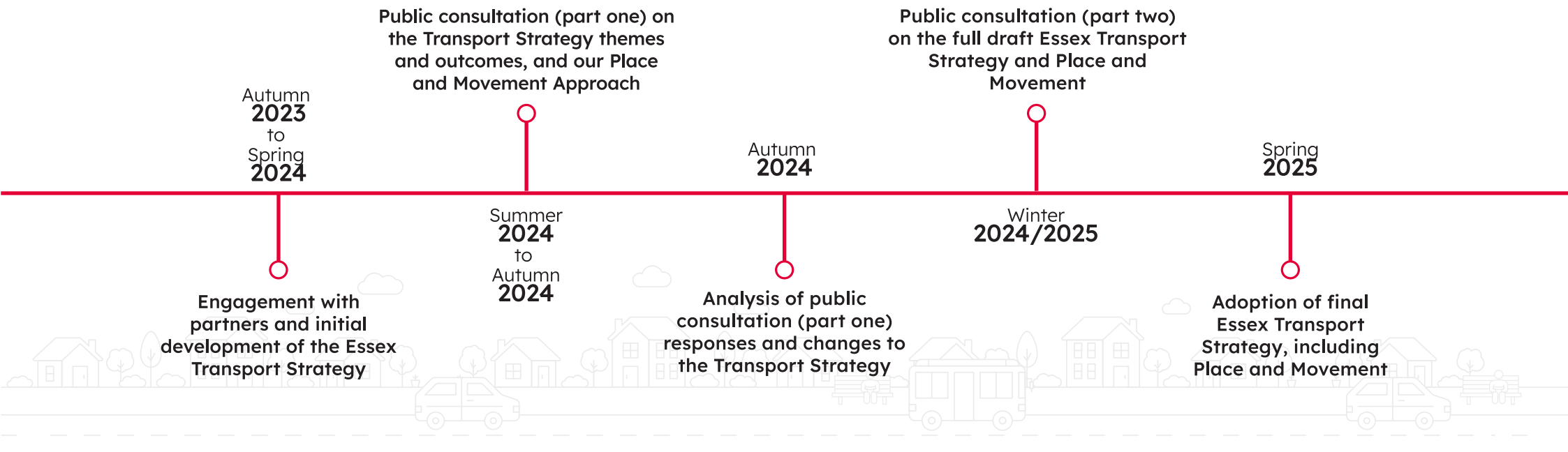
Please respond to the survey only via one of the methods. We cannot accept responsibility for ensuring that responses sent in other way are considered. When responding please state whether you are responding as an individual or representing the views of an organisation. You have until **Sunday 22 September 2024** to respond to the survey. There is no guarantee that any responses received after this date will be considered. If they are, they will be labelled as late responses.

# Next steps

Following the closure of this public consultation, all responses will be analysed and the findings will be used to help further develop and draft the Essex Transport Strategy and finalise the Essex Place and Movement Approach.

We will then run another public consultation on an updated full draft of the Transport Strategy and associated documents early next year.

At this stage, we will also consult on our Essex Transport Strategy local Implementation Plans, setting out planned transport investment in different areas of Essex. The results of the final consultation will then be used to improve and finalise the Transport Strategy before it is approved and adopted in 2025.



This information is issued by:  
Essex County Council

Contact us:  
[SGH.routes@essex.gov.uk](mailto:SGH.routes@essex.gov.uk)

The information contained in this document can be translated, provided in print, and/or made available in alternative formats, on request.

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