Essex County Council

Sustainable Modes of Travel Strategy (SMoTS)

Consultation Draft

September 2026



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Foreword

Across the UK, travel is changing. Growing pressures on congestion, road safety, the economy, the environment and the need to support sustainable growth mean there is a renewed focus on making everyday journeys more efficient and enabling healthier, more active lifestyles. Ensuring children can travel safely to school is a central part of this shift.

The Sustainable Modes of Travel Strategy (SMoTS) sets out how Essex County Council (ECC) will support children and young people to travel more safely, sustainably and independently. It brings together the work already underway and highlights the initiatives we are committed to, guided by clear outcomes and robust evidence about what makes the biggest difference. This strategy explains how we will deliver under new government guidance, meet our responsibilities and expand travel choice, improving the everyday journeys that shape young people's lives and helping to create safer, healthier and more accessible places.

As part of this, the strategy fulfils our duty under the Education and Inspections Act (2006) and aligns with the Education Transport Policy. It also plays a key role in delivering the ambitions of the Essex Transport Strategy - creating improved places, healthier communities and better access to sustainable travel options. By setting out how the Council and its partners will coordinate services and infrastructure, the strategy supports a more consistent, effective and future-ready approach to safer travel for children and families across Essex. In addition, this strategy also includes our work with businesses, developers and partners.



Introduction

Essex continues to grow, bringing increasing demand on our transport network. As new homes, jobs and communities are delivered, people need a range of reliable, convenient ways to travel. By improving walking, cycling, public transport and shared mobility options, we give residents and businesses greater flexibility and choice in how they move around the county.

Sustainable travel helps create well-connected, high-quality places while offering people healthier, more active ways to move around.



This Strategy demonstrates how ECC will expand and improve the range of travel options available - from walking and cycling to public transport, shared mobility and other emerging modes. This is not about replacing the car; it is about providing practical alternatives that give people flexibility in how they travel, reduce pressure on busy roads, and support healthier, more connected places.

SMoTS brings together our ambitions and activities to deliver high-quality, accessible transport for a growing county.

ECC is committed to working with partners, developers, schools, employers, transport operators and communities to expand and improve safe, sustainable travel choices across the county. Our work supports the creation of increased travel choice for businesses, residents, and schools to strengthen travel planning, promote sustainable travel and create safer, more confident journeys for pupils.

Through a range of initiatives and schemes, we are helping people travel in ways that suit their needs while keeping Essex moving, connected and resilient.

Expanding Travel Choices for a Growing Essex

Offering a wider mix of travel choices helps us:

- Support new development with accessible, efficient transport options
- Reduce pressure on busy roads by giving people practical alternatives
- Improve everyday journeys through better-connected places
- Enable healthier, more active lifestyles for those who want them
- Contribute to cleaner air and a lower-carbon future

National Policies

National policy places increasing emphasis on giving people a wider range of safe, accessible and sustainable travel choices. Across government guidance, sustainable travel is framed not as an alternative to the car, but as part of a balanced transport system that supports growth, health, connectivity and long-term resilience.

How These Policies Shape Essex's Approach

Together, these national policies reinforce the need for local authorities to expand travel choice, improve safety, and support healthier, better-connected communities. They encourage long-term behaviour change, sustained investment in sustainable modes, and the integration of transport planning with wider health, environmental and economic goals.

This Sustainable Modes of Travel Strategy responds directly to these statutory duties, and shape how the Council plans, prioritises and delivers sustainable travel.

Education and Inspections Act (2006)

The Act requires local authorities to promote sustainable travel and to support choice and flexibility of educational provision. It also extends the right to free transport for children living in lower income households.

Public Health & NICE Guidelines (2009-2017)

These provide the evidence-based framework for creating environments that support healthier, more active lives. They set out what works to increase physical activity, improve air quality, reduce health inequalities and make walking and cycling safe, attractive and accessible for all. For local authorities, these guidelines translate into clear expectations around designing active-travel infrastructure, shaping behaviour-change programmes, and ensuring that transport decisions contribute positively to population health and wellbeing.

National Planning Policy Framework (NPPF) (2025)

The NPPF sets the expectation that development should be planned in a way that reduces the need to travel, promotes sustainable transport, and creates well-connected places. It highlights the importance of walking, cycling and public transport in supporting strong communities, improving health outcomes and contributing to a low-carbon future. Local Plans must reflect these principles, ensuring new development is supported by a transport network that offers practical, attractive alternatives to single-occupancy car use.

Gear Change (2020) & Cycling and Walking Investment Strategy (CWIS) 3

Gear Change sets the national vision for a walking- and cycling-first England, while CWIS provides the framework for planning and delivering safe, coherent and attractive active-travel networks. Together, they make active travel a practical everyday choice through connected, consistent infrastructure supported by behaviour-change measures.

National Bus Strategy (2021) & Bus Service Improvement Plans (BSIP)

The National Bus Strategy – Bus Back Better (2021) sets out a national ambition to transform bus travel in England by delivering faster, more reliable, affordable and greener services through stronger partnerships, improved infrastructure and higher service standards. Local authorities respond to this strategy through their Bus Service Improvement Plans (BSIPs), which translate these national expectations into local priorities, targeted investment and corridor-specific improvements that make bus travel more convenient, integrated and attractive for everyday journeys.

The Plan for Drivers (2023)

The Plan for Drivers sets out a programme for motorists, focusing on smoother journeys, enforcement, parking, tackling inconsiderate driving, and supporting the transition to zero-emission vehicles. It provides national direction on balancing driver needs with wider goals for safety, efficiency and decarbonisation.

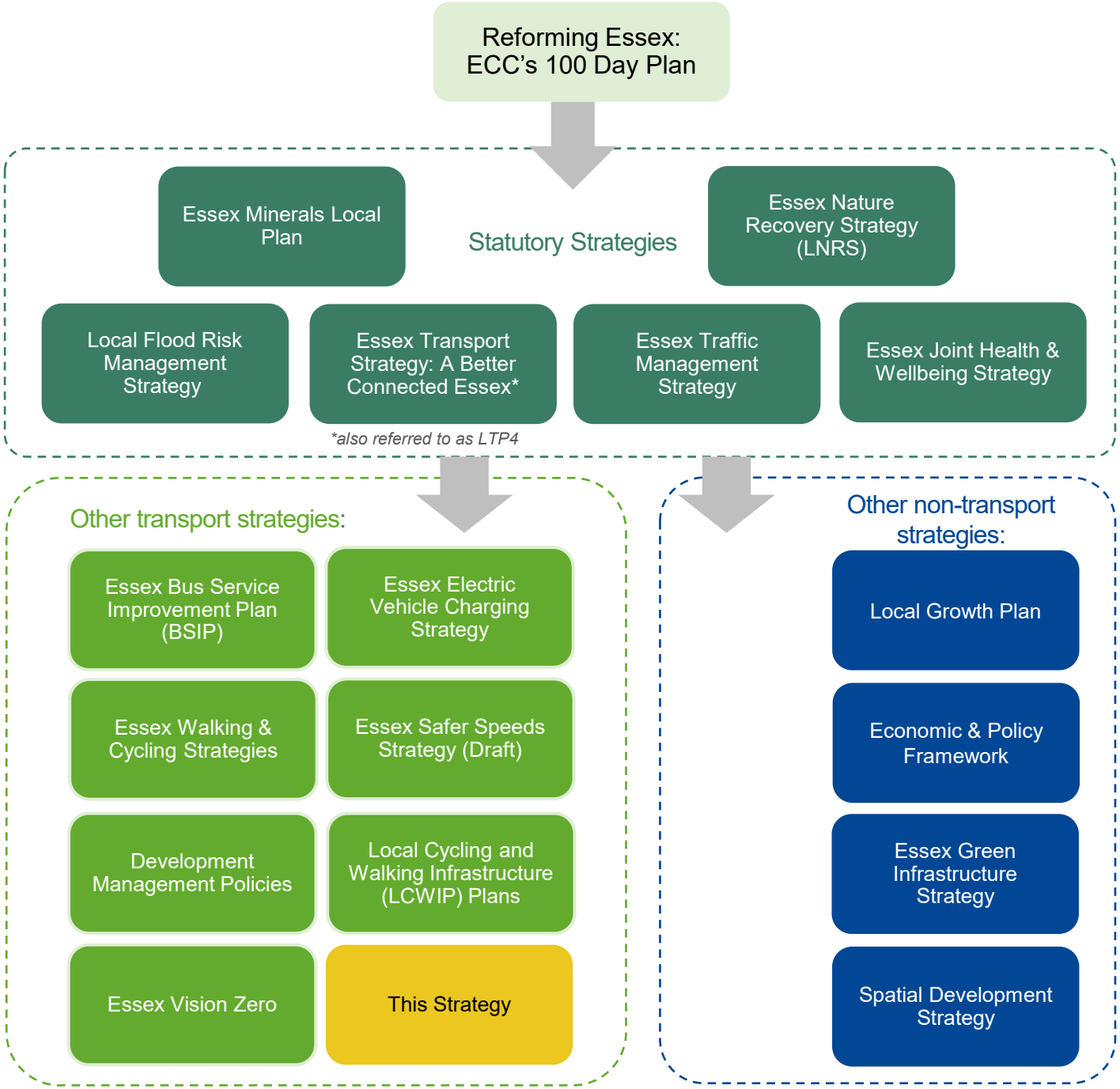
The Decarbonisation Plan (2021)

The plan sets out the UK Government's pathway to a net-zero transport system by 2050, focusing on cleaner vehicles, better public transport and a shift towards active and shared travel. It provides the national direction for reducing emissions across all transport modes while supporting healthier, more sustainable travel choices.

ECC's Local Policy Framework

This strategy does not work alone and is one part of the wider policy picture in Essex that is helping to enable a safer, greener, healthier future.

The diagram to the right shows some of the key local strategies, policies and plans that sit alongside this work.



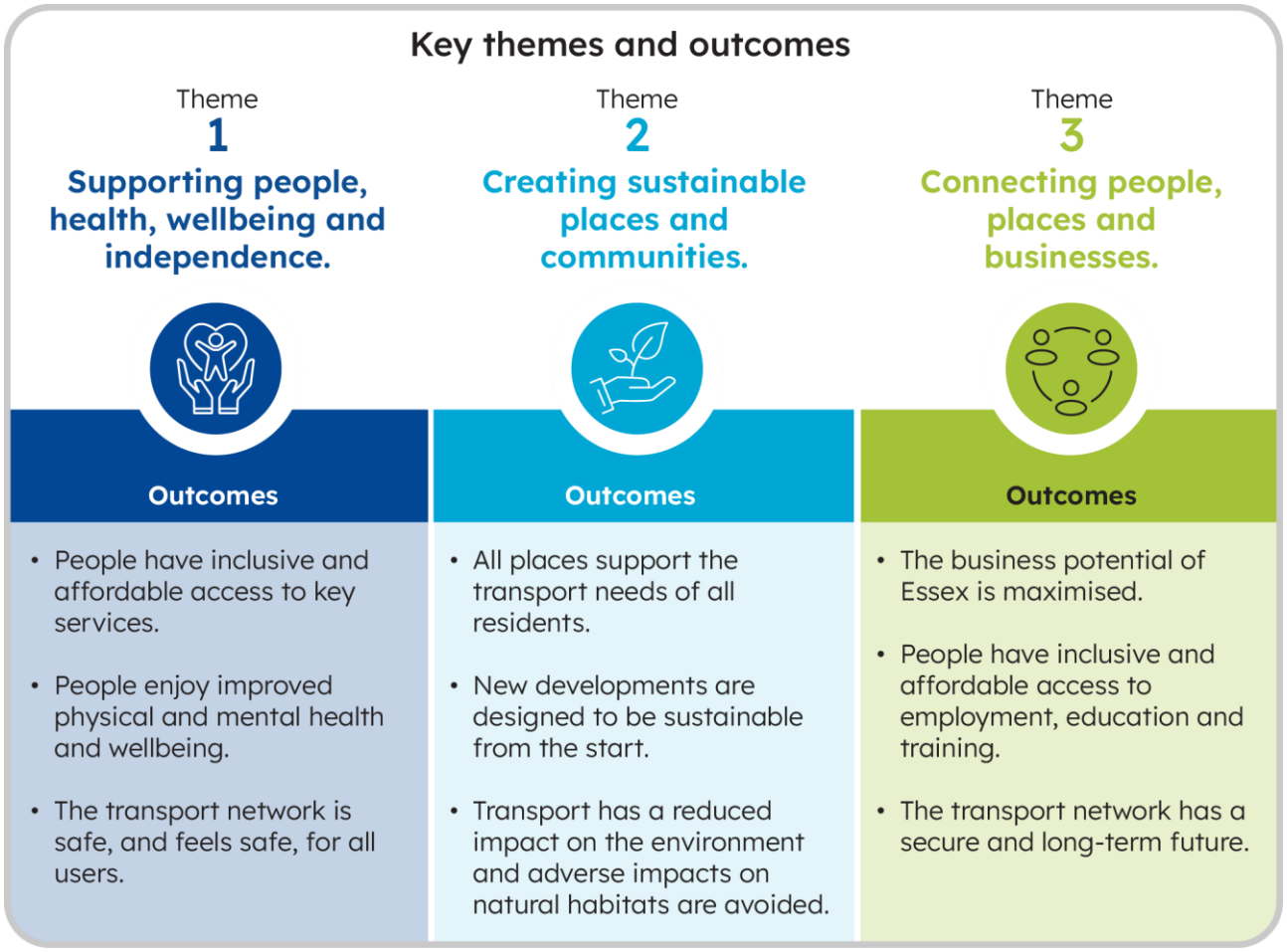
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Supporting the Essex Transport Strategy

This Strategy, and the wider sustainable travel work in Essex, supports the Essex Transport Strategy by embedding active, inclusive travel into everyday journeys, helping create healthier communities, more resilient places and stronger economic connectivity. By improving access to key services, education and employment through safe, affordable walking, wheeling, cycling and passenger transport networks, SMoTS supports the key themes and outcomes of the Essex Transport Strategy.

A central focus of SMoTS is supporting safe, sustainable travel for children and young people. By strengthening school travel planning, improving access to education through active and passenger transport options, and ensuring routes to schools are designed around safety, connectivity and inclusivity, the Strategy helps create environments where families can choose sustainable travel with confidence.

Essex Transport Strategy Key Themes and Outcomes



Travel Patterns in Essex

Essex is a large and diverse county, with an extensive transport network connecting cities, towns, villages and coastal communities. Roads, rail, buses, walking and cycling infrastructure support everyday journeys, while major ports and airports connect Essex nationally and internationally.

1.4 million people live in Essex

3 Park and Ride sites serving Chelmsford and Colchester

792 Public EV Charge Points available across Essex, in October 2025

6,000+ km of footways maintained by Essex County Council

2 e-scooter hire schemes operating in Chelmsford and Braintree

4,000+ bikes provided through Essex Pedal Power

9 AQMAs across Essex (2022)

8,000+ km of roads maintained by Essex County Council

7 safer school streets schemes making journeys to school safer

59 railway stations connecting Essex communities in the ECC area

60+ million station entries and exits at ECC-area stations in 2024/25

3 major international ports supporting freight, trade and ferry connections

More than **650 thousand people employed** in jobs

72 thousand businesses

154,600 homes planned by the mid-2030s

7,500+ bus and coach stopping points supporting travel across rural and urban Essex

2 major passenger airports connecting Essex nationally and internationally

Our network connects people with education, employment, services and opportunities across Essex and beyond.

School Journeys

The school run is one of the **biggest challenges** across the UK

School travel across the UK creates concentrated, peak-time movement. Most journeys happen within a short window each morning and afternoon, often around schools located in residential areas with limited road space. This can lead to congestion, parking pressures, road safety concerns and reduced confidence for families who might otherwise choose active travel. As schools grow, new housing is delivered and travel patterns shift, managing these pressures becomes increasingly important for children's safety, community wellbeing and the wider transport network.

Schools in Essex

528
Schools modelled

216,000
pupils

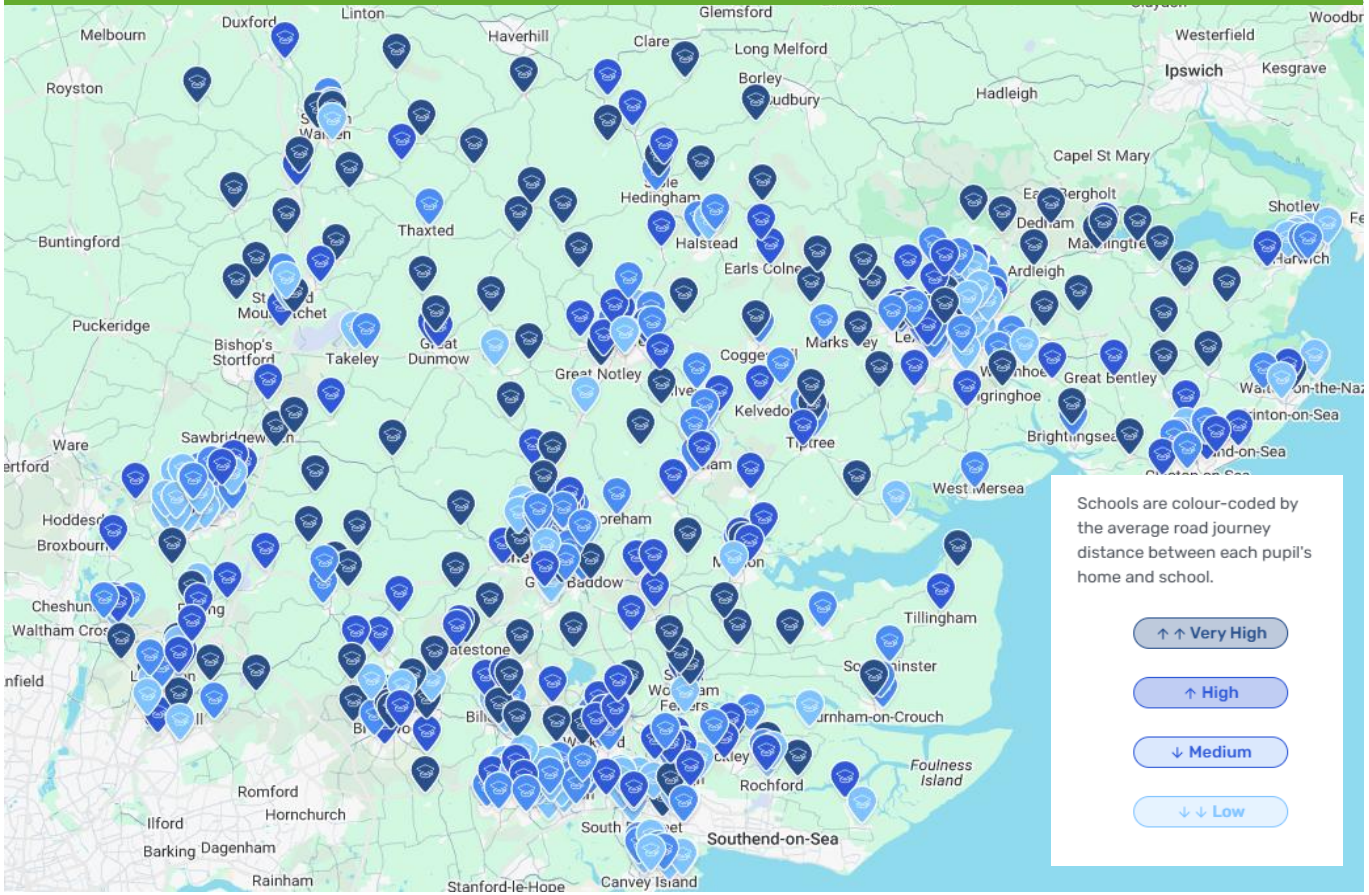
30%
rural journeys

2.45 miles
Avg. journey distance

School travel shapes daily life in Essex: with more than 528 schools and over 216,000 pupils on the move each day. These schools are spread across a mix of dense urban centres, market towns and rural villages - each with very different transport needs and challenges.

Around a third of pupils live in rural areas, where longer distances and limited infrastructure mean families are more reliant on their cars. In contrast, many urban pupils live close enough to walk, wheel or cycle, but still face barriers such as busy roads, lack of crossings or concerns about safety. These combined factors contribute to **car use remaining high**, despite strong potential for active travel in many places. *(1)*

Location of Schools across Essex (Source: STEP – Sustainable Travel Evaluation Platform)



(1) STEP Postcode data (2024-25)

How children travel

National school travel patterns

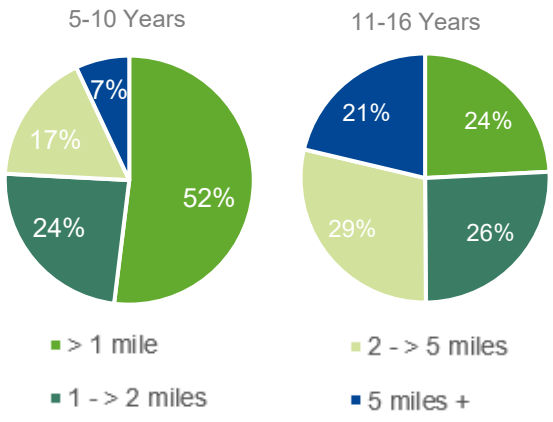
National travel patterns show that **walking is the most common way pupils get to school**, especially for short distances. **Over half of primary-age children walk**, rising to more than **80% for journeys under a mile**, and walking remains the main mode for secondary pupils at short distances. **Car travel is the second most common mode**, particularly for journeys over a mile, while **bus use increases for older pupils** and becomes the preferred option for longer secondary-age trips. **Cycling remains a minor mode nationally**, with low uptake across all age groups.*(1)*

Essex school travel patterns

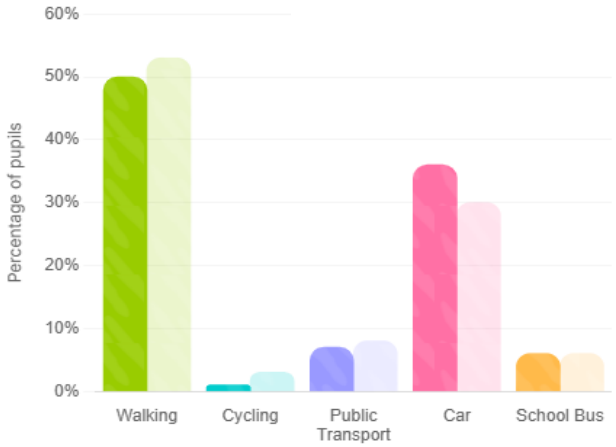
Essex's school travel patterns are similar to the national picture, with lots of children walking shorter distances and more families relying on the car as journeys get longer - but because Essex has a mix of busy towns and large rural areas, the challenges around safe, sustainable travel can be greater here than in many other places.

Currently, it is predicted that 50% of school journeys in Essex are made on foot, and 36% are made by car. A much smaller proportion travel by school bus, public transport or bike.*(2)*

National School Trip Length by Age (1)



Predicted Mode of Travel to School (2)



Children's health

Based on recent local-authority data from the National Child Measurement Programme (NCMP):

10-11% of reception-age children & **22-24%** of year 6 children in Essex are obese *(3)*

The above statistics mirror national trends where obesity rises sharply through primary school.

Physical activity levels remain low nationally, with only **45% of children meeting the recommended 60 minutes of daily activity**, and around **31% doing under 30 minutes a day** - similar to Essex's own Active Lives findings.

Essex's latest **Active Lives Children & Young People Survey** results show that **51.5% of children in Greater Essex are now classed as "active"**, meaning they achieve an average of 60 minutes of activity per day - a **1.9% increase** on the previous year. The proportion of *less active* children has also fallen by **2.5%**, marking the first year since the pandemic that Essex has seen simultaneous improvement in both activity and inactivity levels. *(4)*

(1) *National Travel Survey Data (2024)*
(2) *STEP Postcode data (2024-25)*
(3) *NCMP Data (2024-25)*
(4) *Active Lives Children & People Survey (2024-25)*

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Why this Strategy matters

Across Essex, everyday travel patterns show why early habits matter. Many routine trips - school journeys, local errands, short commutes - are short enough to walk, wheel or cycle, yet car use remains high.

When children grow up travelling short distances by car, those behaviours become embedded and harder to shift later, limiting confidence in active modes and reducing opportunities for daily physical activity.

High car dependency also affects congestion, air quality and the quality of our places, while rural areas face additional challenges where longer distances and limited infrastructure restrict choice. At the same time, improving activity levels across Essex show that behaviour can change when safe, convenient alternatives are available.

The work we are doing around safe, sustainable and active travel is essential to expand travel choices, support healthier behaviours and create places where walking, wheeling, cycling and public transport are easy, attractive and accessible.



Our Aim

To enable more sustainable travel across Essex through attractive alternatives to car use for everyday journeys, improving health, connectivity, air quality and access to opportunities for residents, communities and businesses.



This Strategy

This Strategy sets out Essex's approach to improving sustainable travel across the county, helping people move more freely, safely and healthily while creating places where communities and businesses can thrive. It explains our priorities for sustainable travel, the improvements we're making to achieve better access and outcomes, and the actions we will focus on to support safer, cleaner and more connected everyday journeys.

A key part of the Strategy is our statutory responsibility to promote sustainable travel to school under the Education and Inspections Act (2006). This includes understanding how pupils travel, identifying barriers to safe and active journeys, and setting out measures that support families to choose walking, wheeling, cycling and other sustainable options.

The following sections set out how this strategy is being delivered in practice, highlighting the work we are undertaking **with schools** and **across the wider transport network** under some of the key Essex Transport Strategy policy areas.

School Travel Assessments

To support this requirement, we have undertaken assessments on a selection of schools, including primary, secondary and Special Educational Needs (SEN).

Our **school assessments** can be found on the Strategy webpage.

Structure of this document

The Essex Transport Strategy policy areas that this document is structured around include:

- Policy 1: Understanding Travel Patterns and Needs
- Policy 2: Providing access to Key Services
- Policy 4: Being Safe and Feeling Safe
- Planning Policies 5, 6 & 8
- Policy 7: Carbon Reduction
- Policy 10: Connectivity and journey reliability for all modes of transport

Understanding travel patterns and needs

We will work with partners to understand the travel needs of all people and businesses in Essex and ensure these needs shape how transport is planned and delivered, using innovation and technology effectively.



To improve active and sustainable travel in Essex, we need to understand how people actually move around - their everyday journeys, challenges and needs. This policy area focuses on listening to communities, using data effectively and working with partners to make changes that genuinely support safer, healthier and more sustainable travel choices.

We are building a clear, evidence-led understanding of how people travel across Essex by bringing together data, local insight and real-world experience. This includes analysing traffic, public transport and active travel patterns, understanding how pupils travel to school, and listening to communities about the challenges they face in their everyday journeys. By combining these sources, we can identify where the network is under pressure, where safety or accessibility issues exist, and where sustainable travel options could make the biggest difference.

We also look at how travel needs are changing over time, paying attention to the experiences of different groups and to gradual shifts in behaviour and technology. By learning from local trials and approaches used successfully elsewhere, we can plan improvements that are practical, inclusive and realistic. This rounded understanding helps us design safer, healthier and more sustainable travel choices that work for everyone across Essex.

How we build our understanding

- analysing traffic flows, public transport use and active travel patterns
- reviewing school travel data to understand how pupils travel and where barriers exist
- engaging with residents, schools and local groups through surveys and conversations
- assessing accessibility needs for disabled people, older people, families and rural communities
- monitoring network performance, including reliability, capacity and freight movements
- observing gradual changes in travel behaviour and new mobility options
- learning from local trials, pilots and successful approaches used elsewhere

Policy 1: Our Work with Schools

1.1 HomeRun STEP – School Travel Evaluation Platform

ECC partnered with HomeRun to build and pilot STEP - the UK's first intelligence platform for the school run.

As part of this, STEP modelled ~210,000 pupil journeys across 520+ schools, complementing in-school surveys with county-wide, journey-level evidence. The platform provides us with a much clearer picture of how pupils travel, allowing us to target support effectively, make fair and evidence-based funding decisions, and prepare stronger, more robust bids.

School Travel Evaluation Platform



1.2 Safer Streets Prioritisation Tool

With over 560 schools across Essex, ECC has developed a robust, evidence-led prioritisation tool to focus Safer Streets activity where it will have the greatest impact.

The process uses a balanced set of criteria - including collision history, pupil numbers, typical travel distances, school engagement, expressed interest and wider contextual factors - to identify groups of schools that share key routes and where improvements are most needed and most likely to succeed. This ensures resources are directed to locations with the highest potential for safety benefits, increased active travel and successful delivery.

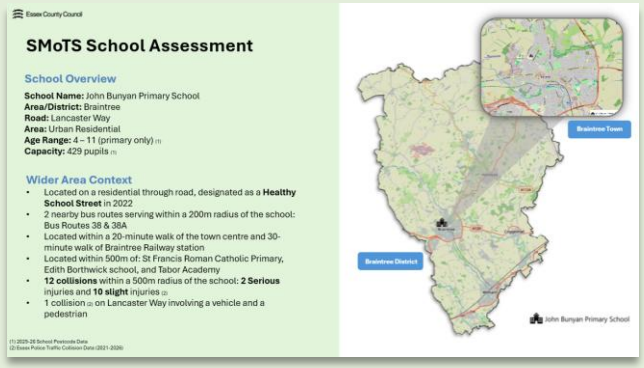
1.3 School Sustainable Travel Assessments

To support this Strategy, we have carried out sustainable travel assessments for a selection of schools across Essex. These schools have been identified through the prioritisation process outlined above, ensuring that assessments focus on locations where targeted action can have the greatest impact.

Each assessment builds a clear picture of current travel behaviours, needs and barriers, helping us understand where interventions could encourage safer and more sustainable journeys. The desk-based assessments draw on a wide range of evidence, including HomeRun STEP data, information on active and sustainable transport networks, traffic and journey-time data, collision records, Vivacity sensor outputs and traffic counts. Combining these datasets allows us to understand the wider geographic context, predict mode share, and assess the specific strengths, challenges and opportunities for each school.

Extracts from the school assessments are shown to the right of this page. The findings support evidence-led decision-making, help shape priorities for investment and strengthen the wider evidence base for future improvements. They can also be integrated directly into School Travel Plans.

School Sustainable Travel Assessments





More detail and Individual School Assessments can be found at the Strategy webpage.

Policy 1: Our Work with Schools (continued)

1.4 School Travel Planning

A School Travel Plan (STP) is a practical, working document created by the whole school community to identify and implement measures that support safe, active and sustainable travel.

ECC supports schools by providing guidance, data, tools and advice to help them develop robust and effective plans. Schools are encouraged to prepare and update their STP regularly and conduct at least one travel survey each academic year. This helps establish current travel patterns and understand the needs of pupils, parents, staff and governors, ensuring the plan reflects real-world challenges and opportunities.

Case Study: Woodville Primary School Travel Plan

Woodville Primary School is a large school with a net capacity of 420 places, located in South Woodham Ferrers, Chelmsford. The school has shown long-standing commitment to sustainable travel, consistently updating its travel plan and delivering initiatives that support active and low-carbon journeys.

Measures include providing generous cycle and scooter parking, running a successful park-and-stride scheme from a nearby supermarket, hosting Dr Bike maintenance sessions, and taking part in annual campaigns such as The Big Walk & Wheel and Walk to School Week.

These sustained efforts have led to a remarkable shift in travel behaviour. The proportion of pupils walking, scooting or cycling all or part of the way to school has risen from 46% in 2018 to 89% in 2025. Over the same period, the number of pupils driven all the way to school has fallen from 53% to just 9%, demonstrating the impact of consistent engagement and well-targeted initiatives.

School Hands-Up Travel Survey (2024-25)

A small number of schools - mainly primary - completed their 2024–25 ‘hands up’ surveys, providing travel data from around 20,000 pupils. The responses on how students travel to school are shown below.

School Hands-Up Travel Survey Responses (2024-25)

	Walk	Scoot	Cycle	Public Bus	Dedicated Bus	Park & Stride	Train / Tube	Car Share	Car
Actuals	7,994	962	726	934	967	1,823	477	313	5,490
%	40.6%	4.9%	3.7%	4.7%	4.9%	9.3%	2.4%	1.6%	27.%

From this sample, active modes such as walking, scooting and cycling make up a large proportion of school journeys. As more secondary school data is captured, we expect a clearer picture of bus and train use to support planning for sustainable travel improvements.

1.5 Modeshift STARS Accreditation

ECC works closely with schools to help them progress through the **Modeshift STARS accreditation scheme** by providing guidance, resources and hands-on support to develop strong, evidence-based Travel Plans. This includes advising schools on suitable initiatives to promote walking, cycling and scooting, helping them record and evaluate their activities, and supporting behaviour-change programmes that reduce car use on the school journey.

Through this partnership approach, ECC enables schools to embed safe, sustainable and healthy travel habits within their communities, as well as achieve higher accreditation levels.

Policy 1: Our Wider Work



VivaCity multi-modal sensors

1.6 Multi-modal Sensors

We are investing in multi-modal sensors to build a much clearer picture of how people use the transport network. Alongside traditional traffic counters, these sensors capture pedestrian, cycling and other movement patterns, improving our ability to understand how different parts of the network operate. This evidence helps us assess the impact of new schemes and identify where future investment will deliver the greatest benefit.

Currently we have 152 sensors deployed across the network, along with over 100 inductive loop traffic counters and 23 cycle loop counters.

1.7 Journey time data

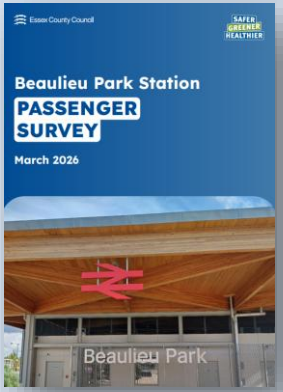
We are making use of journey time data across Essex to better understand how the network performs for all modes. This insight helps us identify where buses are delayed, where walking and cycling routes are slower than expected, and where congestion affects everyday travel. By analysing how journey times evolve, we can pinpoint where reliability issues are holding people back and focus investment on measures that make sustainable travel modes faster, more attractive and more dependable.

1.8 Travel Surveys & Engagement

ECC undertakes regular engagement exercises and travel surveys to maintain a clear, up-to-date understanding of how people move around the county. These range from Essex-wide surveys supporting strategy development and consultation to more localised studies used for scheme design, monitoring and evaluation, as well as ad-hoc work when new insight is needed. Examples include a Sustainable Transport Survey, launched via the Essex Residents Panel in 2024, and more recently the Beaulieu Park Station Passenger Survey and Community Transport User and Awareness Survey, launched in 2026.

Alongside formal surveys, ECC carries out targeted engagement such as focus groups with young adults to explore their travel experiences, barriers and motivations. These qualitative insights help deepen understanding of how different groups use the transport network and where improvements would be most effective.

Beaulieu Park Station Passenger Survey



ECC also draws on partner evidence, including the Active Lives Survey, to strengthen its understanding of wider travel behaviours and trends.

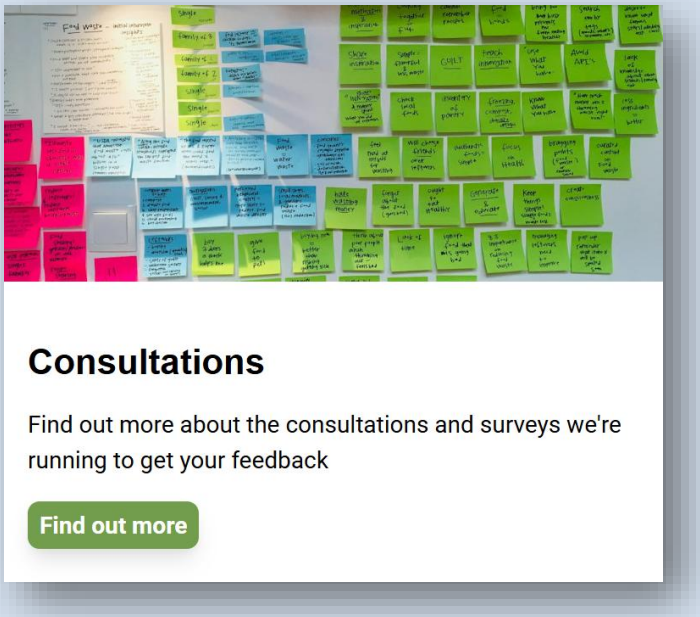
Together, this combined insight ensures that investment decisions, scheme prioritisation and sustainable travel initiatives are grounded in real-world data and lived experience.

Let's Talk Essex - Sustainable Travel Online Engagement Platform

Let's Talk Sustainable Travel Essex is a key communications and engagement tool that helps us to collect robust data on sustainable travel patterns, barriers and needs. Through surveys, consultations and interactive discussions, we use it to gather robust data on walking, cycling, public transport and other travel behaviours.

This insight helps us understand real travel patterns, barriers and priorities, ensuring future sustainable travel initiatives are shaped by what residents experience and need.

Let's Talk Essex – Engagement Platform



Policy 1: Our Wider Work (continued 1)

1.9 Workplace Travel Planning

Workplace travel planning supports employers across Essex to encourage more sustainable staff travel. By understanding how employees travel and identifying barriers to active and public transport, organisations can reduce car use, improve wellbeing and contribute to their wider corporate and social responsibility goals.

Case Study: ECC Workplace Travel Plan

ECC has led by example for more than 20 years through its Employee Travel Plan, recognising that providing attractive and practical travel choices can improve accessibility, support staff wellbeing and help create a more efficient transport network for everyone. The plan provides a wide range of sustainable options for commuting and business travel, including walking, cycling, public transport, Park and Ride and car sharing.

Cycling is supported through interest-free bike loans, a salary-sacrifice scheme and secure on-site facilities at County Hall. Public transport use is encouraged through discounted bus and rail tickets and flexible arrangements for part-time staff. ECC also operates a branded car-share scheme offering free parking for members.

Progress of the travel plan is monitored through a biennial Employee Travel Survey. The results of the 2025 travel survey, related to the mode of transport used to travel to and from work, is shown on the graph to the right.

While car trips remain relatively high, the latest data shows encouraging growth in bus, train and car-share use since 2023, indicating a gradual shift toward more sustainable travel choices. These insights help ECC refine its initiatives and maintain a strong focus on sustainable travel across the organisation.

Case Study: London Stansted Airport – Staff Travel Plan (2025-2030)

London Stansted Airport has developed a new Staff Travel Plan to support the 2025 Airport Surface Access Strategy and meet its Section 106 requirement to update the plan every five years.

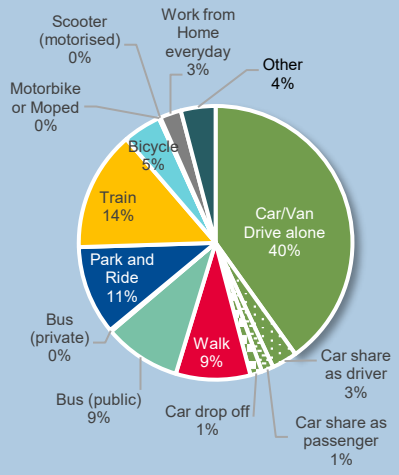
The plan focuses on reducing single-occupancy car use among employees, with a target to bring drive-alone rates down to 45% when the airport reaches 43 million passengers per year. A Travel Plan Working Group is delivering a programme of initiatives, including a new Employee Travel Handbook, refreshed Commuter Centre branding, a staff sustainable travel incentive app, analysis of recruitment corridors and shift patterns, opportunities for bus and coach service development, and a Sustainable Travel Employer Recognition Scheme.

These actions, scheduled through 2026–27, aim to strengthen sustainable travel choices and support the airport's wider access strategy.



London Stansted Employee Travel Plan

ECC Employee Travel Survey – Mode of Travel to Work (2025)





Policy 1: Our Wider Work (continued 2)

1.10 Smarter Travel for Essex Networks (STEN)

STEN is a dedicated network for organisations within Essex that want practical tools, guidance and ongoing support to help them deliver effective workplace travel plans and encourage healthier, more sustainable commuting habits.

Membership gives organisations access to expert advice, regular updates, marketing materials, behaviour-change guidance, annual travel surveys, engagement support and networking opportunities - all designed to help workplaces reduce car dependency and create healthier, more sustainable travel options for their employees.

1.11 Residential Travel Planning

Residential travel planning plays a vital role in shaping how people move around new communities in Essex, and with significant growth planned across the county, establishing effective travel planning from the outset is essential.

A Residential Travel Plan (RTP) is a working plan that sets out measures to ensure sustainable travel options are available to residents

A well-designed and actively monitored Travel Plan can significantly influence travel behaviour, helping reduce car dependency and support healthier, more sustainable choices.

ECC, together with district councils, works closely with business owners and developers to establish effective Travel Plans from the outset and to support their ongoing delivery and monitoring as developments grow.

ECC Residential Travel Information Packs



Other Travel Planning Initiatives

- **Local Plan input:** ECC provides early recommendations to shape policies and ensure new developments secure sustainable transport from the outset.
- **Planning application advice:** ECC offers guidance to developers on sustainable travel measures for individual schemes.
- **Connectivity requirements**: ECC ensures new developments provide strong pedestrian, cycle and, where relevant, bridleway links to key destinations, with Travel Plan measures tailored to each site's needs.
- **Residential Travel Information Packs:** District-specific packs prepared by ECC give new residents clear information on local sustainable travel options.
- **ECC Residential Travel Plan Co-ordinator**: Supports developers in implementing and monitoring Travel Plans for sites of 80+ homes.

Policy 1: Our Wider Work (continued 3)

Case Study: Beaulieu Park, Chelmsford

Beaulieu Park is a major new neighbourhood in north Chelmsford, and comprises of 3,600 homes, alongside employment space, community facilities and a new rail station.

Since first occupations in 2015, the developer has worked closely with ECC and Chelmsford City Council to establish a robust Travel Plan and encourage sustainable travel from the outset. A range of initiatives have been introduced to support residents in choosing alternatives to the car.

- The Beaulieu 57 bus service, launched in 2018, provides direct links to Chelmsford city centre, the rail station, Anglia Ruskin University and surrounding suburbs.
- Real-Time Bus Information is provided at all stops within the development, as well as access to real-time bus information via the First Bus App
- Free bike training offered from 2019 and gift vouchers offered to purchase a bike for residents completing the course.
- In 2025, the new Beaulieu Park railway station was opened, providing residents with easy access to rail services within Essex and into London.

All new households receive a Residential Travel Information Pack outlining local sustainable travel options and updates are issued regularly as new services come online.

Monitoring shows clear positive outcomes. Over the first four years, car trips per household fell by more than 8%, while walking trips more than doubled and cycling increased by nearly 90%.

According to the Year 10 monitoring data, obtained in December 2025, private car use continues to be substantially lower than the original target – showing decreases of 30.2% in the morning peak and 16.2% in the evening peak, which has likely been supported by the opening of the new railway station. In addition, bus patronage has seen a massive increase, driven heavily by the provision of one year of free bus travel for households. (1)

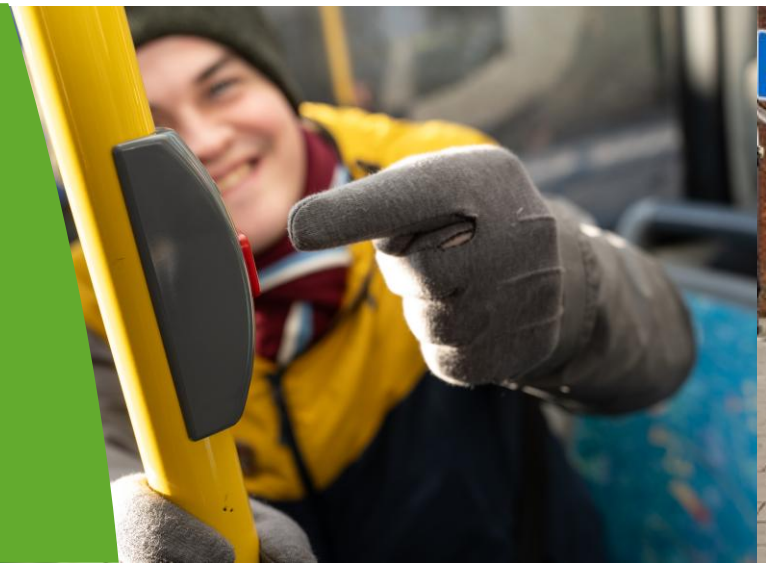
Beaulieu Park Rail Station, Chelmsford (Image courtesy of Murphy)



(1) Beaulieu Park Travel Plan Monitoring Report Year 10 – June 2026

Providing access to Key Services

We will work with partners to ensure everyone in Essex can access key services, with a focus on reducing inequalities in access to the transport network.





Improving access to opportunities

Access to key services is central to people's wellbeing, independence and quality of life. This policy area focuses on ensuring everyone in Essex can reach education, healthcare, employment and local centres safely and sustainably, regardless of where they live or how they travel.

By working with partners to identify gaps and understand community needs, we can reduce inequalities and improve connections for those who rely most on the transport network. Strengthening walking, wheeling, cycling and public transport links to key destinations creates a more inclusive and resilient system, bringing wider health and environmental benefits while easing pressure on the roads.

Car ownership has improved mobility for many, but not everyone has access to a vehicle or finds driving easy. Improving sustainable transport options ensures fairer access for all and reduces reliance on car travel.

The choices we make about how we travel also affect our health and the natural environment, so expanding practical alternatives supports both personal mobility and the long-term wellbeing of Essex's communities

The link to Public Health and NICE Guidelines:

Promoting physical activity for children and young people, NICE Guidelines (PH17) January 2009. Guidance on promoting physical activity in young people

Public Health Guideline PH41 Physical Activity: Walking and Cycling, November 2012. Encouraging an increase in the amount people walk or cycle for travel and/or recreation.

NICE Guidelines NG13 Workplace Health: Management Practices, March 2016. Placing employee health and wellbeing at the centre

Working Together to Promote Active Travel – Public Health England, May 2016. The impact of current transport systems and sets out the benefits of increasing active travel.

NICE Guidelines NG70 Air Pollution: Outdoor Air Quality and Health, June 2017. This guide brings together air quality, active travel and car transport.

Policy 2: Our Work with Schools

2.1 Supporting School Transport

ECC provides **supported home-to-school transport** in line with its statutory duties under the Education and Inspections Act 2006. The Council ensures that eligible pupils - those with a statutory entitlement or who qualify for discretionary assistance - receive appropriate transport provision, provided they are resident within the administrative
area of Essex.

Supported school transport plays an important role in managing travel demand across the county. By providing safe, reliable transport for pupils who meet the eligibility criteria, ECC helps to **reduce the number of car trips made for educational purposes**, particularly during peak hours when pressure on the network is greatest. This contributes to safer, calmer streets around schools and supports wider objectives for cleaner air, reduced congestion and more sustainable travel behaviour.

To find out more about supported school transport in Essex, visit our webpage.

2.2 Travel Training for Students

ECC have a Travel Training team that provide support in assisting young people with special educational needs (SEN) to be able to travel independently and develop skills for life.

In addition, in partnership with Suffolk schools, we offer a **Travel Training Foundation Course** to introduce travel training to students at a young age.





2.3 Home to School Transport

ECC also supports SEND students by providing **free home-to-school transport** for those who are eligible and attend their nearest suitable school. Where needed, journeys are supported by **Passenger Assistants** or delivered through approved specialist transport providers to ensure safety and appropriate care.



2.4 Essex Healthy Schools Programme

The Essex Healthy Schools Programme is a county-wide initiative that supports schools to strengthen the wellbeing of children and young people. It provides a framework that links health with achievement and helps schools respond to the needs of their communities.

The programme promotes healthier behaviours, improves outcomes and encourages a whole-school approach to wellbeing. As part of the programme, schools are encouraged to adopt measures that also support sustainable travel, including Park and Stride, assemblies and PSHE lessons promoting walking and cycling, dedicated pedestrian gates to enable active travel, and the installation of bike and scooter racks.

Policy 2: Our Wider Work



There are a number of initiatives across Essex, delivered in partnership with district councils, transport operators and other key organisations, that aim to improve access to sustainable travel for more people.

2.5 Essex Pedal Power

Essex Pedal Power was launched in 2021 and, alongside wider initiatives, provides free bikes to people living in Clacton and Jaywick, Colchester, Harwich/Dovercourt, Canvey Island and Basildon, enabling them better access to key services, education and employment, as well as increasing physical activity, improving mental health and reducing carbon emissions.

2.6 E-bike & Scooter Hire / Partnerships

A number of e-bike & e-scooter trials and partnerships operate across Essex, enabling residents and visitors convenient and affordable access to e bikes and thereby improving their mobility and ability to access education, jobs and services.

Existing E-Bike & Scooter Hire Schemes

- Basildon E-bike loan pilot scheme – 6-month trial providing 50 e-bikes to individuals who are inactive or facing travel inequalities
- Chelmsford & Braintree e-scooter trial - has been operating in the city and town centre since 2020
- Colchester City Centre - Bike Hub, New Town Bike Hub and Dott e-bikes all enable e-bike hire on a pay as you go basis
- Uttlesford – Uttlesford Bike Club and Saffron Walden e-bikes (APP-BIKE) both enable short term or pay as you go e-bike hire

2.7 Park and Ride / Park and Pedal

Essex operates **Park & Ride sites in Chelmsford and Colchester**, providing fast, reliable bus links into town centres. These services reduce congestion, improve air quality, and offer secure parking, accessible facilities and direct connections that are often quicker than driving.

Chelmsford's Park & Ride sites also offer **Park & Pedal**, giving users a reduced parking rate and access to secure cycle lockers so they can complete their journey by bike. This supports healthier, low-carbon travel and reduces pressure on the road network.



These facilities give residents **better access to key destinations** and enable more sustainable, efficient travel into Chelmsford and Colchester.

2.8 Demand Responsive Transport (DigiGo)

DigiGo is a **flexible, on-demand public transport service**, operating in suburban and rural parts of Essex, designed to provide shared, app-based travel without fixed routes or timetables. It launched in **April 2022** and has since expanded across multiple districts in Essex - including Braintree, Chelmsford, Colchester and Uttlesford.

Maps showing the current DigiGo service areas are available on the TravelEssex website.

Policy 2: Our Wider Work (continued)

2.9 Increasing cycling skills and confidence

National Standard Adult Cycle Training



ECC offers National Standard cycle training for adults, providing tailored support to help people build confidence, develop skills and travel more actively.

Training is delivered both directly and through partnerships such as Essex Pedal Power, with options for group sessions or one-to-one instruction arranged at a mutually convenient time.

Provision includes *Learn to Ride* for new cyclists, *Adult Confidence* for those who can ride but need support to rebuild skills, and *Adult Advanced* for experienced riders seeking to improve road awareness or plan safe commuting routes. These sessions help adults travel more sustainably, safely and independently, supporting wider ambitions for healthier, low-carbon travel across Essex.

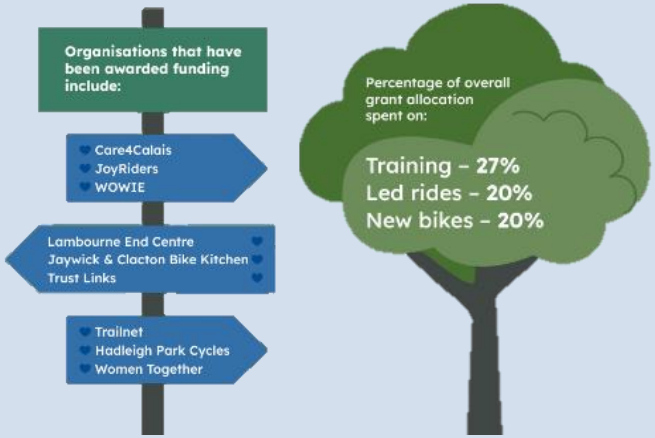
Contact cycletraining@essex.gov.uk for more information.

2.10 Supporting local activities & initiatives

The **Essex Cycle Grant**, delivered jointly by ECC and Active Essex, supports cycling activities and initiatives across the county to help more people engage with and access cycling. The grant is used to help organisations establish new activities or expand the reach of existing ones, with a focus on long-term, sustainable projects that can become self-sufficient over time.

Funding is prioritised for projects that engage older people; people living with a disability or long-term health condition; people experiencing poor mental health; low socio-economic groups; women; and rural communities. The grant can support a wide range of costs, including instructors, premises, equipment, marketing and promotional activity.

Since the grant was established in 2020, we have supported over 60 projects.



2.11 Reducing physical barriers

Reducing physical barriers on the active travel network supports safer, more accessible and more direct routes for people walking, wheeling and cycling. Improving the condition and usability of footways and cycleways helps ensure that routes are inclusive and appropriate for all users.

ECC are identifying and assessing existing barriers on walking, wheeling and cycling routes - such as unnecessary guardrails, restrictive bollards, poor surfacing and narrow pinch points - to better understand where these features limit movement or reduce route quality.

Where appropriate, ECC will seek opportunities to remove or modify these barriers through wider transport scheme delivery, new development proposals, routine maintenance programmes and other suitable mechanisms, ensuring improvements are integrated into ongoing work across the network.



Being safe and feeling safe

We will work with partners to make travel in Essex safe and feel safe, reducing crime and fear of crime across the network. We are committed to zero road fatalities by 2040, with an interim target to halve deaths and serious injuries by 2030.



How safety influences behaviour and travel choices

Safety - both actual and perceived - has a major influence on how people choose to travel. Actual safety includes measurable factors such as collision data, traffic speeds and volumes, safe infrastructure design, compliance with standards and personal security on public transport. Perceived safety relates to how comfortable people feel when travelling, shaped by lighting, visibility, natural surveillance, staff presence, cleanliness and avoiding isolated routes.

To make sustainable travel a realistic choice, people need to *feel* safe as well as *be* safe. This is especially important for women and girls, older people, children, disabled people and anyone travelling outside busy periods. A transport system that addresses both real and perceived safety creates more confident, comfortable and accessible journeys for everyone.

Vision Zero

Vision Zero in Essex is a strategy led by the Safer Essex Roads Partnership (SERP), which includes Essex County Council, Essex Police, and the Essex County Fire and Rescue Service, with the goal of eliminating all road deaths and serious injuries in the county by 2040.

The strategy is based on a Safe System approach, which is a globally recognised approach to road safety, designed around human beings, recognising that people make mistakes and any resulting impact forces are low enough to avoid death or serious injury. The measures are split into five layers of protection:

- Safe speeds
- Safe roads and roadside
- Safe vehicles
- Post collision response
- Safe road use

Policy 4: Our Work with Schools

4.1 Safer School Streets and Community-Led Street Design

Active Travel Funding has enabled ECC to trial **Safer School Streets** in areas near schools, testing measures that make it easier and safer for children to walk, wheel or cycle. These trials combine features such as pencil pollards, raised crossings, 20mph zones, speed-management measures, improved signage, upgraded signals, and additional cycle parking. In some locations, short timed restrictions on motor vehicle access outside schools are also being explored to create calmer, safer environments at peak times.

The approach builds on the Winstree Road pilot in Colchester, where ECC and WWCT (previously Sustrans) worked with the community to test temporary street design changes. Evidence from the trials showed reduced problem parking, lower vehicle speeds and potential for wider park-and-stride uptake, with broadly positive public feedback. A detailed parking study and lessons from the pilot now inform how we design safer streets around both new and existing schools.

To support future delivery, ECC has developed a Safer Streets Prioritisation Tool to identify where interventions will have the greatest impact, helping us target improvements alongside wider work to encourage safe, active and sustainable school travel.

4.2 Safer Routes to School

ECC is working to establish a coordinated, evidence-led approach to improving the safety of journeys to and from school for children and young people.

The aim is to provide a framework for prioritising investment, targeting interventions and working collaboratively with schools, communities and partner organisations across Essex, building upon existing evidence, including STEP, Safer Streets Prioritisation Tool, collision and speed compliance data.

Under this initiative, ECC are committed to reducing the number of collisions around schools by the introduction of targeted safety improvements, to be informed by a small selection of pilot schools.

Case Study: Sawyers Hall Lane Healthy School Street, Brentwood

In 2023 we launched the first phase of our Safer Streets for Schools project on Sawyers Hall Lane, in Brentwood. With additional funding from Active Travel England, the scale of improvements implemented was increased after working closely with local school communities to understand what changes would make the biggest difference.

Improvements included:

- Permanent footway widening and safety bollards
- Vegetation clearance
- Addition of safer tactile crossing points
- Installation of a raised section of road to slow traffic
- Pedestrian guard railing to improve safety
- Park and Stride sites
- Dedicated on-site enforcement officer



Improving crossings outside schools

As part of our commitment to improving safety outside schools, we are reviewing how we can refresh our zebra crossings using long-lasting materials as part of a wider county road repair programme.



Policy 4: Our Work with Schools (continued)

4.3 Safer Essex Roads Partnership (SERP) Initiatives

SERP promote behaviour change to eliminate road deaths and serious injuries by 2040 through a combination of education, community engagement and targeted campaigns. The partnership uses tools such as the Vision Zero Pledge, Vision Zero Days and Community Speed Watch to create this change. In schools and youth education they promote and educate young people through events such as:

- Classroom workshops to teach safe road habits
- Beep Beep! Days – utilising role play, songs and poster making to practice safe road crossing
- Theatre and workshops – using live performances to help students explore peer influence and practice safe decision making
- Road Safety Ambassadors – appointed to share safety updates and lead peer-to-peer messaging
- Young Driver Programs – targeting young motorists to challenge risky speed-related peer behaviours



***SERP Campaign** aimed at young drivers in Essex*

Example SERP Safety Campaigns



***Speed Watch Session** at Hamford Primary School, where children were given the opportunity to speak directly to drivers caught exceeding the speed limit.*

4.4 Increasing skills and confidence in children

Bikeability Training Programme

Bikeability is the government-funded, nationally accredited cycle training programme that teaches children the skills and confidence needed to ride safely on today's roads. Delivered through schools and led by ECC, Bikeability supports pupils to develop a life-long skill that encourages healthy, active travel, builds confidence and promotes independence.

Bikeability offers three progressive award levels to suit all abilities, from complete beginners to experienced young riders.

In addition, the Government has provided limited funding for Bikeability Plus modules, enabling further support for pupils who need additional help.

ECC delivers Bikeability Learn to Ride, providing fully funded one-to-one sessions for children who are not yet able to cycle. These sessions help remove barriers to active travel and ensure more children can access safe, confident cycling as part of their journey to school.

Case Study: Kelvedon St Mary's C of E Primary School Bikeability



Kelvedon St Mary's C of E Primary Academy heavily features its **Bikeability** program as a staple part of its school curriculum to teach children essential road safety and independent cycling skills.

"Cycling is a life skill, and this training enables them to do it" – Anna, ECC Cycle Training Instructor

"We hope that teaching children to ride bikes is the first time they will get independence, and they will take this home and encourage their parents to ride too." - Melissa, ECC Cycle Training Officer

Policy 4: Our Wider Work

4.5 Essex Safer Speeds Strategy

The Essex Safer Speeds Strategy which has recently been out to consultation, aims to better support safer, healthier and more sustainable travel by ensuring vehicle speeds are more closely matched to local streets and community needs. It recognises that lower speeds create calmer environments that make walking, wheeling and cycling feel safer and more attractive, particularly for children travelling to and from school.

The Strategy is intended to make it easier to introduce safer speeds helping create streets where people are – and feel – safe to travel sustainably.

Combined with ongoing initiatives such as Safer Streets for schools and active travel infrastructure, the Strategy strengthens our ability to create places where choosing active and sustainable travel is easier, safer and more appealing for everyday journeys.



Safer Speeds Strategy – Consultation Draft (March 26)

4.6 Road Safety & Targeted Speed Reduction Schemes

ECC addresses identified road risks using targeted safety upgrades designed around International Road Assessment Programme
(iRAP) methodologies and the Department for Transport's Safer Roads Fund.

These proactive interventions focus heavily on managing user speeds, upgrading pedestrian provisions and modifying infrastructure layout along historically high-risk corridors.

Case Study: A104 Epping New Road – Safer Roads Scheme

The A104 Epping New Road has been identified nationally as one of England's highest-risk routes, with high vehicle speeds and safety issues for people walking, cycling and accessing Epping Forest.

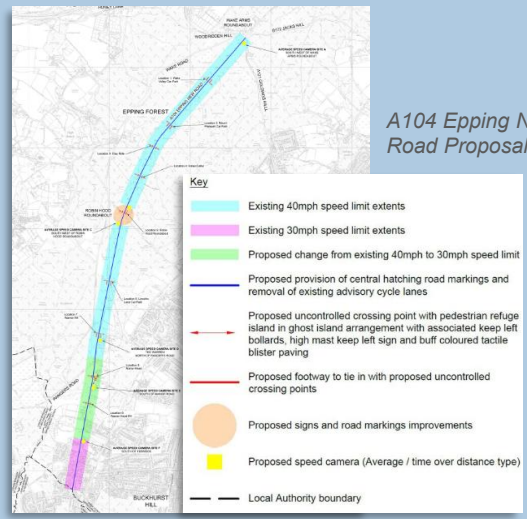
Using £1.36M from the Safer Roads Fund, Essex County Council is delivering targeted measures to make this corridor safer and more attractive for sustainable travel. The scheme includes extending 30mph limits, installing average-speed cameras, adding central hatching and kerbed islands to support safer crossings, improving signage at Robin Hood Roundabout and removing the sub-standard advisory cycle route.

Together, these changes will calm traffic, reduce collision risk and create a safer environment for forest users and residents, supporting the wider Epping Forest Transport Strategy and encouraging more sustainable travel choices in the area.

4.7 Women and Girls Safety in the Public Realm

In 2023, ECC launched guidance within the Essex Design Guide that aimed to make public spaces safer for women and girls. The guidance was produced following engagement with Essex Police and the Essex Planning Officer's Association, and supports developers, applicants, local authorities and other stakeholders in designing schemes that address safety concerns – ensuring that fears faced by women and girls are factored into urban planning and development.

It follows research by the council's Safety Advisory Group that shows women and girls in the county feel most unsafe in urban areas that lack adequate visibility, and have poor connectivity – including in streets, parks, public transport stops and public spaces.



A104 Epping New Road Proposals

Integrating Sustainable Transport into Planning

Our Essex Transport Strategy Policies 5, 6 and 8 collectively support the integration of planning, transport and environmental considerations to create sustainable, accessible and resilient places. The aim is to prioritise high-quality placemaking, ensuring that existing and new communities are designed to support safe, inclusive and sustainable travel choices while protecting Essex's distinctive places and historic environment.



Creating sustainable places

Our emerging Transport Strategy seeks to create sustainable, well-connected places while protecting communities and the environment from the negative impacts of transport. Recognising that transport networks are integral to the places they serve, we will ensure that any interventions are proportionate, context-sensitive and support both local communities and wider connectivity needs. Through sustainable location choices, high-quality placemaking and developments that reduce the need to travel while providing genuine long-term transport choices, we will help create distinctive, thriving communities with strong local identities.

Providing for sustainable growth

Sustainable growth will be supported through the delivery of well-planned communities that provide access to schools, shops, services and employment opportunities close to where people live, reducing the need to travel and reliance on private cars for everyday journeys. As Essex accommodates significant housing growth, new development should be located in sustainable locations, particularly where it can make best use of existing public transport networks and support walking, cycling and public transport as the preferred travel choices. Higher-density development in well-connected centres can help sustain local services, support viable public transport provision, and create vibrant, accessible communities that enable more sustainable travel behaviours.



Planning Policies: Our Work with Schools

5.1 Provision for Schools within Large Communities

National guidance makes clear that suitable school provision must be planned early and phased appropriately within Garden Communities. Primary and secondary schools should be secured at an early stage to support sustainable travel patterns and avoid pupils travelling long distances to existing schools.

Provision must grow in line with development, including early years capacity, with clear plans for how any temporary shortfalls will be managed.

A core requirement is to calculate pupil place demand based on the scale, mix and demographic profile of the development, recognising that Garden Communities can generate different pupil yields compared with typical housing growth. This includes planning for peaks, long-term growth and ensuring flexibility in how provision is delivered.

The Beaulieu Park School, Chelmsford



5.2 School Design Guidance

The Essex Design Guide - School Design Principles sets out clear, policy-aligned expectations for how new schools in Essex should be planned and designed. It supports consistent, high-quality design across new and growing communities and is intended for everyone involved in shaping new school sites - including planners, designers, developers and school delivery teams.

The guide is built around 12 flexible design principles that ensure new schools are well-designed, context-appropriate and aligned with national and local policy. These principles reflect the NPPF's expectations for well-designed places, including:

- functioning effectively and supporting their intended uses
- being visually attractive through good architecture, layout and landscaping
- responding sensitively to local character and heritage
- creating a strong sense of place
- optimising site potential and mix of development
- providing safe, inclusive and accessible environments
- aligning with the National Design Guid

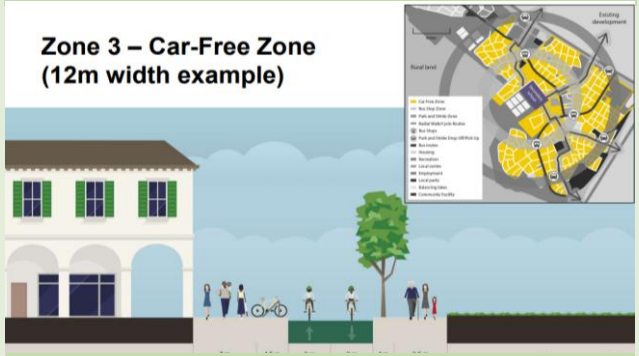
The guide sets out how these principles should shape masterplans and school designs in Essex, supplementing existing resources such as the Developers Guide and ECC's Local and Neighbourhood Planners Guide to School Organisation. It provides a consistent framework for delivering schools that are well-integrated into their communities, meet DfE requirements and create high-quality learning environments.

Designing schools that support Sustainable Transport

Alongside these design principles, schools also need to be planned in a way that supports safe, sustainable travel.

ECC's Sustainable School Travel Design Guide sets out how a new build school in a new community should be designed to prioritise travel by active and sustainable modes. The guide centres on a hierarchy of movement, using concentric transport zones that range from traffic-free school entrances to wider car-restricted areas, safe radial walking and cycling routes, well-located bus stops and managed drop-off points at the edge of the catchment.

This approach aims to reduce traffic volumes and speeds, improve safety and create healthier, more welcoming school environments.



Example guidance within the Schools Design Guide

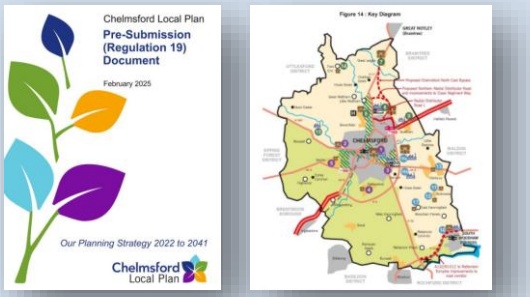
Planning Policies: Our Wider Work

5.3 Local Plans

Local Plans are a key mechanism for delivering sustainable transport because they shape where development occurs, how places are designed and what transport infrastructure is prioritised over the plan period, in line with national planning policy framework (NPPF) requirements. They set out a long-term vision for employment and housing growth and where this should be located for between 15–20 years in the future.

Local Plans support sustainable transport by coordinating land use and transport planning, directing growth to accessible locations and ensuring it is backed by active travel and public transport infrastructure. Through development allocations, policy requirements and infrastructure delivery mechanisms, they help reduce car dependency, support modal shift and improve accessibility while contributing to wider environmental, health and economic objectives.

It is important that a clear and credible transport vision shapes new development from the outset, with planning authorities and developers understanding transport use, its impacts and the practical solutions needed to achieve that vision.



Chelmsford City Council Local Plan Review (2022-2041)

Supporting Local Plans

ECC is a statutory consultee in the preparation and review of district and borough Local Plans across Essex. Through this process, ECC undertakes several specific activities to ensure Local Plans support sustainable transport outcomes rather than simply accommodating traffic growth. These include:

- Reviewing development allocations against sustainable accessibility
- Providing evidence to Local Plan Examinations
- Securing sustainable transport infrastructure
- Requiring and monitoring Travel Plans
- Embedding Local Plan growth within Countywide transport strategies

5.4 ECC Development Management Policies

These policies reflect the balance between the need for new housing and employment opportunities, the regeneration and growth agenda, and protecting the transport network for the safe movement of people and goods and have the following aims:

- Protect and maintain a reliable and safe highway infrastructure
- Improve access to services in both rural and urban locations
- Offer where possible alternative travel options to the private car
- Support and enhance public transport provision
- Address the impact of commercial vehicles on the highway network and communities
- Support the aims and objectives of the County Council as the Highway Authority

5.5 Neighbourhood Plans

A **Neighbourhood Plan** is a community-led planning document that forms part of the statutory development plan, giving local communities influence over where development goes, what it looks like, and how priorities such as transport, environment, housing and community facilities are reflected in future growth.

Neighbourhood Plans support sustainable transport by:

- **Setting expectations for walking, wheeling and cycling infrastructure**, including safe, direct and attractive routes linking homes with key destinations.
- **Identifying opportunities to improve local connectivity**, such as new links, better crossings and improved access to bus and rail services.
- **Embedding people-focused street design**, ensuring safe, inclusive and pleasant environments for active travel.
- **Influencing development layouts**, requiring integrated active travel routes, high-quality cycle parking and reduced car dominance.
- **Supporting public transport use**, through measures such as safeguarding land for bus priority and improving access to stops.
- **Aligning with ECC guidance**, including STEN, the Essex Design Guide, Local Transport Plan policies and active travel strategies.

ECC's *Neighbourhood Plan Guide (2019)* outlines the County Council services relevant to neighbourhood planning and provides links to key ECC policy and technical guidance.

Planning Policies: Our Wider Work (continued 1)



5.7 Essex Design Guide

The Essex Design Guide (EDG) sets out how to create distinctive, well-designed places, ensuring that new Garden Communities have the right infrastructure and facilities at the right time.

Now available as an interactive online tool, it includes key socio-economic themes - Active Design, Ageing Population, Health and Wellbeing, Digital and Smart Technology and Garden Communities - alongside best-practice design standards that emphasise the role of sustainable travel.

5.6 Developers Guide to Infrastructure Contributions

ECC have produced a Developers Guide to Infrastructure Contributions (June 2026) to support developers in understanding what infrastructure is needed to support new development and how developers are expected to contribute towards it, in line with NPPF guidance.

It sets out the county's approach to securing funding for essential services such as transport, education, health, digital connectivity, and community facilities, ensuring growth is properly supported and aligned with Local Plans.

The guide reflects ECC's long-standing role in facilitating major development across Essex and highlights the increasing pressure to deliver sustainable infrastructure for future housing, employment and Garden Communities.

The Developers' Guide provides guidance on the requirement for:

- **Transport Assessments for developments over 50 homes** (or equivalent commercial schemes), identifying the sustainable travel measures needed to ensure access by walking, cycling, public transport and horse-riding.
- **Travel Plans for workplaces** (50+ employees), residential developments (80+ homes) and schools, including roles such as Travel Plan Coordinators and the use of Travel Information Packs.
- **Contributions to sustainable transport,** including new or diverted bus services, improved bus infrastructure, integrated transport packages proportionate to the scale of development, and support for home-to-school transport.

5.8 Essex Planning Officers Association (EPOA) Parking Standards

The EPOA Parking Standards set out how parking should be planned and designed in new development across Essex, linking parking provision to location, sustainable transport connectivity and wider place-making. They promote lower car parking in well-connected areas, high-quality cycle parking, EV charging, and parking layouts that reduce car dominance and support safer, people-focused streets.

The standards work alongside Transport Assessments and Travel Plans to encourage modal shift and ensure new development supports walking, cycling, public transport and low-carbon travel.

Planning Policies: Our Wider Work (continued 2)

5.9 Garden Community Vision Led Planning

ECC adopts a vision-led approach to the planning and delivery of Garden Communities, ensuring that sustainable travel is embedded from the outset and supports long-term behaviour change. Through its active involvement in Garden Communities at Harlow and Gilston Garden Town (HGGT), Tendring Colchester Borders Garden Community (TCBGC), Chelmsford Garden Community (CGC) and Dunton Hills Garden Village (DHGV), ECC promotes development that prioritises walking, wheeling, cycling and public transport within an integrated and accessible transport system.

Garden Communities are being progressed based on the Town and Country Planning Association (TCPA) Garden City Principles, which means they should be designed around a people-first transport hierarchy, reducing the need to travel by locating homes, jobs, services and facilities close together, while providing strong connections to surrounding communities through high-quality sustainable transport networks. This approach supports reduced car dependency, promotes social inclusion, minimises environmental impacts, and enables the transition to lower-emission transport through measures such as public transport investment, shared mobility and electric vehicle infrastructure.

Ensuring land use and transport planning go hand in hand, to create neighbourhoods that are easy to get around without needing a car. People are involved early on, helping to co-create the vision and keep it on track as plans develop.

By embedding this approach into our Garden Communities programme, we're aiming to build communities that are not only practical and well-connected, but also inspiring, fair and built to last.

Case Study: Dunton Hills Garden Village

Dunton Hills Garden Village is a government-backed, landscape-led development that will deliver up to 4,000 homes alongside employment space, community facilities and extensive green infrastructure. Designed around the site's ecological, historic and landscape assets, the development will create three walkable neighbourhoods with local services, education and retail facilities, reducing the need to travel. Sustainable connectivity will be supported through a mobility corridor to West Horndon Station, a central mobility hub, and a comprehensive network of walking and cycling routes, promoting active travel and healthy lifestyles.

Harlow Sustainable Transport Corridor Illustrations



Harlow Sustainable Transport Corridor Illustrations



Case Study: Harlow & Gilston Garden Town Community & Sustainable Transport Corridors

The Harlow and Gilston Garden Town will include at least 23,000 new homes. The development spans a range of district and County Councils in Essex and Hertfordshire.

This Garden Community has identified opportunities to use its layout to incorporate various open spaces and an extensive network of walking, cycling and public transport corridors. The focus will be on a network of sustainable transport corridors promoting public and active travel modes. Sustainable transport corridors will also have a series of 'micro hubs' to provide an interchange between bus rapid transit and other transport facilities e.g. cycling.

All these initiatives will help to prioritise active travel and reduce the reliance on private vehicles for everyday journeys.

Carbon Reduction

Essex's Transport Strategy recognises that reducing transport emissions is essential to creating a cleaner, healthier and more reliable transport system. Cutting carbon and improving air quality isn't only about meeting environmental goals — it's a practical way to ease pressure on the road network, support safer local travel and help communities move more efficiently.



A healthier, more reliable transport system for everyone

Improving air quality and cutting carbon emissions is essential to creating places where people can travel safely and live healthily. Poor air quality affects everyone, but it has the greatest impact on people who are most exposed when travelling actively — including children, older people and those with health conditions.

By reducing pollution and making local streets cleaner and more pleasant, we make it safer, easier and more appealing for people to walk, wheel or cycle for short everyday trips.

When more people are able to choose these options for shorter journeys, this has a positive impact on the whole transport system. Local trips shift onto healthier, low-impact modes, easing pressure on the wider road network, reducing congestion and improving reliability for all users.

Enhancing walking, wheeling, cycling and public transport routes therefore supports both cleaner air and a more efficient, resilient transport network - giving people realistic, safe and convenient travel choices.

Enabling choice in how we travel

Our approach is about making it easier for people to choose the option that best suits each journey. By improving the quality and reliability of all parts of the transport system, we give people the confidence to walk, wheel, cycle, use public transport or drive when it's the most practical choice.

A more efficient, lower-impact network keeps Essex moving and ensures people have a realistic choice in how they travel.

Policy 7: Our Work with Schools

6.1 Raising awareness of Air Quality within schools

ECC promotes county-wide air-quality engagement programmes for schools through the Essex Air website portal, offering free educational resources, interactive workshops and active-travel campaigns.

Schools can access STEAM lesson plans, activity sheets and games that help pupils understand pollution and its impacts. Local initiatives such as the CAReless Pollution toolkit, and anti-idling campaigns encourage families to walk, wheel or scoot and reduce engine idling at the school gate.

Schools have also taken part in monitoring projects, using diffusion tubes and citizen-science activities to measure real-world pollution around their sites.

Together, these initiatives help raise awareness, improve air quality outside schools and support safer, healthier conditions for children travelling actively.





Online materials for schools – provided by EssexAir



Case Study:
Air quality education initiatives

To help young children understand more about air quality, ECC used funding from DEFRA to deliver an innovative theatrical educational show called 'Abbie Ayre and the Shed of Science'. It taught over 5,000 children in more than 100 schools about emissions, pollutants and how they could make the air quality around their communities better by walking or cycling more.

The funding was also used to undertake air quality monitoring around primary schools in Essex - getting the children involved using backpack mounted sensors on their journeys to school. The same funding was also used to launch a new Essex*Air* website to raise awareness of air pollution in Essex and highlight the actions people can take to reduce emissions and help protect themselves and their families – and promote the benefits of more sustainable travel.

A wider understanding from both children and adults about air quality and the impacts of the way we travel is key, and we hope will be an important driver for people to make more informed and cleaner travel choices in future and allow active travel to play a role in improving air quality in Essex.

Policy 7: Our Wider Work



Essex Air Quality Strategy (2025)

6.2 Essex Air Quality Strategy

The Essex Air Quality Strategy sets out how partners across Greater Essex work together to monitor, manage and improve air quality.

Through coordinated monitoring, shared data and public engagement, the strategy sets out the direction and a set of commitments to help improve air quality in Essex.

6.3 Essex*Air*

Essex***Air*** is a county-wide partnership of all district, borough and city councils in Essex, alongside ECC and the two unitary authorities (Southend and Thurrock), working together to monitor and improve air quality. The consortium was established in 1995 to coordinate local air-quality action, recognising that pollution does not respect boundaries and is best tackled through joint effort.

Through the Essex***Air*** website and engagement programmes - funded in part by DEFRA grants - the partnership helps residents understand air quality; its health impacts and the actions they can take to improve it. This shared work supports the SMoTS by raising awareness, improving local monitoring and strengthening the conditions needed for safe, healthy and sustainable travel across Essex.

6.4 Air Quality Management Plans

Local authorities in the UK must review air quality in their area, designate Air Quality Management Areas (AQMAs) where national Air Quality Objectives are exceeded and produce Air Quality Management Plans setting out the actions needed to improve conditions. These plans guide local measures to reduce pollution and protect public health.

ECC supports district, borough and city councils in developing and monitoring their AQMAs and Air Quality Management Plans by providing transport expertise, data analysis and guidance on effective interventions. This includes sharing traffic data, advising on measures to reduce congestion and idling, helping shape action plans, supporting air-quality monitoring and aligning wider transport programmes - such as active travel schemes, bus priority and smarter travel initiatives - with AQMA priorities.

6.5 Electric Vehicle Infrastructure Delivery

Part of Essex's plans for creating a more sustainable travel network is investing in electric vehicle infrastructure to support the Government's shift to EVs by 2035. ECC's approach to delivery is set out in the Essex Electric Vehicle Charge Point Strategy, aiming to meet the required 6,000 public chargers by 2030. With 36% of households lacking off-street parking, accessible public charging is a key equity challenge.



This investment underpins Essex's vision of delivering the right charger in the right place, while continuing to prioritise reducing reliance on private car travel.

Connectivity and journey reliability for all modes of transport

The Essex Transport Strategy recognises that good connectivity and journey reliability is essential for accessing education, employment, services and economic opportunities. We will plan the transport network to balance local needs with reliable connectivity for all modes.



Connecting people, places and businesses

Essex's transport network enables many different types of journeys, from longer-distance travel across the county and beyond to everyday local trips within towns and villages.

Sustainable transport plays a key role at both scales: rail provides reliable, low-carbon options for longer-distance movement, while buses, walking, wheeling and cycling offer practical, healthy and efficient choices for shorter journeys.

Local and community-level routes, which link homes, neighbourhoods, services and key destinations, are central to how reliably people can move around for day-to-day needs.

These are also the networks that most influence school travel: the quality, safety and reliability of local routes directly shape how pupils get to and from school, and where improvements can make the greatest difference for families.

Reliability of our network

Improving the connectivity of our transport network isn't just about linking places together, it's about making the journeys along them reliable. Tackling issues of reliability for all travel modes is a crucial element of the Essex Transport Strategy.

Policy 10: Our Wider Work





Local cycling and walking plans

7.1 Local Cycling and Walking Implementation Plans (LCWIPs)

Plans for cycling and walking in Essex have been developed for each of the Essex districts (often referred to as LCWIPs), which set out a long-term, evidence-led approach to improving walking, cycling and wheeling networks. They identify priority corridors, key destinations and the infrastructure needed to support safe, direct and attractive active travel routes. With significant growth planned in Essex, the LCWIPs provide a clear framework for where investment should be focused to enable more everyday journeys to be made sustainably.

A combination of ECC funding, Active Travel England's Active Travel Fund and third-party contributions are being used to deliver these plans, supporting high-quality walking and cycling schemes, safer junctions and crossings, and better route continuity. This investment is turning LCWIP priorities into real, on-the-ground improvements that make active travel more convenient, safe and appealing for residents across Essex.

All Essex cycling and walking plans can be found on the Let's Talk Essex webpage.

Case Study: Delivery of Improved Active Travel infrastructure – New Street, Chelmsford

As part of the Chelmsford City Growth Package, we delivered a new high quality, flagship cycle route on New Street. The improvements included the installation of one-way, raised, coloured hybrid cycle tracks along the majority of both sides of New Street, where cyclists are now separated from pedestrians and the carriageway.

The scheme has provided LTN 1/20 compliant cycle infrastructure along a major route, providing improved sustainable access between Anglia Ruskin University and Victoria Road, and key links to the city centre and rail station.

Continued delivery of new and innovative cycle improvement schemes on key corridors across Essex will be an important step in making cycling a more attractive, alternative travel choice.



Policy 10: Our Wider Work (continued)



7.2 Improving Passenger Transport Networks

Bus Service Improvement Plan 2021-2026

The ECC Bus Service Improvement Plan (BSIP) sets out how ECC intends to grow bus use, improve reliability and make services simpler to understand and access. It responds to the Government's *Bus Back Better* strategy and sets a long-term vision for a more integrated, dependable bus network that supports everyday travel across the county.

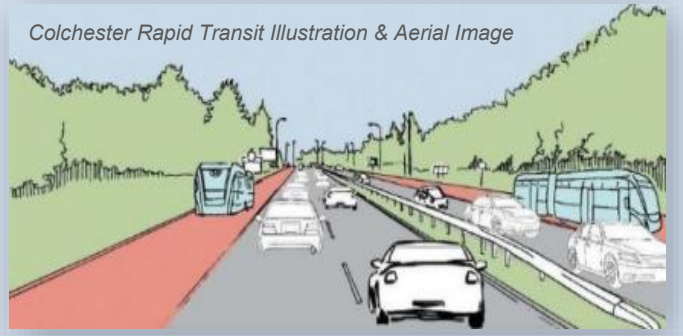
Through the BSIP programme, £1.7 million has been secured to deliver a significant package of improvements that will make bus travel in Essex more reliable, convenient and attractive, encouraging more people to choose the bus for daily journeys.

Case Study: Rapid Transit in Colchester

The Colchester Rapid Transit System shows how targeted investment in public transport can support sustainable growth and reduce reliance on private car travel. Designed to serve both existing communities and planned growth areas, the RTS will connect major destinations including Colchester city centre, the University of Essex, Colchester Hospital, railway stations, the A12 Park and Ride, and the Tendring Colchester Borders Garden Community.

Delivered in partnership by ECC, Colchester City Council and Tendring District Council, the scheme is a core element of the transport strategy for the Tendring Colchester Borders Garden Community.

Colchester Rapid Transit Illustration & Aerial Image





The authorities secured £100 million of Government Housing Infrastructure Funding to deliver essential transport infrastructure ahead of development, ensuring sustainable travel options are available from the outset.

Key infrastructure includes dedicated rapid transit corridors, the A120–A133 Link Road (A1331), bus-priority measures, signal-prioritisation technology and high-quality passenger facilities. While initially supporting Park and Ride and local bus services, the infrastructure is designed to accommodate a future high-frequency rapid transit service as new development comes forward.

Marketing & Promotion of Sustainable Travel Options

Effective marketing and communication ensure that residents, businesses and schools have clear, accessible information about the sustainable travel choices available to them. When people understand their options, they can make informed decisions about travelling safely, efficiently and in a more environmentally responsible way.

Regular campaigns, school and workplace communications, and wider community engagement help raise awareness of alternatives to private car use - including active travel routes, public transport services, behaviour-change initiatives and journey-planning tools. Programmes such as Safer, Greener, Healthier, ForwardMotion South Essex, Love to Ride Essex, Go Jauntly and TravelEssex play a key role in encouraging walking, wheeling, cycling and public transport use.

Information is shared through leaflets, posters, travel information boards, company intranets, school websites, newsletters, prospectuses, open evenings and local media. Embedding sustainable travel messages across these channels makes it easier for employees, pupils, parents and residents to choose the most suitable and sustainable way to travel.

The ECC Sustainable Travel Planning Team will continue to work with schools, businesses and residential developments - particularly those facing accessibility challenges - to help them promote sustainable travel and deliver meaningful behaviour change.

Available Resources & Guidance

ECC, and partners, provide a range of resources to support organisations in promoting sustainable travel, including:

- Advice and consultancy from **Sustainable Travel Planning Officers**, offering best-practice guidance tailored to local needs
- **Leaflets, information** and **resources** for use in schools, workplaces and new developments
- Membership of the **Smarter Travel for Essex Network (STEN)**
- Access to guidance documents and templates to support **Travel Plan** development
- Alignment with the **Healthy Schools Programme** to promote active travel.
- Support in promoting national campaigns - including **Walking Month (May)**, **Bike Week (June)**, **Catch the Bus Week (July)** and **Car Free Day (September)**
- Free registration and support for **Modeshift STARS** - enabling schools, workplaces and residential developments to achieve nationally recognised Travel Plan accreditation
- Modal-specific safety training, including **Bikeability** and pedestrian safety education



Essex Sustainable Travel Promotional Materials

Access to Sustainable Travel Information

We recognise that providing accurate and reliable journey information is key, to enable people to use active and sustainable transport for more of their journeys. These tools ensure people have accurate, up-to-date journey information, helping them make informed choices about how they travel across Essex.

Travel Essex Online Platform & App

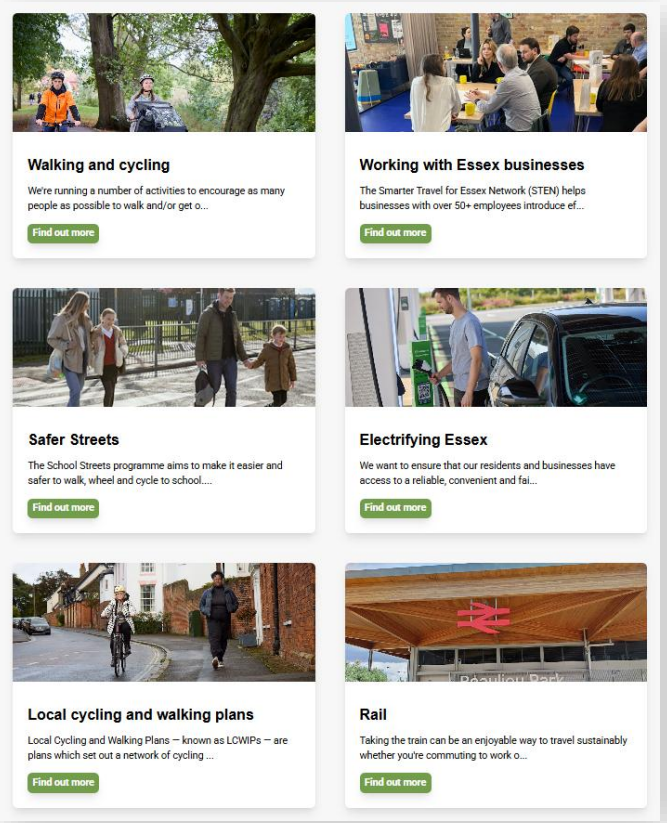
Travel Essex is an online platform and app that helps residents plan their journeys by providing easy access to sustainable travel options across the county. It offers live travel information, interactive maps and personalised route planning, making it simpler for people to choose convenient, low-carbon ways to travel around Essex.

Let's Talk Essex - Sustainable Travel Online Platform

Let's Talk Essex provides easy access to a range of live information, consultations, updates on strategies and policies, details of planned and ongoing improvements, and guidance on the initiatives available to help residents travel more sustainably.

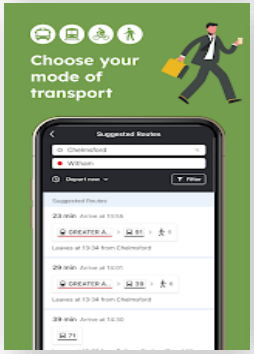
The platform has been designed to make it simpler for the public to stay informed, share feedback and understand the work ECC is delivering to improve travel choices across Essex.

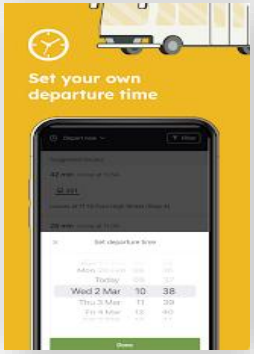
Let's Talk Essex Platform

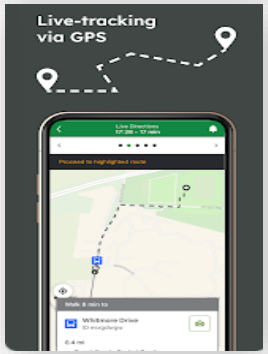


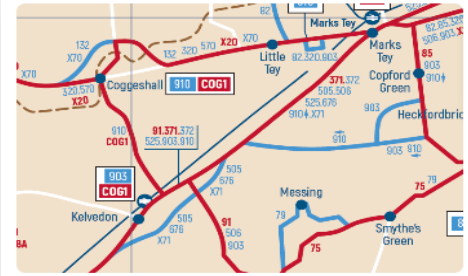
Travel Essex Platform & App











Bus & train maps

ECC will continue to identify ways to improve how residents, organisations and visitors access travel information - through enhancements to the website, better use of digital tools and clearer mapping - making active and sustainable travel choices easier, more intuitive and better supported.

Essex County Council



Partnership Working

Delivering sustainable travel in Essex relies on strong partnership working. We collaborate with district and borough and city councils, transport operators, schools, parents, health partners, community organisations and businesses to understand local needs and coordinate action.

By aligning priorities, sharing insight and combining resources, we can deliver more effective interventions, support behaviour change and create environments where walking, wheeling, cycling and public transport are practical, attractive choices for more people.

Key Partners & Organisations

National Government and Agencies

- **Department for Transport (DfT)** – Provides funding, policy guidance, and regulatory oversight.
- **Department for Education (DfE) -** Supports initiatives that link education and sustainable travel
- **DEFRA –** Provides environmental policy guidance and funding opportunities that align with sustainable transport and air quality objectives
- **Active Travel England** - Provides design guidance, capability support and investment to help local authorities deliver high-quality walking and cycling infrastructure
- **Bikeability Trust** - Oversees national cycle training standards and supports programmes that build cycling skills, confidence and safety for children and adults.
- **Innovate UK -** Funds and supports innovation in transport, technology and sustainability, helping bring new solutions and approaches into active travel and mobility.

District, Borough, and Neighbouring Authorities

- **Local councils** – Collaborate on local active travel priorities, school travel planning, public transport improvements and cross-boundary movement.
- **Parish councils** - Represent local communities and help identify small-scale improvements, promote active travel locally, and support engagement on transport initiatives.
- **Regional partnerships** – Support joint funding bids and strategic planning for sustainable transport corridors.

Private Sector Partners

- **Developers and Landowners** – Deliver sustainable travel infrastructure through planning obligations and ensure new developments support walking, cycling and public transport
- **Employers and business groups -** Promote sustainable commuting and support local initiatives that reduce car dependency.

Transport Operators

- **Bus and rail companies / partnerships** - Work with ECC to improve service reliability, accessibility and integration with active travel networks.
- **Community transport providers** – Offer essential services for people with limited mobility or access to mainstream public transport.
- **E-Bike & E-Scooter Hire providers** - Provide accessible, affordable micromobility options

Safer Essex Roads Partnership (SERP)

- **Including Essex Police, Essex Fire and Rescue,** The **Essex and Herts Air Ambulance Trust, The East of England Ambulance Trust and The Safer Roads Foundation** - Work to reduce road danger, support safer street design and deliver targeted interventions that enable more people to walk, wheel, cycle and travel sustainably with confidence.

Environmental and Sustainability Bodies

- **Environmental groups, wildlife trusts, and green infrastructure organisations** – Support nature-positive design, low-carbon travel and high-quality public spaces that encourage active travel.

Community and Advocacy Groups

- **Residents' associations, cycling groups, accessibility advocates** – Offer valuable insight into local barriers, perceptions of safety and opportunities to make sustainable travel more inclusive.

Technology and Data Partners

- **ITS providers, mapping platforms and data analytics firms** – Enable smarter monitoring of walking, wheeling, cycling and public transport use, helping ECC target investment effectively
- **Engagement and Communications platforms** – Support engagement with schools, organisations and residents e.g. Modeshift STARS, Love to Ride, Go Jauntly

School and Education Providers

- **Schools and colleges** – Provide insight into how children and young people travel and help identify barriers to safe, active journeys.
- **Multi-academy trusts and governing bodies** – Support coordinated travel planning and engagement with families.
- **Universities and FE providers** – Work on sustainable commuting initiatives and campus travel planning.

Funding for Sustainable Transport

Funding for sustainable transport and behaviour-change initiatives in Essex comes from a mix of central government programmes, developer contributions and ECC budgets.

Developer-led funding such as Section 106 agreements, Community Infrastructure Levy (CIL) and Travel Plan obligations is ad-hoc and ringfenced for specific mitigation tied to individual developments, and ECC capital and revenue contributions are similarly allocated to defined schemes. In contrast, the Integrated Transport Fund - made up of multi-year allocations from the Local Transport Grant, Active Travel Fund and elements of the Bus Service Improvement Plan - provides a more flexible settlement, with three-year revenue and four-year capital funding that can be programmed strategically across the county.

Despite this, overall funding remains fragmented and competitive, making long-term planning challenging. Essex's size, dispersed geography and rapid growth mean demand often exceeds available resources, and developer contributions vary significantly between districts. Securing reliable, multi-year investment is essential to expand sustainable travel choices, support behaviour change and deliver improvements at the scale required.



Monitoring & Review

ECC is responsible for the ongoing development of the SMoTS, ensuring it remains up to date with emerging issues, changing circumstances and the latest work on sustainable transport and school travel across Essex. Views and comments from interested parties will be welcomed throughout the life of the strategy, helping to maintain its relevance, inform wider policy and decision-making, and support its continued evolution.

The effectiveness of the strategy is underpinned by a range of established monitoring mechanisms. Workplace, Residential, School Travel Plans and Bikeability training each include dedicated monitoring programmes; schools and workplaces undertake counts of people walking and cycling; and residential developments track the uptake of bus tickets and other sustainable travel incentives. Monitoring of individual strategies - such as the Essex Cycling and Walking Strategies - also takes place in parallel. Together, these activities provide a comprehensive evidence base that supports the ongoing refinement of the SMoTS.

Annual Review of this Strategy

We will undertake an annual review of the SMoTS to ensure it remains relevant and aligned with the latest policy, guidance and sustainable transport work taking place across Essex. The accompanying Action Plan will also be reviewed each year, with a progress report provided against the actions. A full refresh of the strategy will be carried out as required to update data, interventions and case studies.

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Essex County Council

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This information is issued by:
Essex County Council

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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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SMoTS Action Plan

Below is a summary of the key actions we will take, or continue to take, to support sustainable travel choices across Essex. These actions will be delivered collaboratively with our partner organisations, district and borough councils, transport operators, schools, community groups and other stakeholders, ensuring a coordinated approach that strengthens local impact and supports long-term behaviour change.

ID	Action	Action Owner	Timeframe
	Planning, Policy & Early Stages		
1	Review and update the Sustainable Modes of Travel Strategy (SMoTS) annually to ensure it remains current, evidence-led and aligned with emerging travel needs, policy changes and delivery priorities.	ECC	Annually
2	Ensure place-making principles and sustainable, active travel are embedded in planning and development from the earliest stages, shaping environments that prioritise people, connectivity and long-term sustainability.	ECC / District, Borough & City Councils / Developers	Ongoing
3	Ensure sustainable and active travel is embedded in development management processes, including pre-application advice, design review and planning conditions	ECC	Ongoing
	Funding, Contributions & Partnerships		
4	Strengthen collaboration with districts, developers and partners to coordinate and co-deliver sustainable travel improvement opportunities.	ECC	Ongoing
5	Advocate for improvements to bus and rail services, where appropriate, to strengthen sustainable travel options across the network	ECC / District, Borough & City Councils	Ongoing
	Network Planning, Design & Delivery		
6	Continue to review Local Cycling and Walking Infrastructure Plans (LCWIPs) to ensure they remain reflective of the wider network and emerging patterns of walking and cycling demand.	ECC	1-5 years
7	Continue supporting and promoting schemes that improve inclusive access to a wider range of sustainable transport options, ensuring that interventions meet the needs of all users and remove barriers to safe, convenient and equitable travel.	ECC	Ongoing
8	Continue to seek and identify opportunities to remove physical barriers to active travel across the network, improving accessibility, safety and ease of movement for all users.	ECC	Ongoing
9	Provide safe active travel connections to key destination areas through the delivery of strategic cycling and walking plans (LCWIPs).	ECC	Ongoing
10	Support the delivery of bus service improvements through the BSIP plan and programme, strengthening reliability, connectivity and the overall attractiveness of bus travel.	ECC	1-5 years

Actions specifically related to schools

SMoTS Action Plan (continued 1)

ID	Action	Action Owner	Timeframe
11	Explore and trial new sustainable travel options - such as wayfinding improvements, mobility hubs, cargo-bikes and other emerging solutions - to understand their deliverability and potential benefits, in conjunction with District/Borough/City Councils.	ECC	Ongoing
12	Use engagement, consultation and co-design, where appropriate, to ensure local communities' needs are understood and reflected in the development of schemes and initiatives.	ECC	Ongoing
	Enhanced Safety & Safer Streets		
13	Develop a Safer Routes to School Strategy and deliver high-impact improvements outside and around schools to support safer, more sustainable journeys.	ECC / SERP	0-2 years
14	Seek opportunities across all areas of work to enhance the safety of public spaces and the transport network, ensuring that safety considerations are embedded throughout planning, design and delivery.	ECC / SERP	Ongoing
15	Tackle collision hotspots through targeted road-safety and iRAP-led schemes that improve conditions for walking, cycling and other sustainable travel modes.	ECC / SERP	Ongoing
16	Continue working with partners to deliver targeted behaviour-change and education programmes that promote safer driving.	ECC / SERP	Ongoing
17	Review and identify opportunities across the network where speed reductions (delivered with supportive measures) would improve safety and enable more people to walk and cycle	ECC / SERP	Ongoing
18	Help residents develop the skills and confidence to stay safe on Essex's roads through Bikeability and other road-safety education initiatives that support walking, cycling and sustainable travel.	ECC / SERP	Ongoing
	Behaviour Change, Education, Training & Information Sharing		
19	Continue to provide structured support to schools, workplaces and residential developments in developing, implementing and monitoring Travel Plans, undertaking travel surveys and promoting sustainable travel behaviours.	ECC	Ongoing
20	Continue to support schools (and other establishments) in achieving recognition through the ModeShift STARS accreditation.	ECC	Ongoing
21	Continue providing travel training to pupils in SEN schools, supporting them to build confidence, independence and safe travel skills.	ECC	Ongoing
22	Continue delivering cycle training skills to school children and adults which adhere to National Standards.	ECC	Ongoing
23	Continue working with partners to deliver targeted behaviour-change and education programmes that promote sustainable and active travel.	ECC & Partners	Ongoing
24	Continue to share and promote sustainable travel opportunities across Essex, including improved access to live travel information, route planning tools and updates that support confident, informed and sustainable travel choices.	ECC & Partners	Ongoing

Actions specifically related to schools

SMoTS Action Plan (continued 2)

ID	Action	Action Owner	Timeframe
	Monitoring, Data & Evidence		
25	Continue developing a clear understanding of travel patterns and needs across Essex by undertaking, analysing and applying data from surveys, engagement activities and ongoing network monitoring.	ECC & Partners	Ongoing
26	Undertake renewed school audits to build a clearer understanding of school travel patterns and identify barriers to safe, active journeys.	ECC	Annually
27	Regularly monitor progress of this Strategy, including delivery of identified actions to ensure continued improvement in active and sustainable travel outcomes.	ECC	Annually

Actions specifically related to schools