

A Better Connected Essex

Essex Transport Strategy

Public Consultation Report

December 2025

Essex Transport Strategy

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Document history and status

Revision	Date	Description	By	Review	Approved
01	27/11/25	Draft public consultation report	SW, GB, OS	GB	VHJ
02	05/12/25	Final public consultation report	SW, GB, OS	GB	VHJ

Foreword

Transport is essential for the efficient and effective movement of people and goods necessary to support and grow the local economy. It connects businesses to their customers and suppliers, and people's homes to workplaces, schools and colleges. For our transport network to adapt to the changing ways we live and travel, a new strategy is needed to guide our approach to transport in Essex.

[‘A Better Connected Essex’](#) is Essex County Council's new transport strategy, also known as our Local Transport Plan (LTP). Every local transport authority must produce and adopt an LTP. Our current LTP was adopted more than a decade ago, in 2011. ‘A Better Connected Essex’ is our fourth LTP and sets our vision and priorities for transport in Essex and how we will deliver our desired outcomes. Ultimately, it will set important transport priorities to inform the council's decisions and actions relating to transport and will help unlock future funding opportunities.

This is a transitional period for Essex which will see the reorganisation of current local authorities, election of a first Mayor for Greater Essex in May 2028, and changes to responsibilities for transport in Essex.

Another new Local Transport Plan will ultimately be needed by the new Mayoral Combined County Authority. However, this is likely to take some time, and we still believe there are significant benefits in finalising our new transport strategy now.

A new interim transport strategy will:

- Ensure we meet our statutory duty and have an updated plan covering the transition period while new local government structures are established
- Provide clear and up-to-date policy direction, particularly for Local Plans, which set out how and where areas should be used and developed
- Help support funding bids
- Provide a starting point for the development of a new Greater Essex Local Transport Plan by the new Mayoral Combined County Authority.

We have been in the process of developing the transport strategy for some time and carried out a first (part one) public consultation in summer 2024, focused on our initial draft key themes and outcomes. Having reviewed feedback from that consultation and developed the full draft Essex Transport Strategy, we ran a second (part two) public consultation in summer 2025. The second consultation provided an opportunity for people to comment on the full draft strategy, as well as 13 separate place-based strategies, which set out how we aim to deliver our vision in different parts of Essex. The place-based strategies were previously known as implementation plans, however, we renamed them following consultation feedback.

The two public consultations showed an excellent level of overall support for our transport strategy. They also provided useful feedback to help us in refining and finalising the strategy, which is expected to be adopted in early 2026, subject to formal approvals. This public consultation report presents and analyses the feedback we received during the two consultations. For a high-level summary, see our public consultation summary report.

Executive summary

We carried out two public consultations to support us in developing, improving and finalising our new Essex Transport Strategy, now called [‘A Better Connected Essex’](#).

Part one consultation

The first (part one) public consultation took place in summer 2024 and we received 651 responses. It was specifically focused on important aspects of the [emerging Essex Transport Strategy](#), such as our draft themes and outcomes, and a planned new Place and Movement approach. The Place and Movement approach proposes a more flexible way of classifying roads and streets in Essex so we can focus improvements where they make most sense.

Our part one consultation ran for seven weeks from Monday 5 August 2024 to Sunday 22 September 2024. The feedback we received demonstrated a very high level of overall support for the emerging strategy and helped us in developing it in more detail ahead of our second consultation. A significant proportion of people who responded to our consultation survey agreed with each of our proposed key themes (Supporting people, health, wellbeing and independence; Creating sustainable places and communities; and Connecting people, places and businesses), with at least 83% of people in agreement with each theme.

Under each theme, we also developed three outcomes we wanted to achieve through delivery of the new transport strategy. Again, most people who responded to the consultation agreed the outcomes were the right ones to focus on. All but one of the outcomes received at least 84% agreement. The outcome which received the lowest level of agreement (‘Transport has a reduced impact on the environment’) was still agreed with by 76% of people.

We also set out an initial list of different types of activities under each theme which we felt would help us in achieving the outcomes. Again, the majority of these suggested activities were very strongly supported. Of all of the activities, those which were focused on investment in walking, wheeling and cycling, or environmental issues, tended to be slightly less well supported, but were still positively received with typically around 60% – 70% support. This was also reflected in the comments we received in response to our open-ended questions where a number of people were openly supportive of investment in walking, wheeling and cycling, while others expressed opposition or raised concerns about safety and accessibility.

Other common themes from people’s written feedback included a significant number of comments about the need for public transport improvements, particularly better bus services. In addition, there were a lot of comments about ensuring transport is safe and accessible for everyone, that the necessary transport infrastructure is in place to support any new housing developments, and that more focus is placed on maintaining the road network. There were also several comments about the need to deliver transport improvements as soon as possible and suggestions that the county’s rural communities needed greater consideration in the final strategy.

The principles behind our proposed new 'Place and Movement Approach' to classifying roads and streets, and our new 'Three Step Approach' to improving transport (starting with managing the existing transport network, then making minor improvements, before making larger and more transformational improvements) were also well supported.

Part two consultation

Having reviewed feedback from the first consultation, we used it to help us shape our full draft Essex Transport Strategy. We then ran a second (part two) public consultation in summer 2025 and received 597 responses. This consultation provided an opportunity for people to comment on the full draft strategy, '[A Better Connected Essex](#)', as well as 13 separate place-based strategies which set out how we aim to deliver our vision in different parts of Essex.

The part two consultation ran for eight weeks from Thursday 31 July 2025 to Wednesday 24 September 2025. Again, the part two public consultation showed a good level of overall support for the Essex Transport Strategy, together with useful feedback which we have since used to help us refine and finalise the strategy.

Reinforcing the support from the part one consultation, there was very strong agreement with the main guiding principles of the strategy, connected to our key themes and the important roles of transport. Between 94% and 98% of people who responded to our consultation survey said they agreed with the five statements we asked about,

86% of people supported our vision for transport in Essex and 79% of people either agreed the new transport strategy sets out the right overall approach to managing and developing transport in Essex or had a neutral view or no opinion (56% specifically agreed).

Under each theme, we also asked people about a more comprehensive list of proposed activities. The majority of people agreed the activities under each theme would help achieve our vision and outcomes, with between 64% and 68% agreement for each of the three sets of activities.

Among the most common themes in the comments we received about the draft strategy were current issues and proposed improvements to different modes of transport in Essex, including bus and train services, road transport, and walking, wheeling and cycling. Road safety issues, the impacts of housing developments and the need to support vulnerable transport users were also recurring themes. In particular, we received a number of comments about horse riders being vulnerable users and being absent from the strategy. A number of comments were made supporting key elements of the transport strategy, although some people felt it was too aspirational and others expressed concerns about how it would be delivered, particularly in the context of financial constraints and planned local government reorganisation and devolution.

The level of agreement and support for our 13 place-based strategies (known as implementation plans during the consultation), which set out how we aim to deliver

our vision and outcomes in different parts of Essex, varied and a significant number of people (between 30% and 59%) expressed a neutral view or said they had no opinion. Although people were not required to answer every section of the survey, the high number of people who expressed no significant opinion on the place-based strategies is perhaps reflective of the fact people have less interest or knowledge of areas where they do not live, work or regularly visit. For each place-based strategy, at least 78% of people said they either supported it, had a neutral view or no opinion. In addition, at least 78% either agreed, had a neutral view or no opinion about whether each place-based strategy would help achieve our outcomes.

A number of different comments were made in relation to our draft place-based strategies. As with our transport strategy, a significant proportion of the comments related to people's experience of different types of transport and what they believed to be the current transport issues, as well as the improvements they felt were needed. In South Essex, there was very strong support for an additional access onto Canvey Island. The impacts of housing developments and the need for additional transport infrastructure to support this growth was again a common theme across responses to the various place-based strategies. Like with the core transport strategy itself, there were again comments about making transport safe and accessible to vulnerable users.

Next steps

Overall, the two public consultations showed a good level of support for our draft Essex Transport Strategy. They also provided useful feedback which we have used to help develop, refine and finalise the strategy.

Following the conclusion of the part two consultation in summer 2025, we have carefully considered people's feedback and made a number of changes to the strategy. These are summarised in the next steps section of this report and detailed in our feedback register.

Having refined and finalised the strategy, we will now be taking it through formal approval processes to allow us (Essex County Council) to adopt it in 2026. The strategy will be taken to Place Services and Economic Growth Policy and Scrutiny Committee for review and discussion in December 2025, before being taken to Cabinet in January 2026 and Full Council in February 2026. Our Essex-wide Connectivity Strategy has also been finalised and will be considered at the same time. We are continuing to make updates to the other 12 place-based strategies and we expect to take them through formal approval processes separately, later in 2026.

Once formally adopted, our new transport strategy and place-based strategies will help inform our decisions about transport in Essex and will support us in unlocking potential future funding opportunities. Another new Local Transport Plan will ultimately be needed by the new Mayoral Combined County Authority, however, this is likely to take some time. Our new strategy will ensure there is an up-to-date plan in the interim and provide a strong starting point for the development of the new Local Transport Plan for Greater Essex.

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What we heard in part one

This section details the findings from our first (part one) consultation, which we ran from August to September 2024. There were 651 responses to this consultation. Percentages have been rounded up or down to the nearest whole number, except where they are less than 1%. Therefore, in some cases, totals may not add up to 100%. A summary of the demographics of people who responded can be found in the 'Who took part?' section of this report.

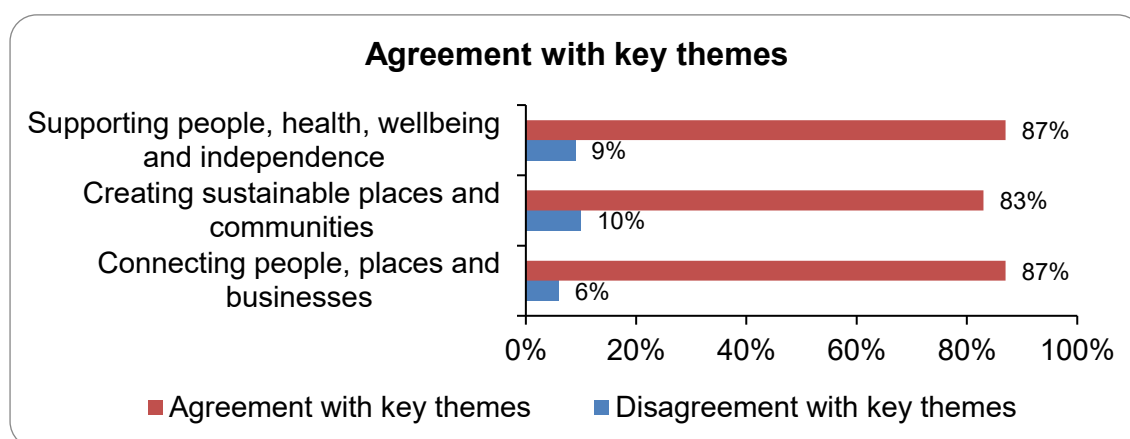
Key themes

The first section of our consultation survey focused on the three key themes which had been developed as part of our initial work on the transport strategy. These were:

- Supporting people, health, wellbeing and independence
- Creating sustainable places and communities
- Connecting people, places and communities

For each theme, we identified three related outcomes we wanted to achieve, along with different types of activities which would support us in doing so. Open-ended questions were also included to provide opportunities for people to share any specific thoughts about the themes, outcomes or activities.

Overall, there was a very high level of agreement with the key themes, with between 83% and 87% of people who responded to the consultation survey agreeing to some extent (strongly agree or agree) with the themes. The percentages of people who agreed or disagreed are shown in the chart below. Percentages for those who said they had no opinion have been omitted from the chart, but the full data is available in Appendix A.



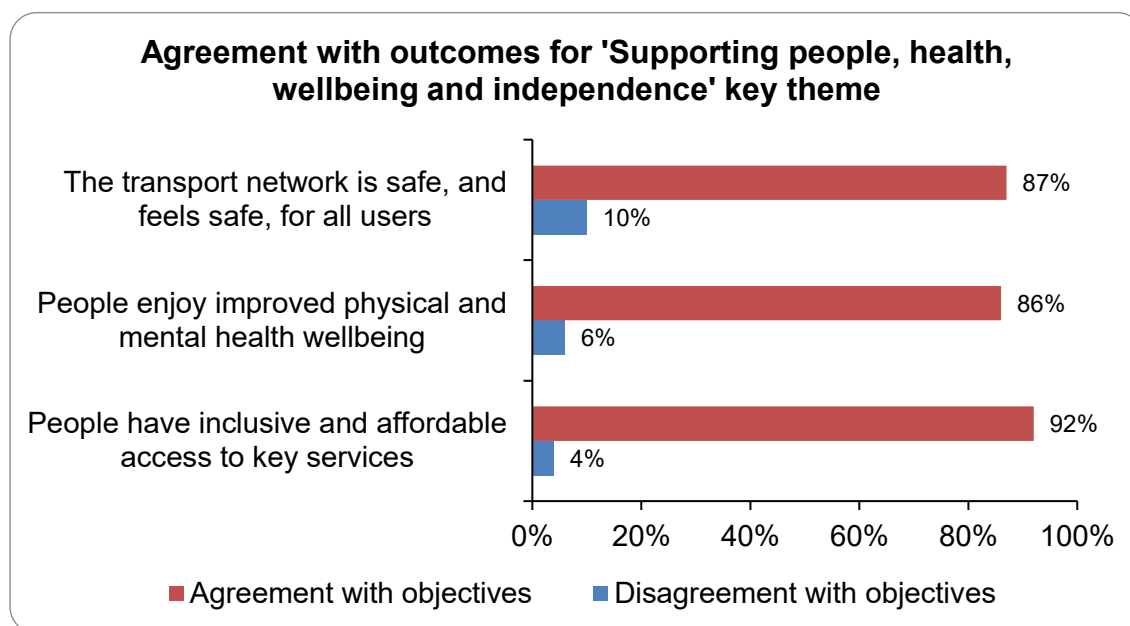
Supporting people, health, wellbeing and independence

As set out above, a significant majority of respondents (87%) agreed to some extent (strongly agree or agree) with the key theme of 'Supporting people, health, wellbeing and independence'.

All three outcomes were also strongly supported, specifically:

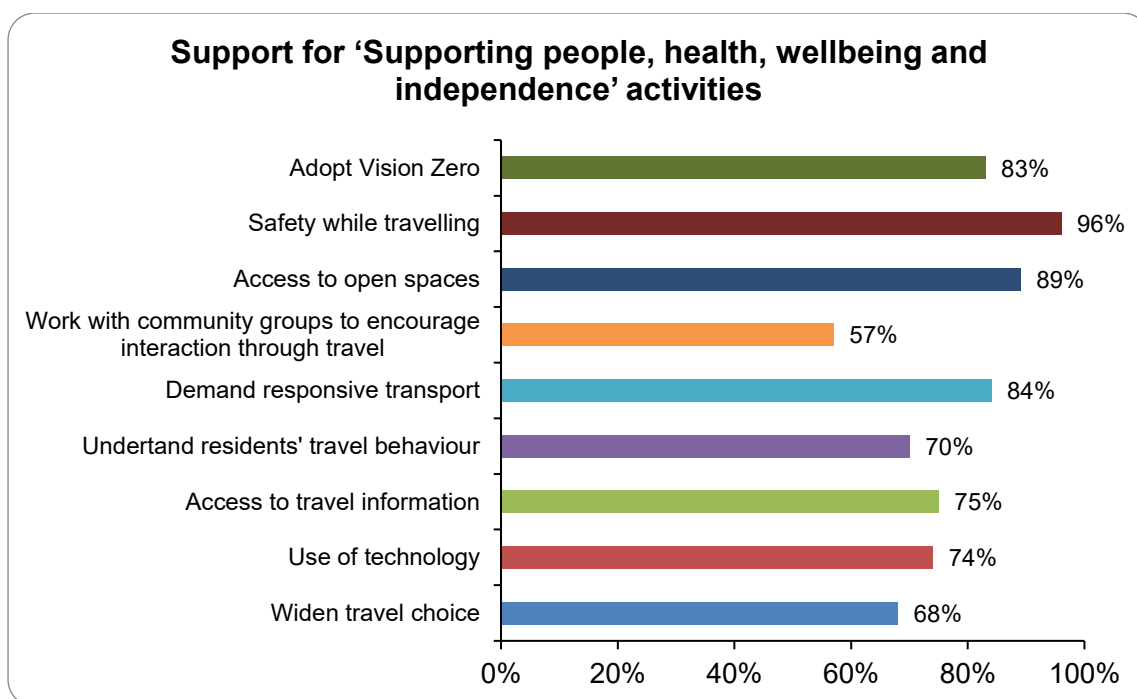
- 92% agreed with the outcome of 'People have inclusive and affordable access to key services' (the joint highest percentage of any of the nine outcomes).
- 87% agreed with 'The transport network is safe, and feels safe, for all users'.
- 86% agreed with 'People enjoy improved physical and mental health wellbeing'.

The chart below shows the level of agreement and disagreement with each outcome. Percentages for those who said they had no opinion have been omitted from the chart, and the full data is again available in Appendix A.



All nine suggested actions under the 'Supporting people, health, wellbeing and independence' theme received majority support, albeit at varying levels. The activity 'Ensure people feel safe while travelling' was agreed with the most (96%), followed by 'Improve access to open spaces for people to enjoy' (89%), and 'Use of demand responsive transport in areas with poor access to healthcare and other key services' (84%). The activities which focused on socialising through travel and travel choice were agreed with the least, albeit still by a majority of respondents. Specifically, 57% agreed with the activity to 'Work with community groups to encourage social interactions through travel, such as through bike loan schemes' and 68% agreed with 'Widen travel choice' (e.g. more cycling and walking schemes).

The chart below shows the percentage level of agreement for all activities related to this theme. Full descriptions of the activities can be found in our [part one consultation summary document](#), while full percentages and answer data are available in Appendix A.



Open-ended question

The open-ended question for this key theme and the related outcomes and activities reinforced the insights above and mainly included feedback on existing transport issues and where people felt improvements were needed.

A few key topics were raised regularly, specifically:

- Health and safety considerations across all transport modes
- Better connectivity across the county, especially to key services and open/green spaces
- Accessibility considerations, particularly the consideration of elderly residents, in championing active travel and mobile applications/new technologies.

The most common point made was a need for public transport improvements, with 96 such comments being made. It should be noted that the vast majority of bus services in Essex are commercial and, although we work closely with bus operators, we currently have limited influence over services.

“Public transport in Essex really needs looking at, especially in smaller towns and villages”.

Similarly, requests for better transport connectivity/infrastructure across the county were also raised 56 times.

“Improved transport links in the north of the county, both bus and rail connections to other areas desperately needed”.

Active travel (e.g. walking, wheeling, cycling) was a frequently mentioned topic. 68 comments were made to stress that active travel is not a viable option for all society, especially the elderly, while 41 comments were submitted in general support of

active travel. 39 comments were also made raising safety concerns over active travel.

“... I completely agree we need to encourage walking and cycling ...”

“Cycle and walking networks ... are simply not practical for many, such as the elderly, those with children, health issues or the disabled”.

“My eldest child has no way of getting to college if we do not drive ... The roads are not safe enough for him to bike”.

These comments suggested there is divided opinion about active travel. While many people support it and appreciate the benefits, some respondents felt sceptical about safety, and wanted to see improvements made in this area.

Another common comment was respondents being concerned over the use of new technologies, particularly mobile applications, especially for elderly residents.

“... ensure inclusivity for those who struggle with apps, and remember risks such as theft of mobile phones and being distracted when walking”.

Overall, there was strong support for this key theme and respondents agreed with the importance of ‘Supporting people, health, wellbeing and independence’.

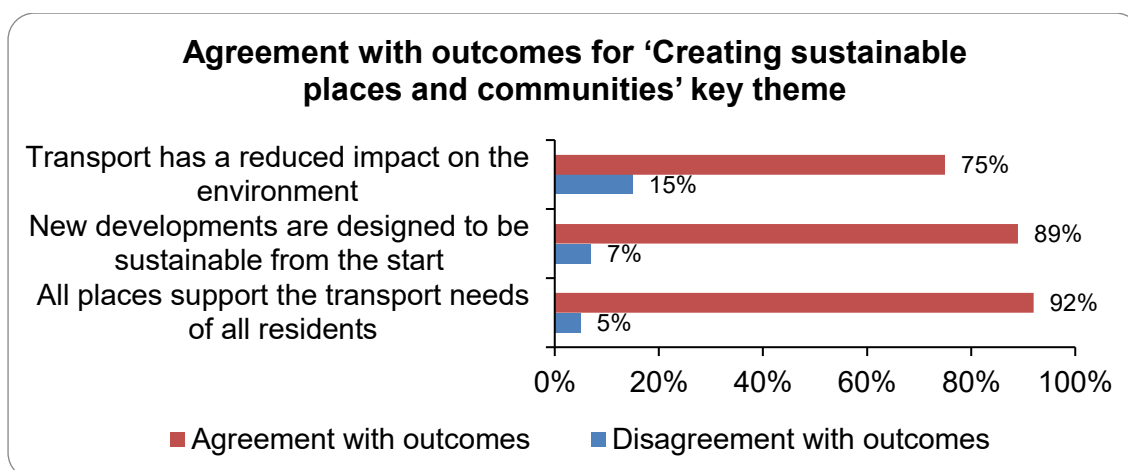
Creating sustainable places and communities

83% of respondents agreed to some extent with the theme of ‘Creating sustainable places and communities’. This is a strong majority, but slightly less than we saw for the previous theme.

All three of our desired outcomes under this theme were supported too, specifically:

- 92% supported ‘All places support the transport needs of all residents’ to some extent (the joint highest percentage of all nine outcomes).
- 89% supported ‘New developments are designed to be sustainable from the start’.
- 75% supported ‘Transport has a reduced impact on the environment’.

The following chart shows the level of agreement with each outcome. Percentages for those who said they had no opinion have been omitted from the chart, but the full data is available in Appendix A.



12 activities were suggested under this theme to help achieve the desired outcomes. Again, all activities received significant support, with the lowest receiving 61% support.

The three most supported activities were:

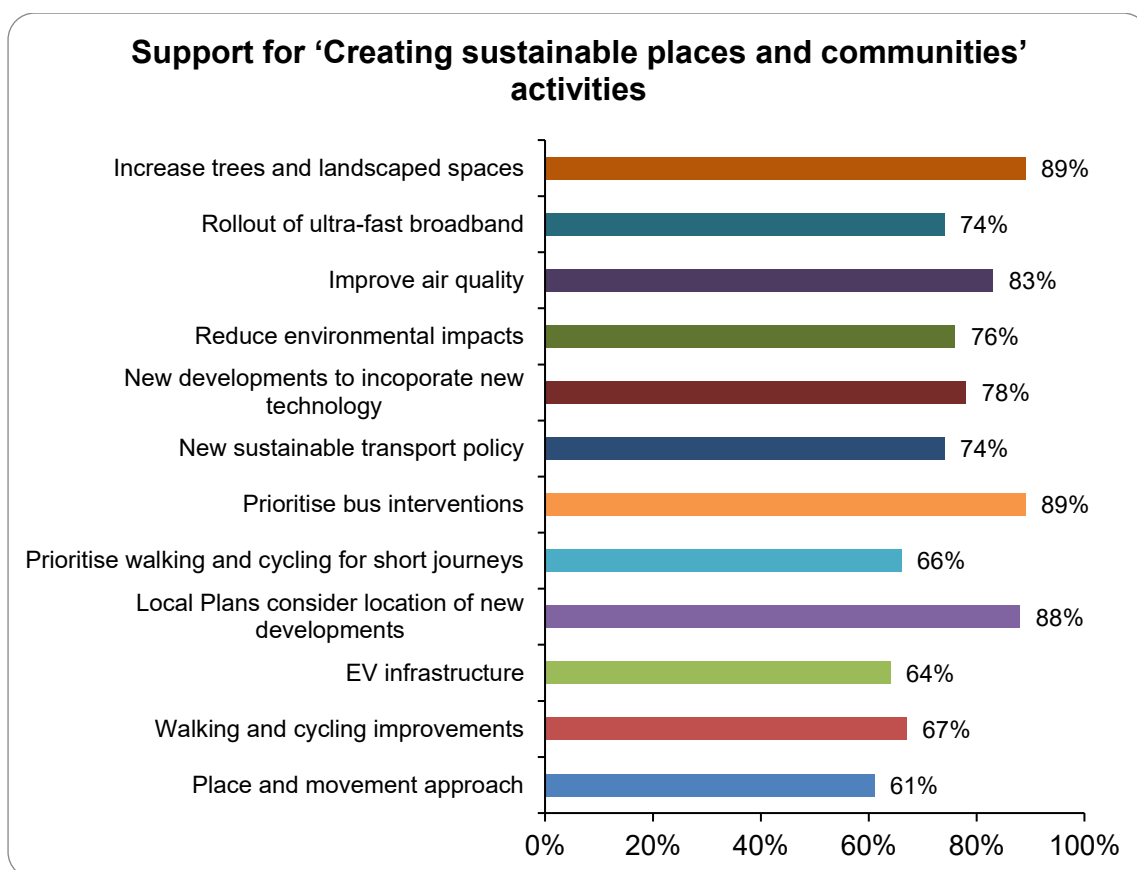
- 89% supported 'prioritising bus interventions to improve access to improve access to key services with inclusive and easy-to-use ticketing'.
- 89% supported 'increasing the number of trees and landscaped spaces across the transport network to promote a better environment'.
- 88% supported 'ensuring local plans considered the location of new homes and jobs to maximise sustainable travel choice'.

The three least agreed with activities were:

- 61% supported the 'introduction of a new place and movement approach to the management of the transport network'.
- 64% supported the 'introduction of electric vehicle infrastructure (or other alternatives) to encourage cleaner travel where cars are needed'.
- 67% supported the 'delivery of walking and cycling improvements that link key destinations to support healthy lifestyles and reduce environmental impacts'.

However, it should be noted that these are still high levels of support.

The following chart shows the level support for all activities related to this theme. Full descriptions of the activities can be found in our [part one consultation summary document](#). Full percentages and answer data are available in Appendix A.



Open-ended comments

An open-ended question was asked to enable written feedback about the theme, outcomes and activities. Again, requests to improve and prioritise public transport were the most common theme, with 54 responses.

“Make public transport cheap and frequent so it’s the best choice”.

Concerns about electric cars and electric vehicle charging were also a common theme, with 37 comments made. This should, however, be considered within the context that 64% supported the introduction of electric vehicle infrastructure.

“EVs will be out of price range for people for decades to come so please do not put that much effort into infrastructure for this...”

As seen with the previous theme, a desire for more considered planning of new developments, particularly in relation to transport infrastructure and connections, was a common theme, with 35 comments received. 33 further comments noted new developments should include local facilities and amenities, such as shops and schools, to help reduce the need for travel.

“Build new (transport) infrastructure at the time of erecting homes!”

“New developments need local facilities (shops, schools, doctors) to avoid travel”.

There were once again a number of comments about active travel, with some people raising concerns about potential accessibility issues and safety with walking and cycling, and others requesting more, and improved, walking and cycling routes.

“Walking and cycling schemes don’t work for disabled or partially disabled”.

“Cycling and cycle paths should be at the forefront of all developments ...”

Overall, this second key theme of ‘Creating sustainable places and communities’ was once again strongly supported. It also reflected some of the wider insights from the first theme, such as strong support for prioritising bus services/public transport to key destinations, and the need to adequately consider transport links to support new housing developments.

The provision of electric vehicle infrastructure was supported, but at a lower rate than typically seen for other activities, with some concerns also raised in the open-ended question data. Active travel improvements were again supported, but also received varying levels of support in the written feedback received.

Connecting people, places and businesses

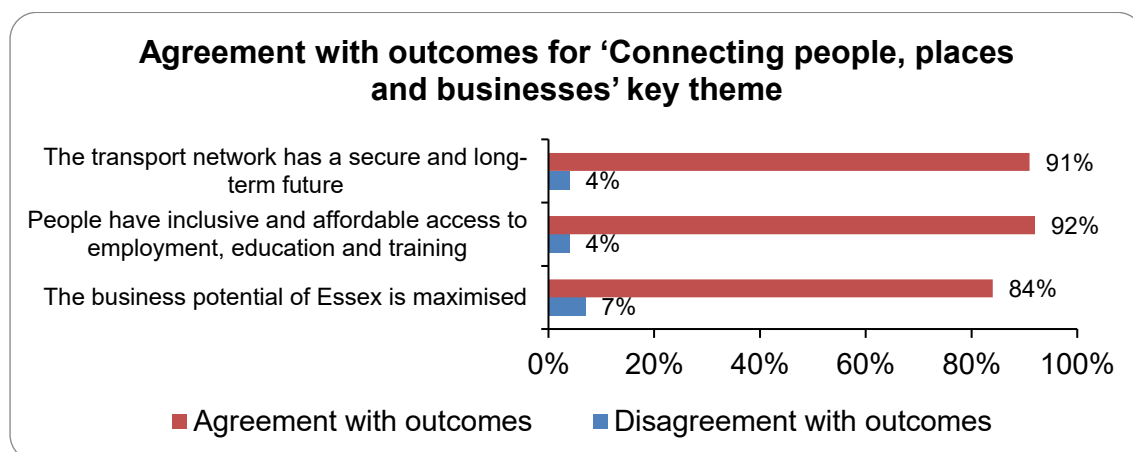
The final key theme we developed as part of our emerging transport strategy was ‘Connecting people, places and businesses’.

87% of respondents agreed with this theme to some extent (strongly agree or agree), which was the same level of agreement as the first key theme.

The three outcomes within this theme were also strongly supported, specifically:

- 92% agreed with ‘people have inclusive and affordable access to employment, education and training’ (the joint highest of all nine outcomes).
- 91% agreed with ‘the transport network has a secure and long-term future’.
- 84% agreed with the ‘business potential of Essex is maximised’.

The following chart shows the levels of agreement and disagreement with each outcome. Percentages for those who said they had no opinion have been omitted from the chart, but the full data is available in Appendix A.



The proposed types of activities we had suggested to achieve these outcomes were also well supported, but again to varying extents.

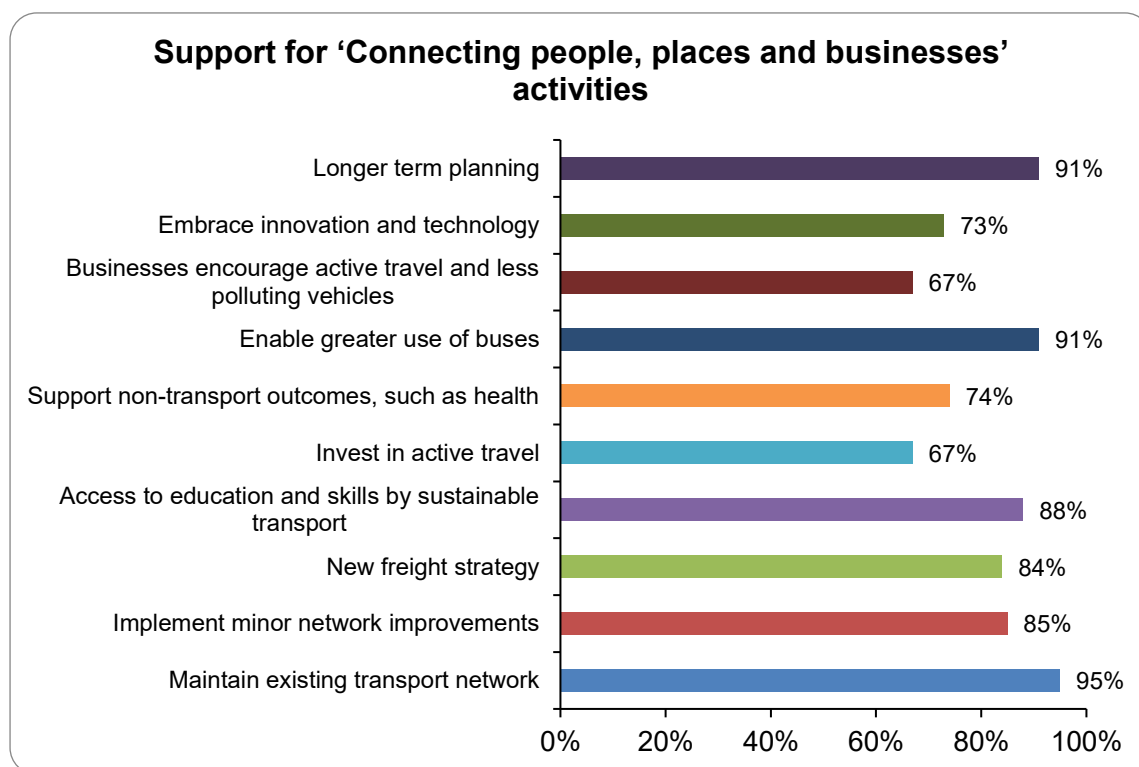
The following activities were most strongly supported, again reinforcing the importance of bus/public transport improvements to a number of respondents, as well as maintenance and futureproofing:

- 95% supported ‘maintaining and supporting the transport network to ensure it is fit for purpose an efficient to use’.
- 91% supported ‘undertaking longer term planning to ensure the long-term security of the transport network such as being able to cope with more severe weather’.
- 91% supported ‘enabling greater use of buses, with targeted improvements where services are poor’.

The two least supported activities were:

- 67% supported ‘investing in active travel, such as walking and cycling, and promote this in new developments’.
- 67% supported ‘ensuring existing businesses have plans in place to encourage walking and cycling and encouraging businesses to have less polluting vehicles’.

The chart below shows the level of agreement for all activities related to this theme. Full descriptions of the activities can be found in our [part one consultation summary document](#). Full percentages and answer data are available in Appendix A.



Open-ended comments

The written feedback for this theme reinforced our findings from the quantitative data and the comments we had received about the other key themes.

Again, comments asking for public transport improvements to be prioritised were most common, with 99 comments.

“Alternative transport needs to be cost effective and cheaper than using the car. Rail travel is far too expensive and people just won’t use it. It’s also overcrowded at times so needs more capacity”.

There were again various pinions about active travel, with 20 comments raising safety concerns relating to cycling and 19 supporting the need for further investment and commitments in this area.

“Cycling lanes - great for those that want to cycle, not so great when their lanes are so close to pedestrianised areas especially when someone has hearing difficulties or sight impairment. I’ve seen many bear misses when the cyclists were going too fast in built up areas and have hit an older person”.

“(We need) better and safer routes for cyclists”.

Elsewhere, 54 comments stated a need to improve the road network, in particular mentioning the maintenance of road surfaces and fixing of potholes.

“Road problems, like potholes, must be fixed far more quickly than they are now”.

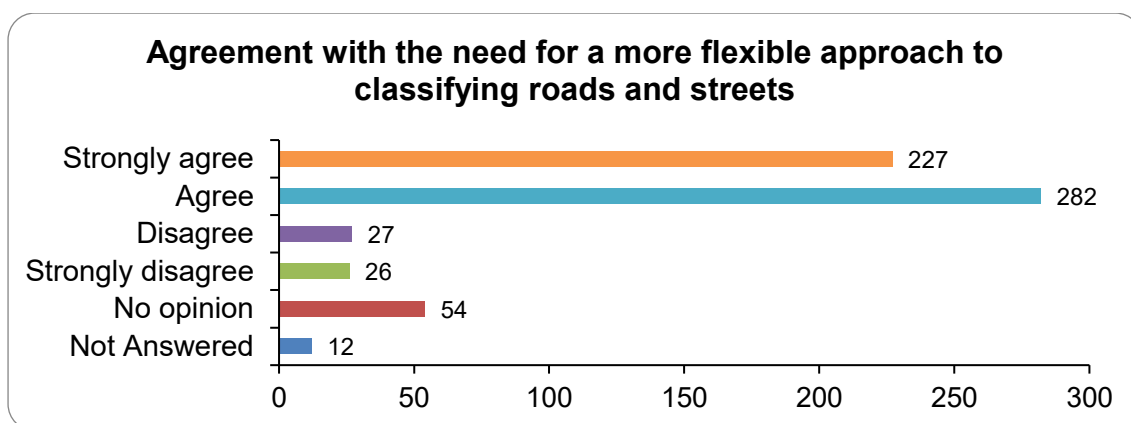
Place and Movement Approach

The next section of our consultation survey focused on the key principles behind our proposed new ‘Place and Movement’ approach. This approach proposes a new way of classifying our roads and streets more accurately by considering the place and movement functions of a location.

Firstly, respondents were asked ‘*To what extent do you agree with the need for a flexible approach?*’

We received 616 responses to this question. 81% agreed to some extent (strongly agree or agree), compared to just 8% who disagreed. 9% had no opinion.

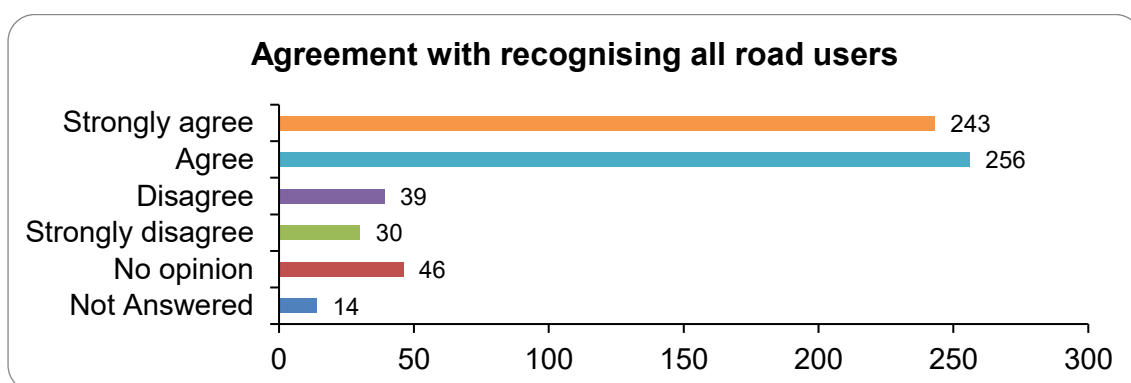
The following chart shows the full data for this question.



Secondly, respondents were asked *‘To what extent do you agree with focusing on recognising all different road users?’*

We received 614 responses. 80% agreed to some extent and only 11% disagreed. 7% had no opinion.

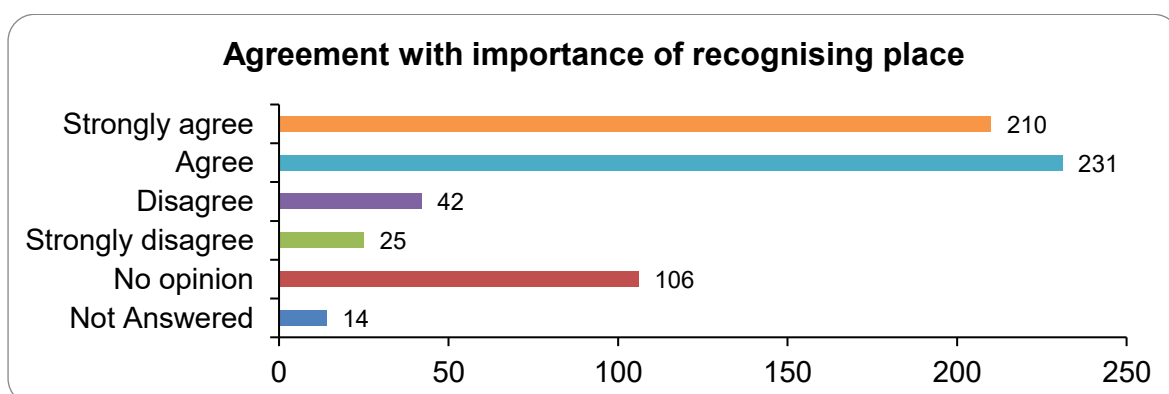
The full answer data for this question can be seen in the chart below.



Next, respondents were asked *‘To what extent do you agree with focusing on the importance of recognising place?’*

We received 614 responses to this question. 70% agreed to some extent, 11% disagreed and 17% had no opinion, which is a marked increase from the previous two questions.

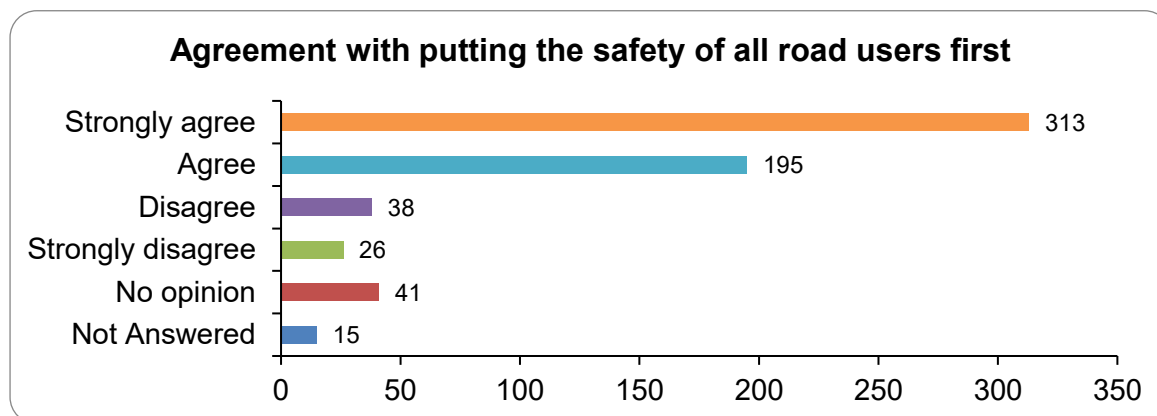
The full data for this question can be found in the chart below.



To complete the questions about our proposed Place and Movement approach, we asked *'To what extent do you agree with focussing on putting the safety of all road users first?'*

We had 613 responses. 81% agreed and 10% disagreed. 7% had no opinion.

The full answer data for this question can be seen in the chart below.



Three Step Approach

The next section of the consultation survey focused on our proposed Three Step Approach to transport in Essex.

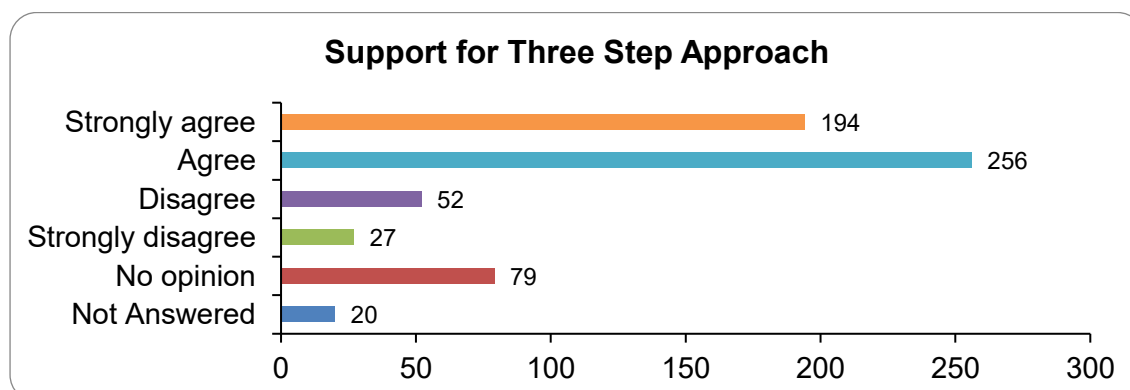
This method proposes a staged approach to deliver improvements to the transport in Essex by:

- 1) Managing and maintaining the existing network
- 2) Making minor improvements and changes
- 3) Making significant changes and transformation

To begin the question in this section, respondents were asked *'To what extent do you agree with the proposed Three Step Approach?'*

We received 608 responses to this question. 72% agreed with the approach, while 12% disagreed. 13% had no opinion.

The full data for this question can be found below.



Open-ended comments

We then asked respondents for written feedback on the Three Step Approach and received 288 responses.

49 comments asked for improved road maintenance or raised issues about the current condition of roads, especially potholes. These comments tended to stress the importance of dealing with these issues first, before progressing with greater transport improvements.

“Maintain roads and the infrastructure”.

As seen in other open-ended feedback, 38 comments expressed a need to improve public transport or a desire for this to be prioritised.

“... (pay) attention to frequency and affordability of public transport”.

31 comments were received stating a need to put the strategy into action as soon as possible, with some fearing a staged approach may slow down implementation.

“If the first priority is managing and maintaining what we have, then please get on and do it!”

28 comments were received providing general support for the three-step approach, compared to 22 who were critical of it.

“Good framework, needs to deliver now”.

“Some of your 2 should be 1 and some of your 3 should be 2. Please rethink your pre-roll out strategy”.

Opportunity for final comments

To complete the first consultation on our emerging transport strategy, we asked for any final comments. We received 287 responses to this question.

Continuing the established pattern, comments asking for public transport improvements were again a common theme, with 34 comments being received.

“Need to spend more on public transport and less on private vehicles”.

34 comments were made specifically asking for bus service improvements, mainly an increase in the number and frequency of services.

“The roads will not be so clogged with cars if public transport ran reliably and cheaply”.

Some respondents commented on the importance of considering the needs of Essex's rural communities in the final strategy. 9 such comments were received.

“Don’t forget the rural areas of the district, and don’t take the heart out of why Essex is so beautiful”.

9 comments were also received specifically stressing the importance of public transport improvements in these rural areas of the county.

“Please do not cut any bus routes, especially in the more rural areas”.

Key conclusions

To summarise the findings of the part one consultation on our emerging Essex Transport Strategy, there was a very high level of agreement with the three proposed key themes (at least 83%).

All of the outcomes were strongly supported, with all except one receiving 84% agreement or above. ‘People have inclusive and affordable access to key services’, ‘All places support the needs of all residents’, and ‘People have inclusive and affordable access to employment, education and training’ were the most well supported with 92% each.

The types of activities we have planned under each key theme were all supported by the majority of respondents, although those which focused on investment in walking, wheeling and cycling, or environmental issues tended to be less well supported (typically around 60% – 70% support).

The open-ended feedback on the key themes and emerging strategy varied, but there were some recurring themes, specifically:

- Requests to prioritise public transport improvements, especially better bus services
- Various opinions about active travel, with some people supporting the need for investment in walking, wheeling and cycling, and others raising concerns about safety and accessibility, particularly regarding cycling.

Our proposed new ‘Place and Movement Approach’ was strongly supported, with a significant majority of respondents agreeing with the need for a flexible approach which acknowledges the importance of recognising all road users, place and safety.

Our proposed ‘Three Step Approach’ to improving transport in Essex was also welcomed, with 72% of respondents agreeing with it. Written feedback about this approach stressed the importance of road maintenance, and that the approach should be rolled out as soon as possible.

Established themes from the responses we received to earlier open questions reoccurred in people’s final comments, especially requests to prioritise public transport and the need to provide improved bus services. Some respondents also commented on the importance of considering Essex’s rural communities in the strategy, and actioning the feedback from the consultation.

What we heard in part two

Following the feedback we received during the part one consultation, we developed our full draft Essex Transport Strategy, [A Better Connected Essex](#). The part two consultation provided an opportunity for people to comment on this. 550 responded.

As we set out in more detail in later parts of this report, our part two consultation survey also included sections about 13 separate place-based strategies (known as implementation plans at the time of the consultation), which set out how we aim to deliver our vision in different parts of Essex. We recognised many people would be likely to have a specific interest in certain areas of Essex and not others, based on where they live, work or visit. Therefore, we set up the survey to allow people to pick and choose which sections of the survey they wished to answer. This meant the total number of responses to different sections and questions varied.

The percentages we have included in this section of our report are a percentage of the people who responded to the individual questions, as opposed to the percentage of the total 550 people who responded to the survey in total. Percentages have also been rounded up or down to the nearest whole number, except where they are less than 1%. Therefore, in some cases, totals may not add up to 100%.

In addition to the 550 consultation survey responses, we also received 47 email responses. A summary of the demographics of people who responded can be found in the 'Who took part?' section of this report.

As set out in more detail in the 'Methodology' section of this report, we used a generative AI-enabled tool to help streamline the analysis process. However, all responses were read and considered by our team and all analysis was thoroughly checked, refined and approved by at least one person.

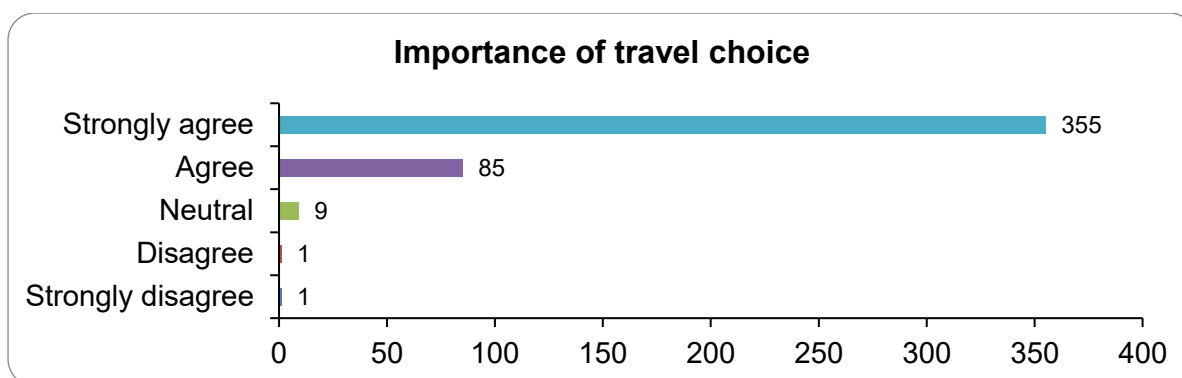
Essex Transport Strategy

Our consultation survey started with a series of questions relating to the importance of transport to aspects of our everyday lives, linked to the key themes in the core strategy.

Importance of travel choice

To what extent do you agree or disagree with the following statement: 'It is important that people in Essex have choice in how they travel'?

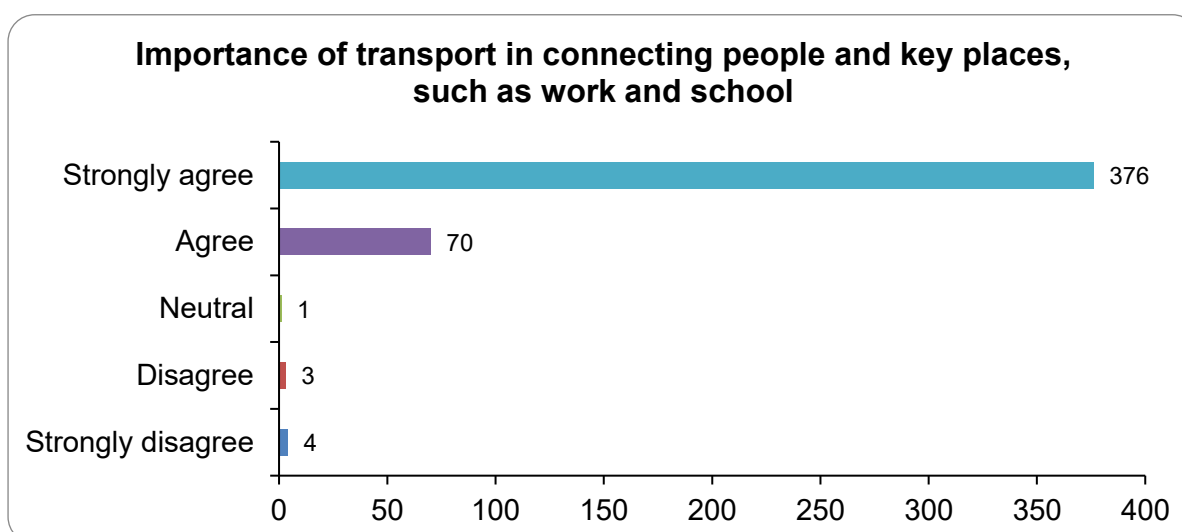
There was very strong agreement about the importance of people having choice in how they travel. Of the 451 people who responded to the question, 79% (355 people) strongly agreed and a further 19% (85) agreed. 2% (9) described their views on the statement as neutral, 0.22% (1) disagreed and 0.22% (1) strongly disagreed.



Importance of transport

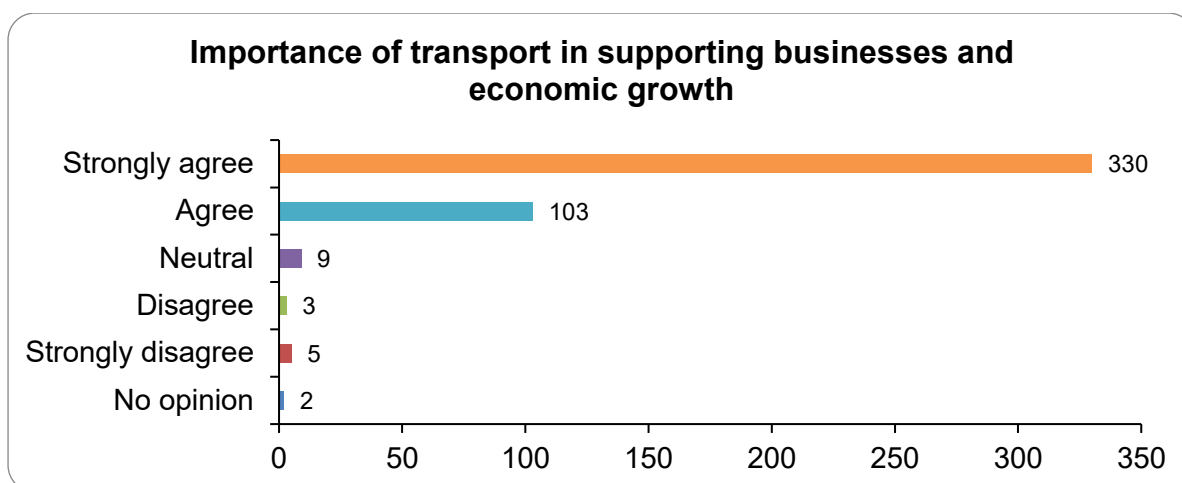
To what extent do you agree or disagree with the following statement: 'Transport is important in connecting people and key places, such as work and school'?

The vast majority of people who responded to this question agreed with the importance of transport in connecting people and key places. Of the 454 people who responded, 83% (376 people) strongly agreed and 15% (70) agreed. 0.22% (1) described their view as neutral, 1% (3) disagreed and 1% (4) strongly disagreed. This was an increase from the 87% who agreed to some extent with our 'Connecting people, places and businesses' key theme during our part one consultation.



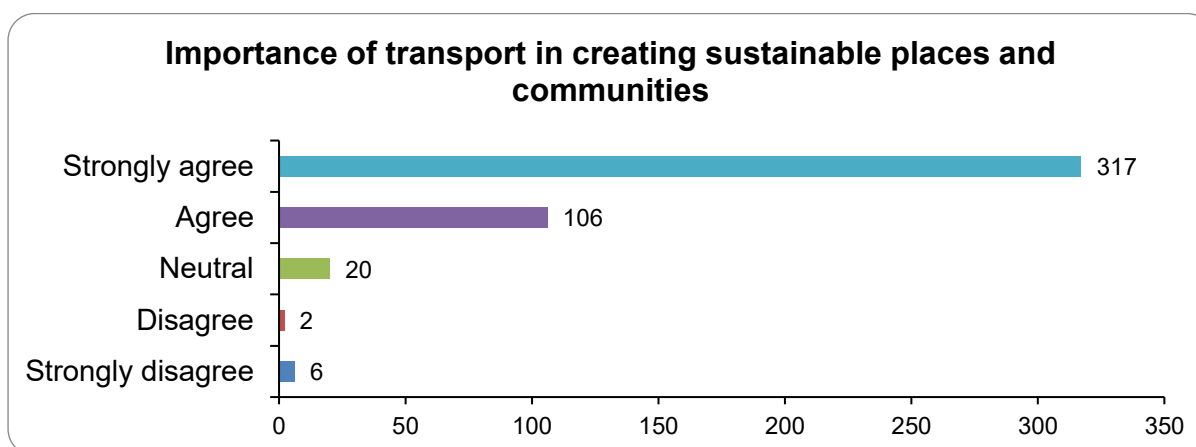
To what extent do you agree or disagree with the following statement: 'Transport is important in supporting businesses and economic growth'?

Again, the majority of people who responded to this question agreed with the importance of transport in supporting businesses and economic growth. Of the 452 people who responded, 73% (330 people) strongly agreed and 23% (103) agreed. 2% (9) described their view as neutral, 1% (3) disagreed and 1% (5) strongly disagreed. 0.44% (2) said they had no opinion. Again, this was an increase from the 87% who agreed to some extent with our specific 'Connecting people, places and businesses' key theme during our part one consultation.



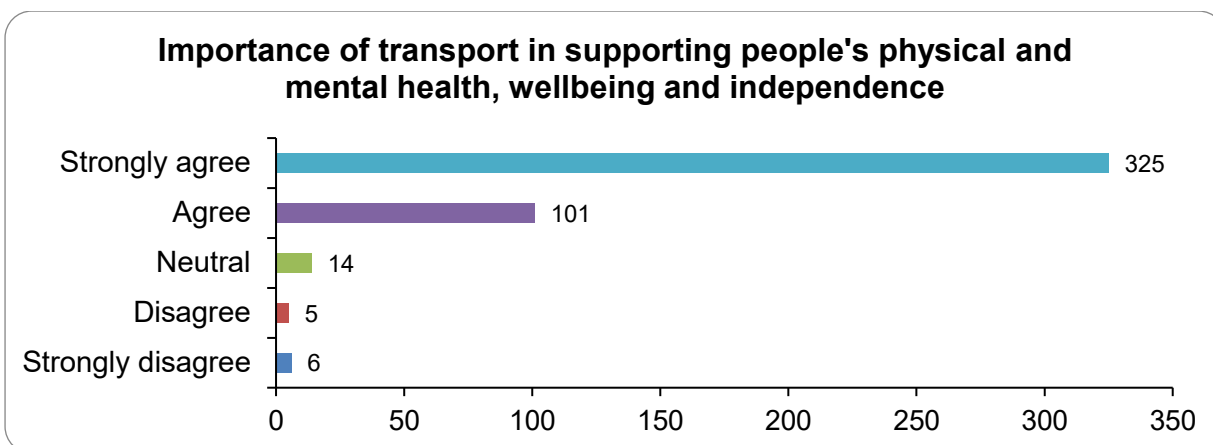
To what extent do you agree or disagree with the following statement: 'Transport is important in creating sustainable places and communities'?

The majority of the 451 people who responded agreed with the importance of transport in creating sustainable places and communities. 70% (317 people) strongly agreed and 24% (106) agreed. 4% (20) described their view as neutral, 0.44% (2) disagreed and 1% (6) strongly disagreed. This was an increase from the 83% who agreed to some extent with our specific 'Creating sustainable places and communities' key theme during our part one consultation.



To what extent do you agree or disagree with the following statement: 'Transport is important in supporting people's physical and mental health, wellbeing and independence'?

Finally, there was strong agreement about the importance of transport in supporting people's health, wellbeing and independence. Of the 451 people who responded to the question, 72% (325 people) strongly agreed, while a further 22% (101) agreed. 3% (14) described their views on the statement as neutral, 1% (5) disagreed and 1% (6) strongly disagreed. Once more, this was an increase from the 87% who agreed to some extent with our specific 'Supporting people, health, wellbeing and independence' key theme during our part one consultation.



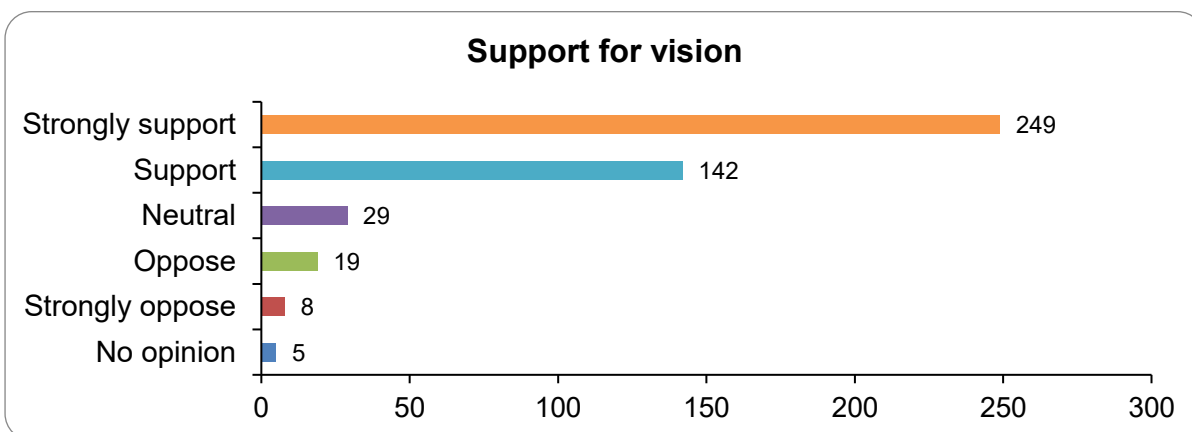
Vision

People were asked to what extent they supported our vision for transport, as set out in the Essex Transport Strategy and below.

“Our vision is for a safe transport system that supports economic growth and prosperity, provides access to our homes, services, education, work and leisure and enables more sustainable choices and journeys to be made.”

To what extent do you support or oppose our vision for transport in Essex?

There was significant support for the vision, with the vast majority of the 452 people who responded to the question either strongly supportive or supportive (86%). 55% (249) said ‘strongly support’ it and 31% (142) said ‘support’. A further 6% (29) were neutral, while 4% (19) described themselves as opposed and 2% (8) as strongly opposed. 1% (5) said they had no opinion.



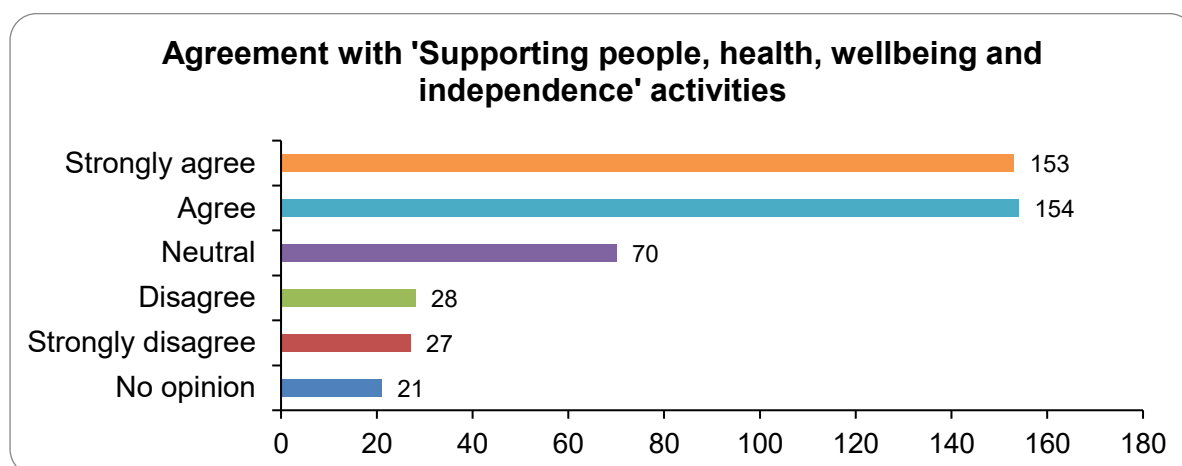
Activities

People were next asked to what extent they agreed the planned activities set out under each theme would help achieve our vision and desired outcomes. The activities can be found in our [consultation summary document](#). We did not ask for

input on the individual activities because there were dozens in total, and it was important to balance getting good data with the right length consultation.

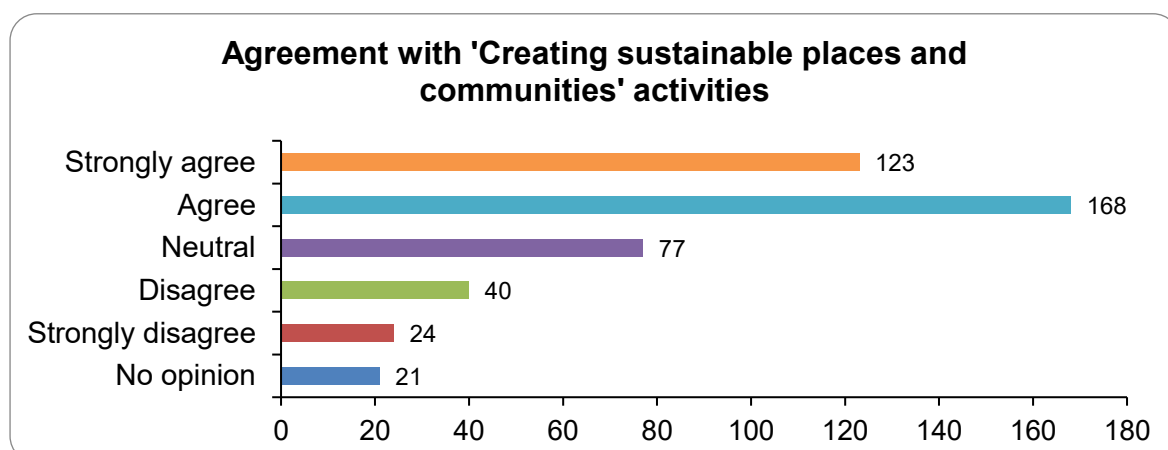
Overall, to what extent do you agree or disagree that the planned activities listed under our 'Supporting people, health, wellbeing and independence' theme would help achieve our vision and outcomes?

The majority of the 453 people who responded to this question agreed to some extent (strongly agreed or agreed) that the activities would help achieve the vision and outcomes. 34% (153) strongly agreed and 34% (154) agreed. 15% (70) expressed their view as neutral, 6% (28) disagreed and 6% (27) strongly disagreed. 5% (21) had no opinion.



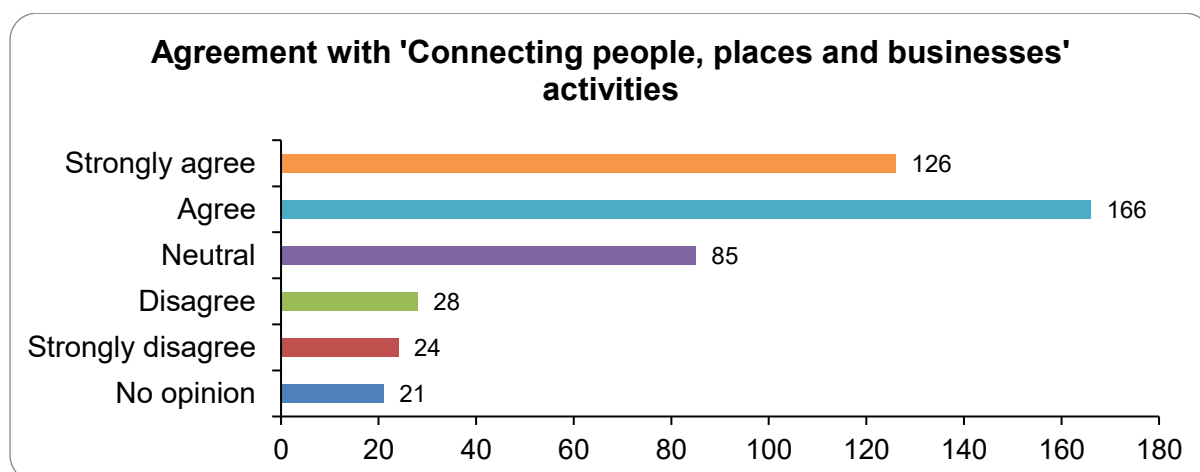
Overall, to what extent do you agree or disagree that the planned activities listed under our 'Creating sustainable places and communities' theme would help achieve our vision and outcomes?

The majority who responded to this question indicated they either strongly agreed or agreed that the activities would help achieve the vision and outcomes. While still relatively low, the percentage of people who strongly disagreed or disagreed was slightly higher compared with the activities under the other two themes. 27% (123 people) strongly agreed and 37% (168) agreed. 17% (77) said they had a 'neutral' view, while 9% (40) disagreed and 5% (24) strongly disagreed. 5% (21) had no opinion.



Overall, to what extent do you agree or disagree that the planned activities listed under our 'Connecting people, places and businesses' theme would help achieve our vision and outcomes?

Finally, the majority of the 450 people who responded to this question either strongly agreed or agreed that the activities listed under our 'Connecting people, places and businesses' would help achieve the vision and outcomes. 28% (126) strongly agreed and 37% (166) agreed. 19% (85) described their view as neutral, 6% (28) disagreed and 5% (24) strongly disagreed. 5% (21) had no opinion.

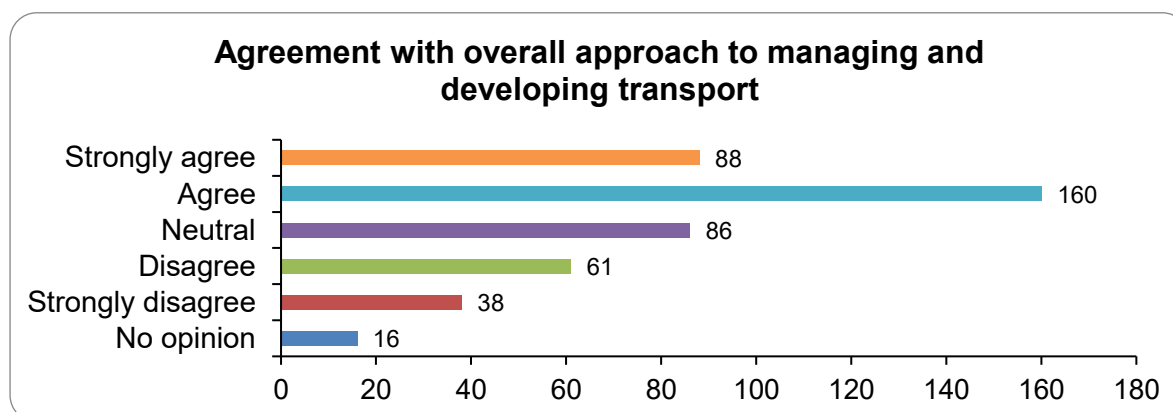


Overall approach

People were asked to what extent they agreed with a statement about the new Essex Transport Strategy setting the right overall approach.

To what extent do you agree or disagree with the following statement: 'The new Essex Transport Strategy sets out the right overall approach to managing and developing transport in Essex'?

More than half (56%) of the 449 people who responded to this question agreed to some extent (strongly agreed or agreed), while almost a further quarter (23%) either had a neutral view or had no opinion. 20% (88 people) strongly agreed and 36% (160) agreed. 19% (86) were neutral. 14% (61) disagreed and 8% (38) strongly disagreed. 4% (16) had no opinion.



Comments on Essex Transport Strategy

The final question in the Essex Transport Strategy section of the survey was an open-ended question, which provided an opportunity for people to make any comments about the final draft strategy. We also received 47 consultation responses by email. These were analysed alongside the open question feedback we received through the survey.

A significant proportion of the comments we received related to existing transport in Essex and specific issues with it, as well as suggested transport improvements, rather than comments on the transport strategy itself.

94 comments were made specifically about the need for improvements to bus services, whether through additional services or bus franchising.

“Real updated bus schedules, timetables and new routes should be offered.”

“Reinstate traditional bus services to enable all residents to engage in accessing employment, education and recreational activities.”

“I want to see bus franchising so that all services can be tightly integrated and people have a more reliable service to depend on.”

54 comments were made about issues experienced with existing bus services.

“Living in Great Wigborough I have no public transport available to me. The nearest village that does is Peldon and that has a very poor service, buses turning up when the driver feels so inclined, often missing Peldon out of a Colchester to Mersea Island service that should go through Peldon.”

“Living in Chelmer Village, buses to the city centre/train station are infrequent at morning commuting times, and almost non-existent in the afternoon evening. There is just one bus after 8pm, how are locals meant to enjoy the city's nightlife if they cannot get home via public transport?”

“Too many bus services do not run in the evening, the number 90 from Witham to Maldon leaving anyone travelling by train stranded.”

78 comments related to road safety, including current issues such as a lack of separation between different transport users and suggested improvements.

“There are no protected cycle paths around schools, so even people living locally don't feel safe to cycle children to school and take a car instead, adding to the problem.”

“Safety would be massively improved by imposition of a 20mph speed limit as the de facto default urban and village speed limit in Essex in place of the existing 30mph. Considering the experience in London, deaths and serious injuries are down by 34 per cent and children killed down by 75 per cent where a 20 mph limit applies.”

“Electric scooters should not be allowed as they are dangerous to pedestrians and other road users.”

A significant number of people shared their views on walking and cycling, with 61 comments about current issues with walking and cycling infrastructure in Essex.

“I live in Howe Green, am a keen cyclist and would relish the opportunity to cycle more and drive my car less. Unfortunately, the perilous state of the infrastructure surrounding the A12/A130 roundabouts and associated road network is unsafe, especially for my family to use.”

“There is a significant lack of cycling infrastructure on the most important and busy roads. Many cycle paths are unrideable for the average cyclist due to muddy, slippery surfaces, overgrown bushes, or intermittent paths throwing the cyclist into heavy traffic.”

“‘Pavement parking’ obstructs Active Travel and damages the highway surfacing. It adversely affects particularly those with children and those with other mobility impairment. Whilst Highway Code Rule 244 explains that it is illegal in London, in Essex it just states that it should not be done.”

In addition, 35 comments related to suggested walking and cycling improvements.

“I am writing to urge you to link up cycle paths from Chelmsford to Broomfield hospital to ease terrible congestion on Main Road Broomfield. This is such a large employer and recently the traffic snarled up completely causing a critical incident at the hospital.”

“If town had a 20mph policy, people could cycle and walk to school/ appointments/ work more safely. Average car commute on central streets is 3 miles. Time difference taken at reduced 20mph is only 3 minutes.”

“All road schemes must also include cycling infrastructure.”

Another notable theme was the need to make transport safe and accessible to vulnerable users, such as people with disabilities (57 comments).

“Bus apps are visual and therefore inaccessible to visually impaired people so planning and tracking of buses is not possible. Buses do not announce the stops they are approaching or stopping at (technology used in London). The bus sign code is inaccessible.”

“Nowhere in any of your strategies do I see the word disabled or disability so please tell me what you are including to make transport easier for the disabled traveller because at the moment we struggle with not being able to get on or off trains...”

“Ensure accessibility for pan-disability is a key priority. It is difficult to know if “accessible” considers all aspects of accessibility without seeing key plans for

the various modes of transport. Improved accessible apps for travel would be very important for blind and partially sighted people.”

Similarly, 36 comments related to horse riders, stating they are also considered vulnerable users and should be accommodated for and referenced in the strategy.

“There is no mention of horse/equestrian opportunities, bridleways or multi access (walking bikes and horses) anywhere in this plan.”

“Equestrian access and safe riding routes don’t appear to have been considered.”

“I feel you should add horse riding to the cycling and walking network. It should not be neglected as it is an important leisure pursuit.”

There were also a number of comments about road infrastructure, with 49 comments raising issues with existing infrastructure, such as congestion and lack of resilience.

“Every time the A130 is blocked or Benfleet is blocked the whole of South East Essex comes to a standstill. It has become very regular too.”

“No co-ordination with road repairs and other essential upgrade works, such as the same bit of road being closed and dug up multiple times for gas, water etc.”

“The A12 from Colchester to Braintree is no longer sustainable. There is too much traffic for the road. It’s dangerous just reducing the speed limit doesn’t affect how much traffic is on the road.”

A further 47 comments suggested the need for road infrastructure improvements.

“Until we have improved the A12 and the A120 it will not be possible to develop Essex any further.”

“Fix the Army and Navy intersection! It is a scandal that a relatively simple arrangement as has been suggested has not even been started...”

“We need a relief road from Rettendon Turnpike to Shoebury and Great Wakering. Dual carriageway through mainly farmland, minimal disruption to residential properties but serving as a relief road for A127 if needed, avoiding the huge traffic problems in Rayleigh whenever there’s a traffic incident.”

More specifically, 24 comments specifically emphasised the need for an additional access to Canvey Island.

“With regards to Castle Point, in particular Canvey Island, new access routes to the west of Canvey, to the Freeport in Thurrock and the A13 are an absolute must to promote employment opportunities to residents on Canvey.”

“Canvey urgently needs a third road on and off the island with the whole network looked at. The amount of times there’s standstill traffic with one route on the island completely blocked due to an accident or crash.”

47 comments were made about housing developments and, in particular, the need to ensure there was suitable transport infrastructure to support any planned growth.

“When large developments are being considered, the local infrastructure needs to be improved beforehand, as it frequently never happens later.”

“Too many new developments with sustainable options connect to existing which have no sustainable options. Why don’t we demand CIL everywhere so there is funding for these connections?”

“... you just keep giving permission for forehand more houses with no possibility of a transport system. Beaulieu is a prime example. Try walking, cycling, bus into town. Muddled routes, no continuity for cycling or walking. A simple tram route would solve this nightmare.”

38 comments were made about the importance of providing good connectivity to key destinations, particularly ports, airports and hospitals.

“It would be good to have bus connections to the airports from outlying areas such as Maldon. It is a large town that continues to expand, but without rail links or reliable bus services to Chelmsford, driving to the airport is usually the only viable option.”

“Although mentioned access to health centres should be a major priority. In rural areas a visit to Colchester / Broomfield hospitals can be impossible without access to car or the ability to spend up to £50 on a taxi.”

“Given the shared importance of freight corridors and the Thames Freeport, this is a key area for alignment. We would welcome the opportunity to share details on our freight strategy, particularly around decarbonisation, rail freight, and last mile logistics. There is a real potential for joint working here, especially given the strategic importance of the Thames Freeport to both authorities.”

There was considerable support for the transport strategy in the feedback to the open-ended question, with 35 such comments.

“We are particularly pleased to see the commitment to improving the transport network and addressing congestion, especially along key corridors such as the A12 and A120. We are eager to work in partnership with Essex to ensure that improvements to these routes benefit residents and businesses on both sides of the border.”

“A wonderful vision.”

“As someone who wants to see a reduction in car-dependency I think this strategy is a bold move in the right direction, especially compared to many other areas of the UK.”

However, some people (37 comments) expressed concerns over how the strategy would be delivered.

“The objectives are very admirable and easy to support but I do worry that after the next election transport will become even more politicised and dogma will replace logical scientific analysis.”

“The strategy sounds fine. My concern is that actions actually being taken, right now or in the near future, are completely the opposite, for example cutting bus services for Saffron Walden instead of making them actually work.”

“No timescales, how this is all going to be funded and no mention of how this will all be ready or available when the current government is on a drive to build more unaffordable housing across any bit of land available.”

Similarly, 30 comments suggested the strategy was too aspirational or high-level.

“The activities you plan could help, but I think they're too far removed from concrete action. Your objective should be to deliver improvements, not merely to deliver a plan for improvements...I want to see actual commitments and if you get something a bit wrong, at least you'll have done something.”

“The document is full of nothing statements that mean very little to how changes will be made to transport services in Essex.”

A smaller number of comments (14) were made specifically criticising or opposing the strategy, while others (10 comments) outlined the need to ensure the transport strategy aligned with other policies and strategies, and some (10 comments) stated that clearer goals and targets were needed.

34 comments referred to environmental topics, whether it be the effects of transport or the potential for sustainable transport to help limit environmental impacts.

“As a key element of limiting adverse impacts on the landscapes and environment of the county, there should be consideration of reducing the need to travel and specific ways in which the Transport Strategy might support the planning system in achieving the objective.”

“Everything must be done to ensure that green spaces are not impinged upon.”

“I support the aims of the strategy and the acknowledgement of air quality and proposals to tackle air pollution. Integration with nature recovery strategies is also welcome.”

31 comments were made about suggested train service improvements to enhance the passenger experience and help encourage increased use.

"I would like to see more new train stations as many areas are rapidly growing due to housing developments and buses will not be enough to cope with this."

"More cameras and lighting around stations to support safety, especially late at night or in winter when it is darker earlier."

"Trains should be more frequent, especially (but not only) on branch lines. One train per hour is a deterrent; if its cancelled / you miss it, you are stuck for 50+minutes."

Connected to this, 14 comments were made about poor rail connectivity in parts on Essex.

"Train connections, you have one of the busiest airports just outside Essex, which cannot be accessed from Colchester, Clacton, Southend, Chelmsford, Ipswich! A lot of people work at the airport from this area that all drive to the airport. It's time to request the central government, Essex County Council and Network Rail reinstate a train line connecting this side of Anglia with Stansted Airport."

"There is no regard for the high cost and poor connectivity of train services (i.e. it is impossible to get from the North to the South or South East Essex easily, without multiple changes, which is both impractical and time consuming)."

Furthermore, 21 comments emphasised the need for integrated transport, especially better coordination between bus and train services.

"Can we please try and link transport systems? e.g. so I could jump on a bus and buy and combined bus and rail ticket to take me into London."

"Accessible public transport is vital for people to get around easily and to coordinate buses with train departures and arrivals. This is not the case in many Essex towns."

"The strategy needs to address the minimising of the number of transport changes and improve to interchange between transport routes, including waiting time, which currently can be excessive."

Other themes included comments about related topics such as the need to address car dependency and a lack of practical alternatives to driving. Some people felt there was too much focus on car travel in the draft transport strategy, while a smaller number of comments expressed opposition to sustainable travel, such as walking and cycling or buses. Other comments suggested there needed to be greater focus on rural areas.

A full list of the topics which were raised can be found in Appendix B.

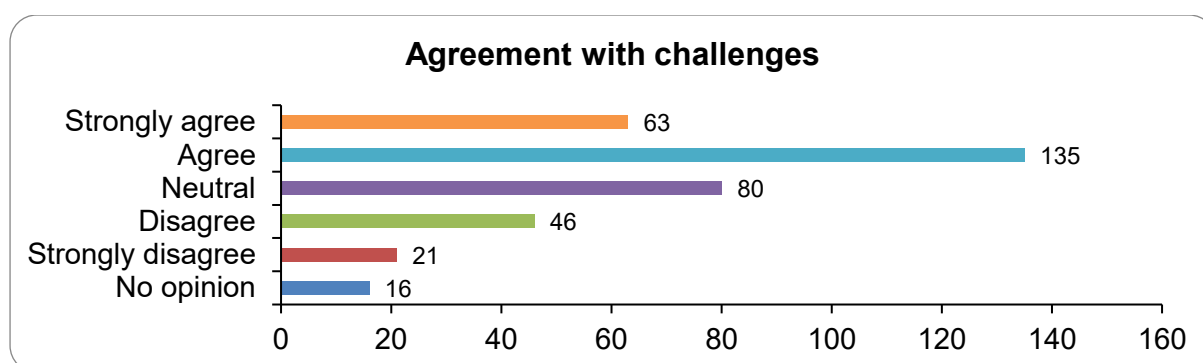
Essex-wide Connectivity Strategy

This section is specifically about the feedback we received about the Essex-wide Connectivity Strategy, called our Strategic Issues Implementation Plan during the consultation. It is one of 13 place-based strategies (previously called implementation plans) we have developed to deliver our vision and outcomes in different parts of Essex. The Essex-wide Connectivity Strategy focuses on our longer distance and more strategic transport routes, such as motorways, major 'A' roads and rail network.

Challenges

To what extent do you agree or disagree we have correctly identified the main challenges impacting longer distance journeys?

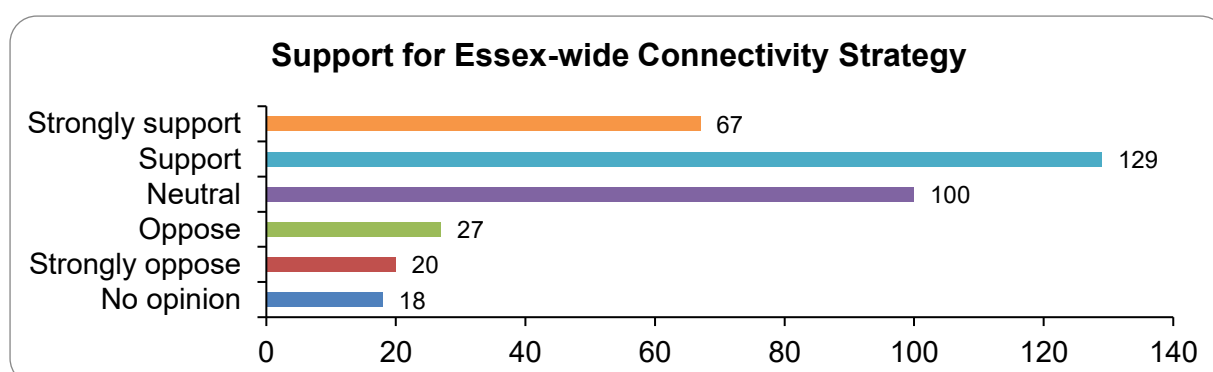
More than half of the 361 people who responded to this question agreed we had identified the main challenges. 17% (63 people) strongly agreed and 37% (135) agreed, with a further 22% (80) were neutral. 13% (46) disagreed and 6% (21) strongly disagreed. 4% (16) had no opinion.



Support for the plan

To what extent do you support or oppose our plan for longer distance journeys?

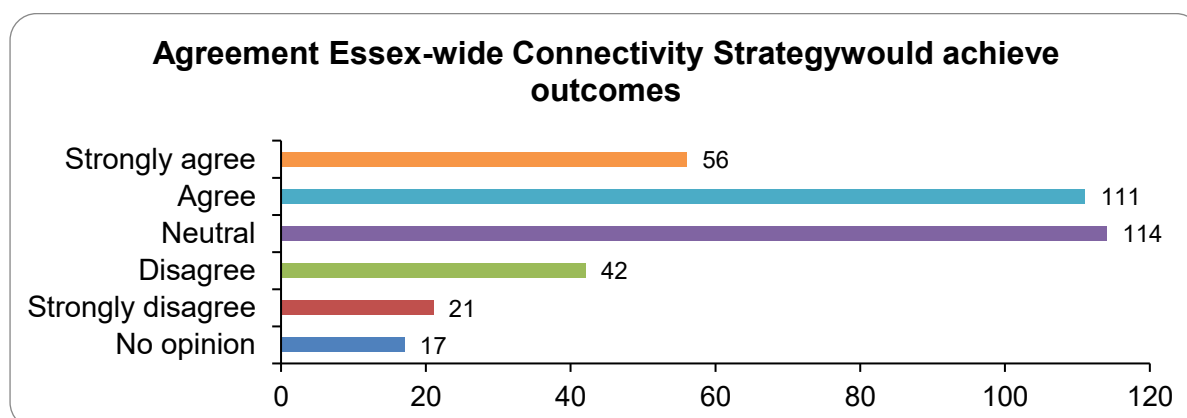
There was a good level of overall support for our draft Essex-wide Connectivity Strategy, with 19% (67 people) of the 361 people who responded to the question strongly supportive and 36% (129) supportive. A further 28% (100) described their view as neutral. 7% (27) were opposed and 6% (20) were strongly opposed. 5% (18) had no opinion.



Achievement of outcomes

To what extent do you agree or disagree our plan for longer distance journeys would help achieve the outcomes we have said we want to achieve?

A significant percentage of the 361 people who responded to this question agreed to some extent (strongly agreed or agreed) that our Essex-wide Connectivity Strategy would help achieve our desired outcomes, while a number also expressed a neutral view. 16% (56 people) strongly agreed, 31% (111) agreed and 32% (114) were neutral. 12% (42) disagreed and 6% (21) strongly disagreed. 5% (17) had no opinion.



Comments on the plan

Do you have any comments about the draft Essex-wide Connectivity Strategy?

In response to our open question about our draft Essex-wide Connectivity Strategy, which focuses on longer distance and more strategic transport routes in Essex, a significant number of the comments we received were about the need for road, rail and bus service improvements.

33 comments related to road infrastructure improvements and either suggestions for specific routes which people felt needed improvement, such as the A12 and A120, or more general comments about the need for improvements.

“Please upgrade the A120 and A12.”

“Bypass needed for Rayleigh, Hullbridge, Hockley, Ashingdon and Rochford. Taking traffic from A130 through farmland towards Southend Airport and on towards Shoebury and Great Wakering.”

“A key missing piece is how to link south east/south central Essex with the north. There is no north-south strategy. All traffic from south of the River Crouch has to head west before it can link up with any of the existing strategic routes, creating bottlenecks at places like Rayleigh and Chelmsford as well as increasing journey times and cost.”

31 comments were made about the need for improvements to train services and the rail network in Essex. Some of these comments suggested there should be greater focus on rail improvements for strategic journeys, while others highlighted the need for better connectivity between different parts of Essex and some commented on issues such as the cost of train fares.

"I think the biggest problem with long distance travel (outside of cars) is how expensive rail travel is for most people, and also many connections require going into London and changing which is ridiculously inefficient."

"...currently the rail connections from SE Essex to northern Essex and beyond are poor. Although better bus links to the Stations on the Southend Victoria branch would help for lines and connections into London, for northern journeys a direct link is required to/from the Southend Victoria branch after Billericay on line heading to Chelmsford and beyond."

"...the connection of a full rail service between Stansted and the Great Eastern Main Line via Braintree should also be part of the long term vision for Essex."

24 comments were made about bus service improvements, including suggestions about the need for more longer distance bus services, support for potential rapid transit links, and comments about improvements needed to local services.

"Just more support for longer distance bus travel."

"An increased more comprehensive network of frequent bus services with a minimum of 20 minutes daytime frequencies, completed by the introduction of more express bus corridors is essential."

"Rapid transit link between Cambridge and Uttlesford sounds promising provided it actually goes to Saffron Walden, either instead of or as well as to Audley End Station."

23 comments were made about areas people felt were missing from the strategy, whether they be specific routes, towns or districts, or rural areas.

"This does not address any of the issues of Uttlesford's which sits at the edge of several counties and public transport needs to address the issues of cross county border travel."

"Reading through your documents you have covered most areas of Essex but nothing for Maldon. Maldon is a beautiful place with lots of potential. It needs proper transport infrastructure to help people navigate the Dengie."

"Your plan doesn't support people living further out in the rural areas of Essex."

21 comments were made about issues with the existing road infrastructure in Essex, such as traffic congestion and a lack of capacity.

“The roads in the area are not and never will be satisfactory for the level of traffic: my village of Steeple Bumpstead suffers constantly from speeding through traffic, both car and HGV as there is no alternative passenger or freight rail connection and an extremely limited bus service.”

“Too much traffic on roads now.”

“It is important to highlight that the strategic highway network experiences high levels of congestion (especially the A127), and parts of the network are considered to be operating near or at design capacity.”

18 comments were made suggesting changes or improvements to the Essex-wide Connectivity Strategy or highlighting elements they felt were missing.

“Omit reference to A12 Widening and A120 to A12 as these have been cancelled by Department for Transport.”

“For rural round north Braintree communities the A1017 (to Cambridge / M11) and the A131 (Sudbury/Bury) should be considered strategic routes.”

“The document did not identify or discuss “challenges” it went straight into the goals and how they would be achieved.”

16 comments were made about walking and cycling improvements, with some people suggesting that active travel should form a more important element of the strategy for longer distance journeys.

“All I see is pushing people to drive, we need proper protected cycleways to enable longer distances to cycle.”

“Why does cycling drop off the agenda as soon as you talk about long-distance cycling? You can defer to Sustrans and the NCN, but to do so as in this strategy is to miss the point. Long-distance cyclists in Essex should be able and safe to ride on appropriate A roads...”

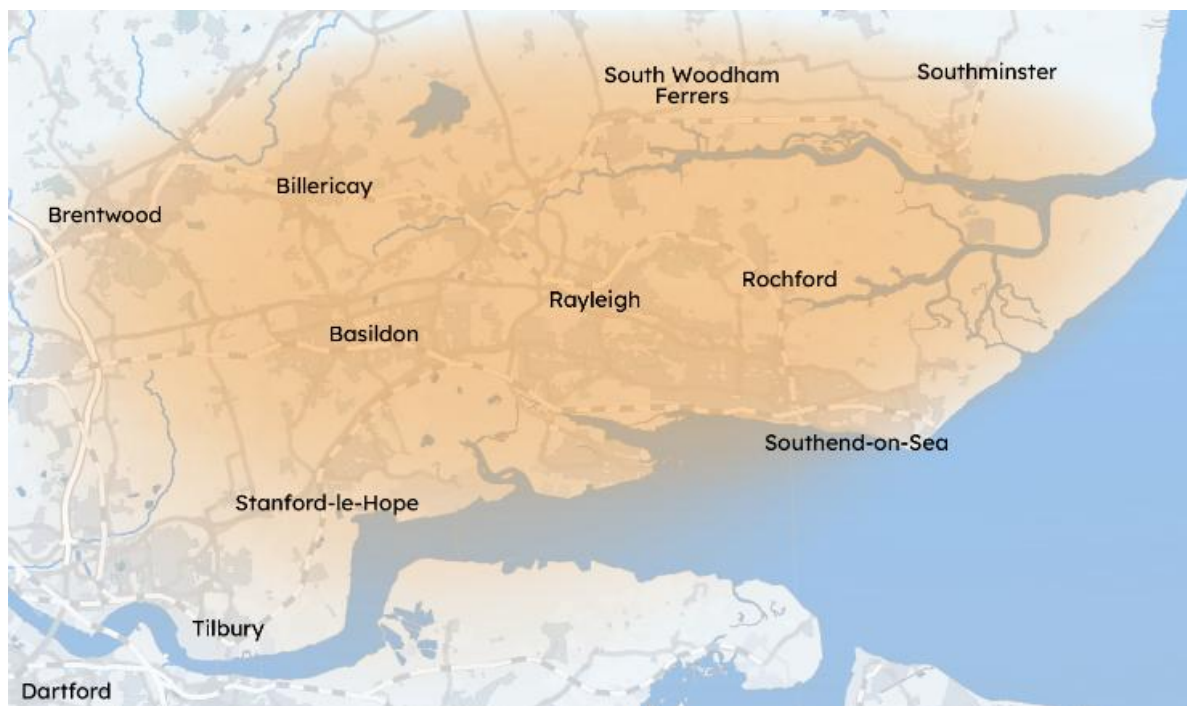
“One aspect missing is the potential for increased international, as well as domestic, cycling tourism in Essex. Essex is well placed with its proximity to London with its urban cycling infrastructure and its ferry service to Harwich from the Netherlands where there are a huge number of recreational cyclists.”

Other themes among the feedback included current issues with bus services, calls for an additional access onto Canvey Island, and comments about the impacts of housing growth and the need for supporting transport infrastructure improvements. There were some comments specifically expressing support for our Essex-wide Connectivity Strategy and others expressing concerns over how it would be delivered and whether there would be sufficient funding available.

A list of the topics which were raised can be found in Appendix B.

South Essex Place-based Strategy

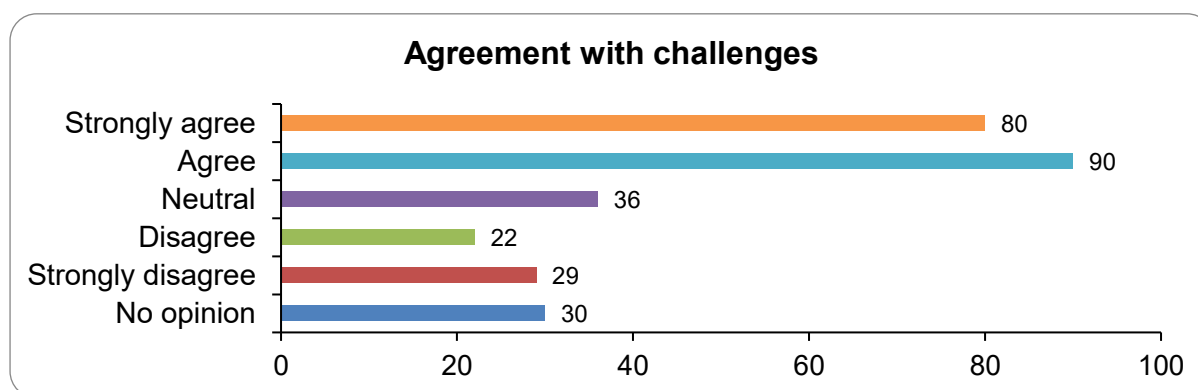
This section is specifically about the feedback we received on our [South Essex Place-based Strategy](#). The South Essex Place-Based strategy area includes Castle Point borough, Rochford district and some areas in the south of Chelmsford and the southeast of the Brentwood districts.



Challenges

To what extent do you agree or disagree we have correctly identified the main challenges impacting transport in the South Essex area?

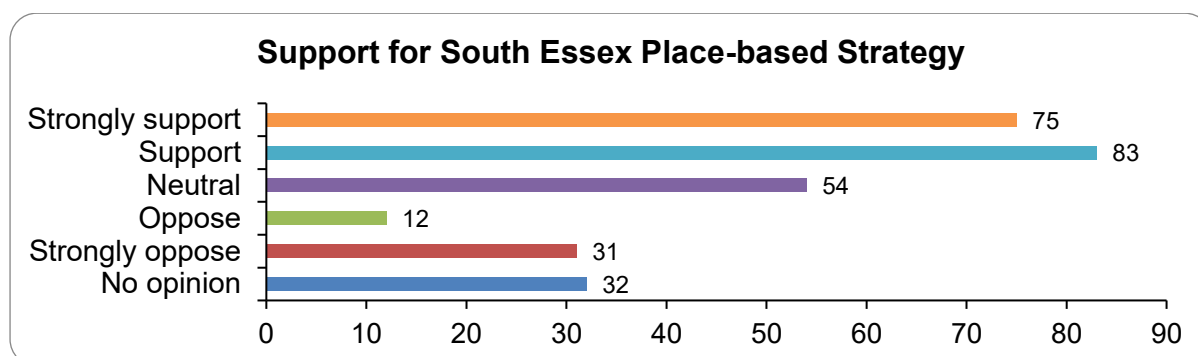
A significant proportion of people agreed we had identified the main challenges affecting transport in South Essex. Of the 287 people who responded to this question, 28% (80 people) strongly agreed and 31% (90) agreed. A further 13% (36) were neutral. 8% (22) disagreed and 10% (29) strongly disagreed. 10% (30) had no opinion.



Support for the plan

To what extent do you support or oppose our plan for the South Essex area?

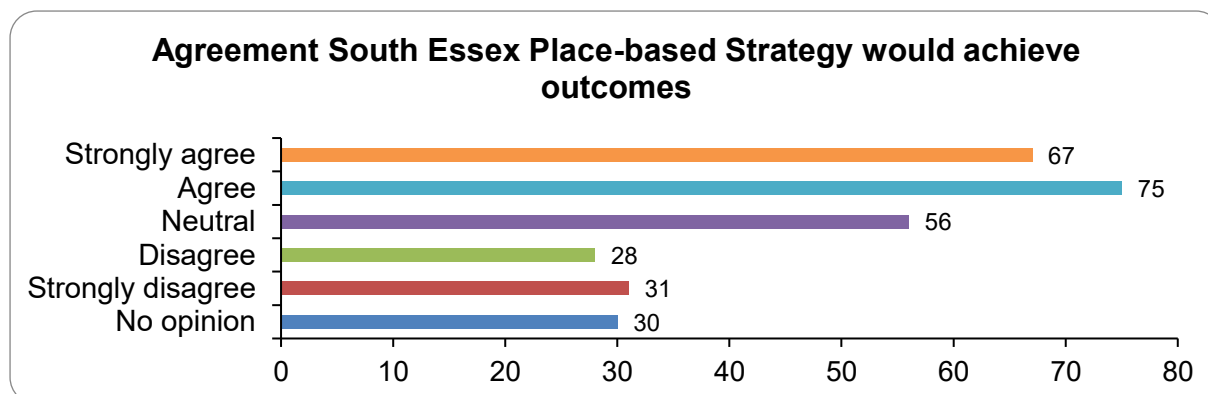
Overall, there was a good level of support for our draft South Essex place-based strategy. 26% (75 people) of the 287 people who responded to the question were strongly supportive and 29% (83) supportive. 19% (54) said they had a neutral view. 4% (12) were opposed and 11% (31) were strongly opposed. 11% (32) had no opinion.



Achievement of outcomes

To what extent do you agree or disagree our plan for the South Essex area would help achieve the outcomes we have said we want to achieve?

Almost half of the 287 people who responded to this question agreed to some extent (strongly agreed or agreed) that our South Essex place-based strategy would help achieve the outcomes we want to achieve, while a fifth expressed a neutral view. 23% (67 people) strongly agreed, 26% (75) agreed and 20% (56) were neutral. 10% (28) disagreed and 11% (31) strongly disagreed. 10% (30) had no opinion.



Comments on the plan

Do you have any comments about the draft South Essex Place-based Strategy?

A significant number of the responses we received to the open question about our draft South Essex Place-based Strategy related to road infrastructure and, in particular, calls for additional access road onto Canvey Island.

83 separate comments related specifically to an additional access to Canvey Island, with people citing current traffic congestion issues, planned housing growth and the safety of residents as the main reasons they felt improved access was needed.

"The new connections to Canvey Island are extremely needed and have been getting increasingly worse over the last decades! It's terrifying! If there is a disaster or emergency here, we would never get off of the island."

"A third road off Canvey would be huge. The current traffic situation is terrible for the people of Canvey and the south of Essex. While I oppose building more houses on Canvey, a third road off Canvey would ease congestion for the whole south Essex population."

"A 3rd road from Canvey Island is a must. With the proposed construction of 3000+ houses on the island the pressure on the existing infrastructure would be disastrous."

Closely connected to the number of comments made about Canvey Island, 68 comments were made about current road infrastructure issues, such as traffic congestion and delays, with some relating to specific roads or junctions.

"I live on the island, most weekends during the summer you can't get off the island for tremendous traffic. And that's not even taking into getting off the island for work every day."

"I don't know why they didn't build an underpass or flyover at Sadlers farm that goes directly to Canvey Island. Most of the time you are stuck in traffic from Basildon by traffic that's going to Benfleet/ Southend."

"A particular difficult junction is the A13 with Kenneth Road at the top on Bread and Cheese Hill. This can be a dangerous junction for traffic leaving Kenneth Road."

A significant number of comments (47) were made about proposed growth and development, with the majority of these questioning whether the necessary transport infrastructure was in place to accommodate the housing growth planned in South Essex. Some people called for developers to have greater responsibility to help fund transport improvements.

"The plan to build 3000 homes on Canvey Island is diabolical. Please investigate further the difficulties of traffic, in rush hour and at weekends particularly. This imposes a huge risk when emergency services are required."

"With more housing developments proposed in the area, I would like to see 106 monies used specifically for walking and cycling routes that do not necessarily go alongside the main highway."

“Why does Essex need a Garden Village in Dunton? More houses/ more congestion in South Essex - this can only magnify the traffic problems we already have.”

Connected to the development theme, 23 comments were also made about other non-transport-related issues, including pressure on other infrastructure, such as schools and GP surgeries, especially on Canvey Island.

“The government need to look at the infrastructure. Build health care, schools and, of course, there is hardly enough work on Canvey Island.”

“Where are the plans for the additional schools and medical facilities which will be required for all of these additional residents, and which are already overstretched?”

“Canvey Island is not suitable for any more building, due to possible flooding, lack of infrastructure i.e., GP surgeries, police, urgent medical care, shops, schools, and access in/off the Island.”

18 comments were made about the importance of improved connectivity to key destinations in South Essex, in particular connecting communities to places like hospitals, as well as other parts of the county.

“Seems to have forgot connections to the hospitals. Currently It takes three buses and 2.5 hours for someone in Ingatestone to get to Basildon hospital by bus!”

“As a Rayleigh resident I have no simple, fast public transport links to many places I want to get to: Leigh-on-Sea, Cliffs Pavilion, Palace Theatre, Basildon Festival Leisure, Hyde Hall, Benfleet, Canvey, Maldon, etc.”

“... many districts and towns like Canvey, Rayleigh, Hockley and Rochford are impossible to travel between quickly and easily. For example, my elderly parents live on Canvey and it would take 3 different buses and 2 hours to get to where I live in Eastwood. This is under normal circumstances a 15 minute car journey.”

Beyond the calls for an additional access to Canvey Island, 16 comments were made supporting or suggesting other road infrastructure improvements. These included the planned new Lower Thames Crossing and suggested improvements on the A130/A1245, as well as a new bypass and the need for road improvements more generally.

“The Rayleigh Spur Roundabout could do with being replaced by a series of slip roads which would keep the traffic flowing in the direction of travel without causing a bottle neck effect.”

“Bypass needed for South Essex to relieve congestion on A127. A130 to Southend and beyond, dual carriageway to help ease the towns where the congestion is worst especially during closures or part closures of the A127.”

“I’m sure all are aware of the issues getting in and out of Canvey, but the real issue is not the inadequacy of Canvey Way, but that of Somnes Avenue and Long Road... What is needed is extending the 2 lanes incoming on Somnes Avenue all the way to Canvey Supply, removing all obstacles like crossings lights and roundabouts.”

11 comments were made about suggested bus service improvements, including more frequent services, especially in the evenings.

“Ensure not only that bus timetable improvements are made but there are services in the evening.”

“...do you think that the residents of Canvey are easily satisfied with a route that gives northward access to just one town 5 miles away? if you want to make a difference at least provide bus link to Chelmsford, this would really open up travel south to north.”

“Canewdon is still left with an inadequate bus service for early and late travel. The RSPB Wallasea Island reserve has no public transport. From Hockley transport facilities serve Southend or Rayleigh. Leigh on Sea/Hadleigh/Benfleet have difficult access.”

9 comments expressed concerns and scepticism about how we would deliver the improvements set out in our South Essex Place-based Strategy.

“It’s alright having draft plans, but do they ever come into fruition.”

“It’s a bit similar to transport plans you’ve had in the past. Lots of talking and saying the right things then barely anything happens.”

8 comments were made about specific areas which people felt had been missed from the place-based strategy.

“It is disappointing that little is suggested for the area and residents to the west of Basildon Town Centre and south of the A127.”

“I have lived in Hockley for 8 years now and although it has good connections for bus and train there is absolutely nothing for cycling and I see Hockley is left out again.”

Other common feedback included comments about the need for improvements to public transport in South Essex more generally, concerns about road safety and ensuring transport is accessible to vulnerable users, and suggested improvements to train services. Some people who responded to the question expressed support for our South Essex Place-based Strategy, while others felt it was not ambitious enough. A list of the topics which were raised can be found in Appendix B.

Basildon Urban Area Place-based Strategy

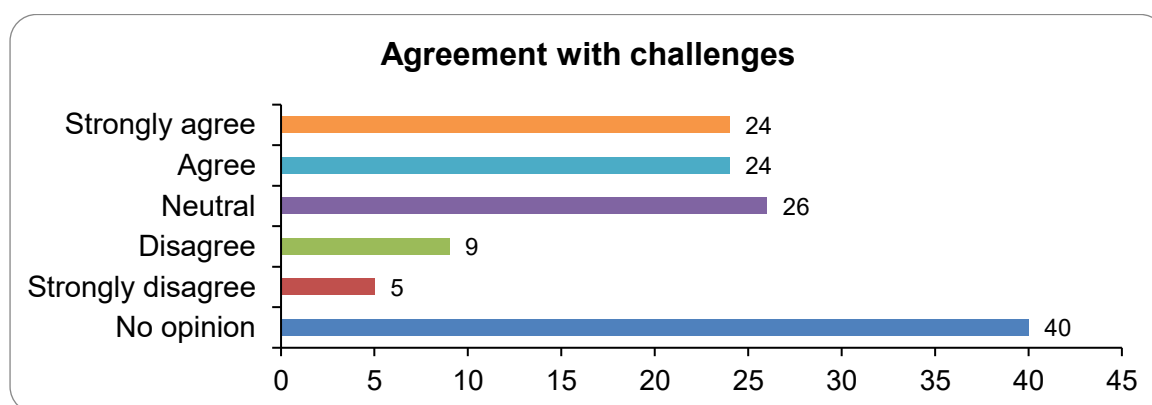
This section is specifically about the feedback we received on our [Basildon Urban Area Place-based Strategy](#). The Basildon Urban Area Place-based Strategy covers the urban area of Basildon only, extending from Laindon in the west to the western edge of North Benfleet in the east.



Challenges

To what extent do you agree or disagree we have correctly identified the main challenges impacting the Basildon urban area?

A number of people did not express any particular view on whether they agreed or disagreed we had identified the main transport challenges impacting Basildon. A significant 31% (40 people) of the 128 people who answered this question said they had no opinion, while 20% (26) described their view as neutral. 19% (24) strongly agreed, 19% (24) agreed, 7% (9) disagreed and 4% (5) strongly disagreed.

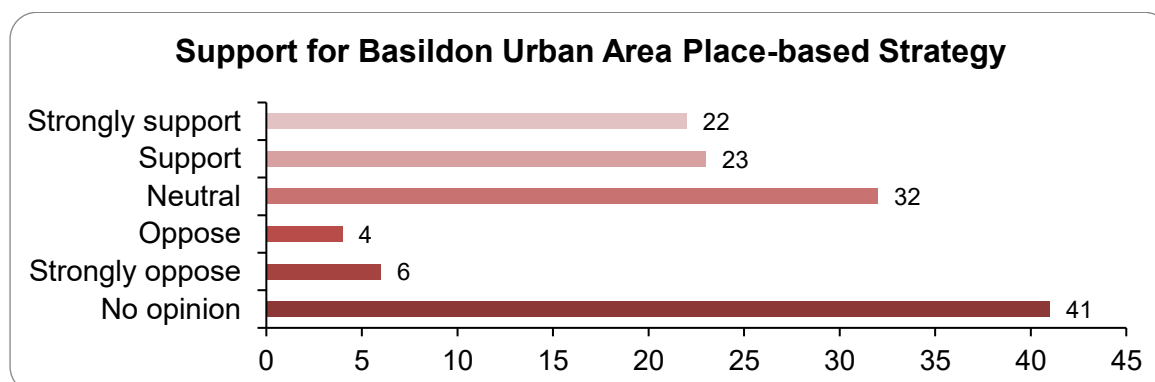


Support for the plan

To what extent do you support or oppose our plan for the Basildon urban area?

Again, more than half of the 128 people who responded to this question offered no strong view either way about our draft Basildon Urban Area Place-based Strategy.

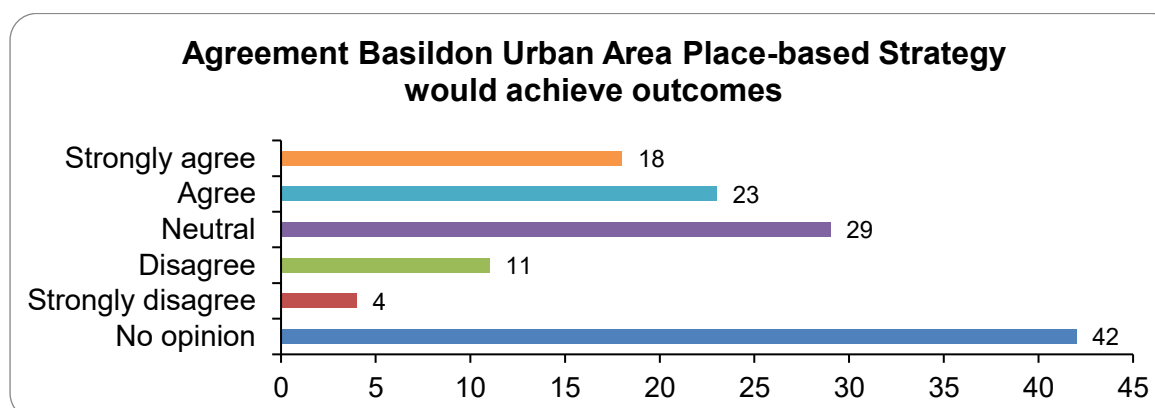
32% (41 people) had no opinion, while 25% (32) described their view as neutral. 17% (22) were strongly in support and 18% (23) were supportive. 3% (4) said they opposed the plan and 5% (6) were strongly opposed.



Achievement of outcomes

To what extent do you agree or disagree our plan for the Basildon urban area would help achieve the outcomes we have said we want to achieve?

The theme continued with responses to this question, with a number of people either offering no opinion or expressing a neutral stance on whether the plan would help achieve the outcomes we have identified. 33% (42 people) of the 127 people who responded to the question said they had no opinion and a further 23% (29) had a neutral view. 14% (18) strongly agreed, 18% (23) agreed, 9% (11) disagreed and 3% (4) strongly disagreed.



Comments on the plan

Do you have any comments about the draft Basildon Urban Area Place-based Strategy?

We received fewer responses to this question than for the previous two place-based strategies, with a significant number of people indicating they had no particular comments (53) and 12 saying they had no knowledge or interest in the area.

5 comments were about existing issues with walking and cycling infrastructure in the area, including gaps in the network, a lack of segregated facilities and cycle security.

"Basildon has good cycling infrastructure but it is poorly connected to the wider town (i.e. the original routes have not been expanded effectively as the town has grown)."

"I cycle to the town and am in constant fear of my bike getting stolen. More secure locking points and actual police presence in the town would be a start."

"Basildon has a good bike network but is still disjointed and is obviously secondary to roads (i.e. unprotected, not prioritised, incredibly bumpy/up and down to prioritise car movements onto driveways etc). This should be expanded and properly linked."

5 comments were also made about suggested bus improvements in the Basildon area, including additional services and support for bus priority measures.

"I am supportive of implementing more dedicated bus lanes, infrastructure and park and ride as this is a good start to improving public transport."

"The number 9 bus from Basildon to Brentwood should run at least 3 times an hour. Where are the buses to Mayflower Retail Park? to Basildon Sports centre? Clean up and modernise the Basildon Bus station with real time arrival and departure times. More buses need to go to Basildon and Orsett hospitals."

"I would like to see a bus come round Pittfields again. When I moved here in 1987 there was a bus every half an hour. That was eventually stopped and since then we have had buses now and again, and we are now without a bus in this area and the nearest stops are at Laindon Station."

4 comments referred to modal shift and the need to encourage and support people to use alternative and more sustainable modes of transport for their journeys.

"...I'd just urge the Council to promote active travel and prioritise behavioural changes amongst other road users."

"The vast amounts required to 'improve' the A127 is extremely poor value in comparison to tried and tested systems that would move far more people quicker and more reliably."

"The hospital is particularly congested by cars and the overwhelming majority of hospital staff and users should be able to use public transport effectively."

4 comments were made about housing developments and planned growth in South Essex, with some expressing concern about whether the supporting infrastructure and services are in place, and one person questioning the housing growth figures quoted in our place-based strategy.

"Where are the planned additional roads, parking facilities, services, transport for the thousands of people who will be moving into Billericay and

the surrounding areas when they move into to the (currently) 10+ estates being rapidly built, with no extra schools, playgroups or additional doctors, dentists.”

“... housing growth has not been accurately presented across the maps for the east of the borough, Laindon and Billericay.”

“Stop building more housing without local associated services. Basildon Hospital cannot cope as it is, we need more hospitals for example not quicker ways to get to Basildon Hospital.”

4 comments were made about vulnerable users, with suggestions our place-based strategy had not made sufficient reference to horse riders and people with disabilities, and how transport would be made accessible to such groups.

“...there is no mention of horses or horse riders in the plan. This is a group of vulnerable road users whose needs should be met alongside walkers and cyclists. similarly, the disabled user is also omitted.”

“Accessibility for disabled people needs to be a priority - I am not sure that is coming through adequately in the plan for Basildon.”

“Horses are defined as vulnerable road users in the Highway Code and therefore should be recognised in these plans.”

3 comments specifically expressed support for our South Essex Place-based Strategy or key elements of it, such as the themes and outcomes.

“The Themes & Outcomes seem spot on.”

“Again, not the area I live in, but the broader strategy looks good.”

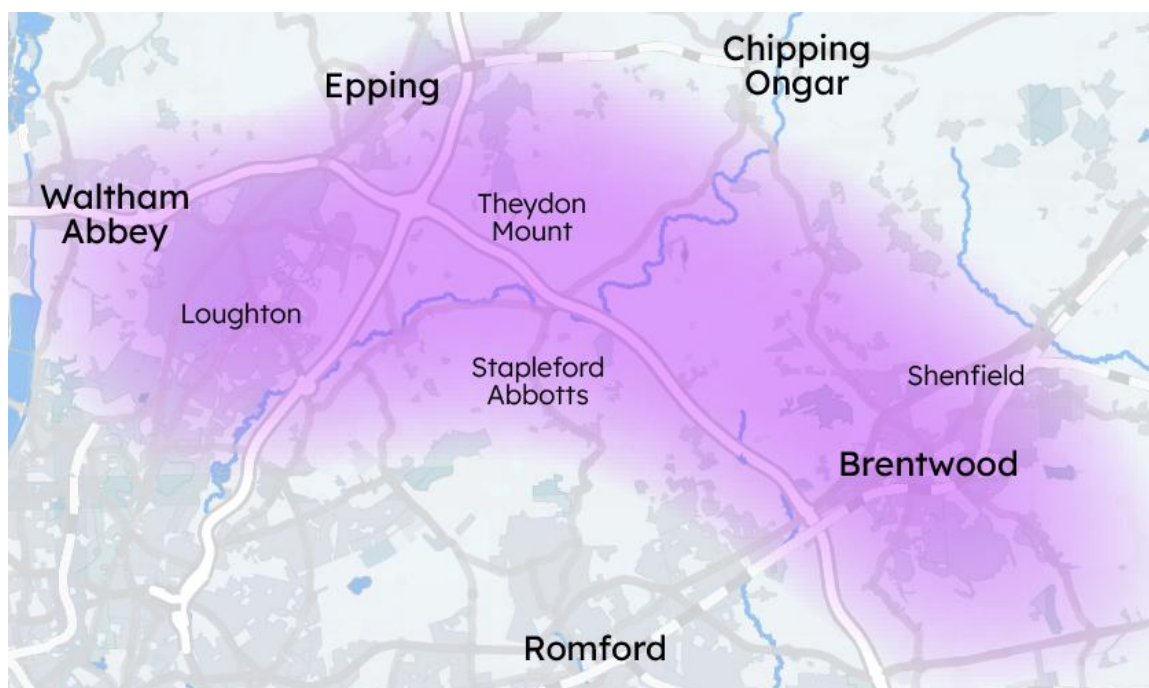
“...the plan as a whole is laudable in its reach and objectives.”

Other common themes included views there were already sufficient sustainable transport options available, specific support for walking and cycling, and concerns about personal safety and security. Some people raised issues about existing bus services in the area, suggested specific walking and cycling improvements or recommended light rail as a potential transport solution.

A list of the topics which were raised can be found in Appendix B.

Brentwood and Epping Place-based Strategy

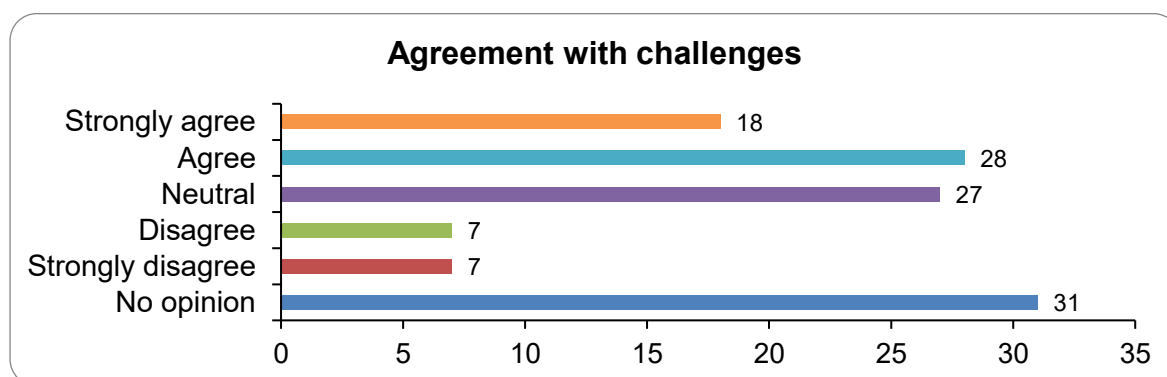
This section is specifically about the feedback we received on our [Brentwood and Epping Place-based Strategy](#). The Brentwood and Epping Place-based Strategy specifically covers the southwestern areas of Essex that are closest to London, incorporating parts of the Epping Forest and Brentwood districts.



Challenges

To what extent do you agree or disagree we have correctly identified the main challenges impacting the Brentwood and Epping area?

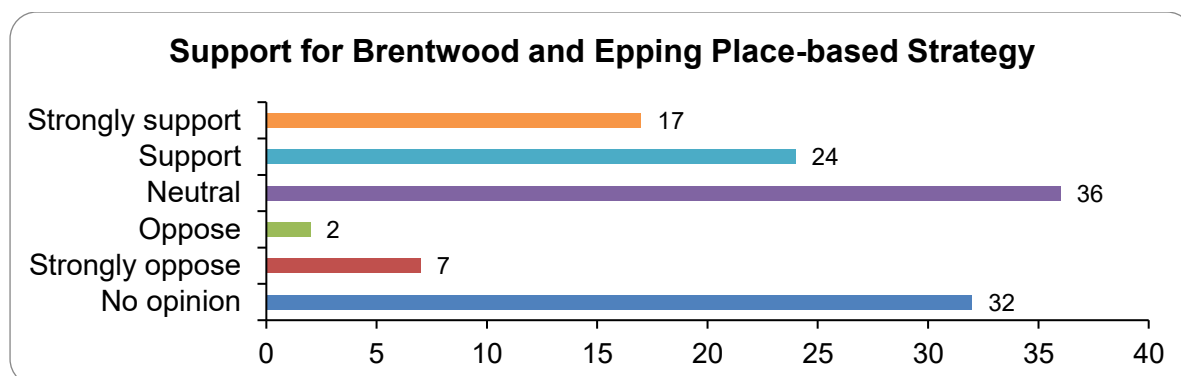
Almost two fifths of the 118 people agreed to some extent (strongly agree or agree) that we had identified the main challenges. As with a number of the other place-based strategies, a large number of people did not express a strong view either way. 15% (18 people) strongly agreed, 24% (28) agreed, 23% (27) had a neutral view and 26% (31) had no opinion. 6% (7) disagreed and 6% (7) strongly disagreed.



Support for the plan

To what extent do you support or oppose our plan for the Brentwood and Epping area?

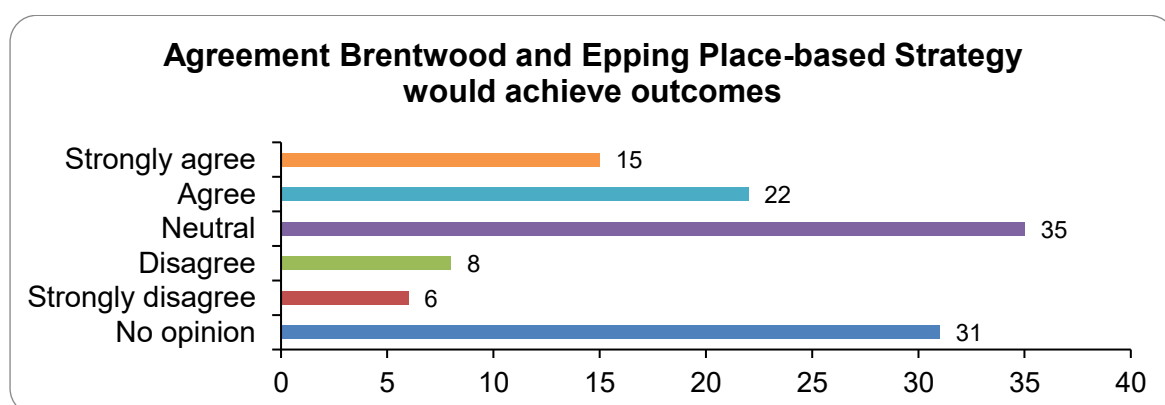
More than half of the 118 people who responded to this question offered no strong view either way about our draft Brentwood and Epping Place-based Strategy. 31% (36 people) said they were neutral, while 27% (32) had no opinion. 14% (17) were strongly supportive and 20% (24) were supportive. 2% (2) opposed the plan and 6% (7) were strongly opposed.



Achievement of outcomes

To what extent do you agree or disagree our plan for the Brentwood and Epping area would help achieve the outcomes we have said we want to achieve?

Again, a significant proportion of the 117 people who answered this question had either a neutral stance or no opinion about the whether the plan would help achieve our desired outcomes. 30% (35 people) had a neutral view, while 27% (31) indicated they had no opinion. 13% (15) strongly agreed the plan would help achieve the outcomes, 19% (23) agreed, 7% (8) disagreed and 5% (6) strongly disagreed.



Comments on the plan

Do you have any comments about the draft Brentwood and Epping Place-based Strategy?

Among the notable themes raised in comments made about our draft Brentwood and Epping place-based strategy were issues and suggested improvements relating to bus services, comments about the need to accommodate vulnerable transport users and ideas for walking and cycling improvements.

11 comments were made about the importance of accessibility of transport and considering the needs of vulnerable users, including horse riders, people with disabilities and older people.

“As a rural Parish served poorly by public transport, most of our residents use cars to travel anywhere. The narrow, twisty country roads are frequently in poor repair which doesn't help especially in Winter. Many of our older residents practically hibernate because they struggle to get out, which is somewhat at odds with your aspirations around physical and mental health.”

“You are removing bus services that will have a completely negative result to anyone living along the number 37 bus route that does not drive or like myself has a physical disability. I like many others rely heavily on this bus route to get to work, the bus in the morning rush hour is standing room only.”

“There is no mention of bridleways/horse riders in this plan! Horses are defined as vulnerable road users in the Highway Code and therefore should be recognised in these plans.”

9 comments referred to the need for bus service improvements, particularly in the Brentwood area. The suggestions included more frequent services and better routes.

“Definitely need to improve bus network especially for health care related journeys. As Brentwood resident I don't want to use Basildon hospital, or healthcare in that area, as cannot use public transport. I rely on Brentwood hospital and Queens hospital.”

“There seems to be some misguided view that if you reduce the frequency of buses more people will use them? The reverse is true, you need a regular frequent and reliable service where it becomes viable for passengers to use them.”

“We need more buses and routes not cycling lanes that are rarely used. Brentwood and surrounding areas cannot continue to have the influx of cars. Where's the public transport like Romford and surrounding areas have. We are poor in comparison.”

Similarly, 9 comments were made about current issues with bus services in the area, including insufficient services to key destinations, such as hospitals, and poor integration with train services.

“Where I live the bus service is little more than useless. No help with those needing to work, no co-ordination with rail times. How is it I can get a train every 6mins to London or a fast train every 10-12 minutes, but the bus is every hour? “

“Over 60 year olds get free travel on bus and train services in Havering why are we in Brentwood treated differently. If you arrive at Brentwood train station later than 7pm we have no bus services stopping at the station.”

“Lack of direct buses to Basildon hospital, current service taking over an hour and not terminating at the hospital itself.”

6 comments were made about walking and cycling improvements, including specific schemes which are already planned and the need for improvements more generally.

“I strongly support the need to improve the cycling infrastructure by creating better and safer links to existing cycling infrastructure. There is suppressed demand for cycling in Essex due to people not feeling safe if they try to cycle. Solve this and cycling levels will rise.”

“Why the delay with the A1023 pedestrian cycle path? Havering and National Highways have done their part already. The path should go to the High Street and the Train Station.”

“As a resident of Loughton, connections out into Essex aren't important to me, I rarely venture outside the M25, but active travel connections into London being improved is a key priority for me. Cycling from Loughton to the Greater London boundary in Woodford is frightening and I feel really unsafe doing it (while LB Redbridge feels much safer), I really want to see changes.”

6 comments referred to the need for to provide access to key places like hospitals.

“How do I get from Hutton to Broomfield Hospital by public transport - an hourly service by NIBS 81 Hutton to Brentwood, Essex bus 351 Brentwood to Chelmsford, then another bus to the hospital?”

“I don't use Stansted Airport as I cannot easily access it by public transport from Brentwood. I use Elizabeth line to Heathrow or Farringdon, then Thameslink to Luton/Gatwick.”

5 comments outlined issues with roads, such as traffic congestion and rat running.

“The main road through our village is already used as a rat run by drivers trying to get to Epping for the tube station. The additional houses will make things much, much worse. We have one particular stretch where cars routinely leave the road and enter a property - it has almost become accepted now because little is ever done with any pace. We shouldn't need to have a fatality to get change.”

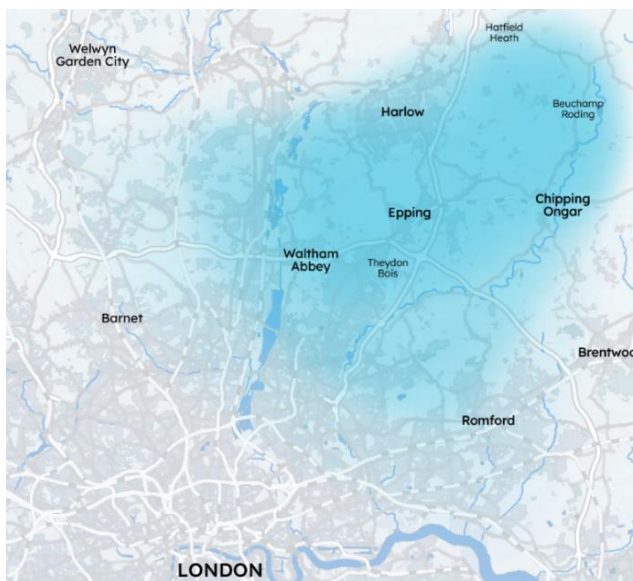
“Too much heavy traffic goes through Brentwood.”

Other themes included concerns about accommodating horse riders in the plan and road safety issues, as well as a mixture of support and some suggested changes to the place-based strategy. A list of the topics can be found in Appendix B.

West Essex Place-based Strategy

This section is specifically about the feedback we received on our [West Essex Place-based Strategy](#).

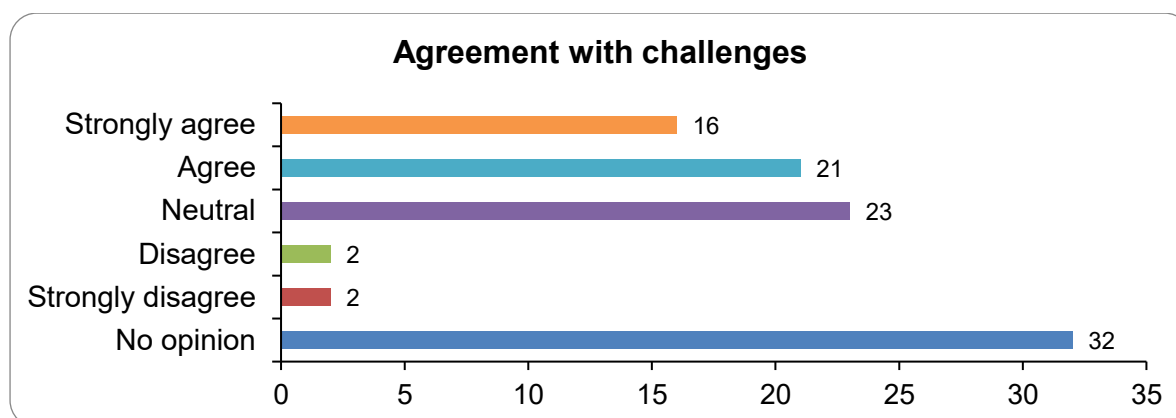
The West Essex Place-based Strategy covers the majority of Epping Forest district, except for Loughton, Buckhurst Hill, Chigwell and Abridge, which fall into the South West Essex area. It also includes some of the Uttlesford district, such as The Rodings and other villages, such as Hatfield Broad Oak.



Challenges

To what extent do you agree or disagree we have correctly identified the main challenges impacting the West Essex area?

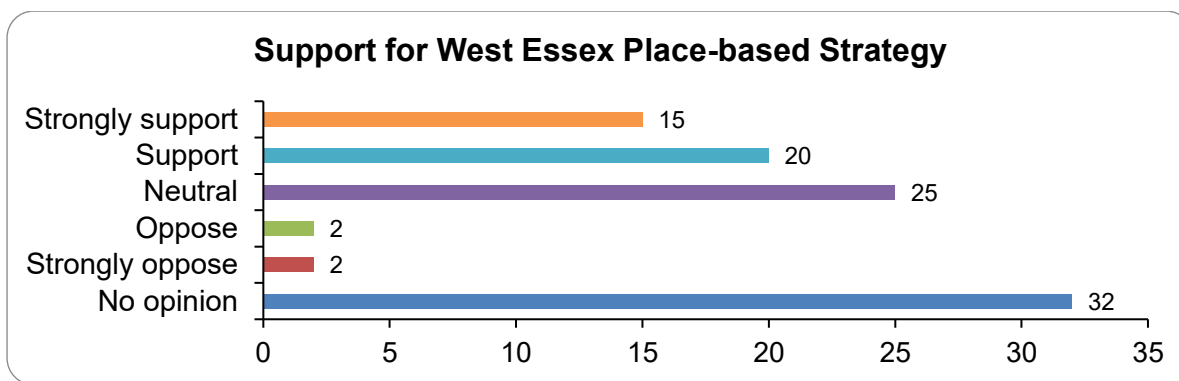
Once again, more than half of the 96 people who responded to this question did not express any particular view on whether they agreed or disagreed we had identified the main transport challenges affecting West Essex. 33% (32 people) said they had no opinion, while 24% (23) described their view as neutral. 17% (16) strongly agreed and 22% (21) agreed. Just 2% (2) disagreed and 2% (2) strongly disagreed.



Support for the plan

To what extent do you support or oppose our plan for the West Essex area?

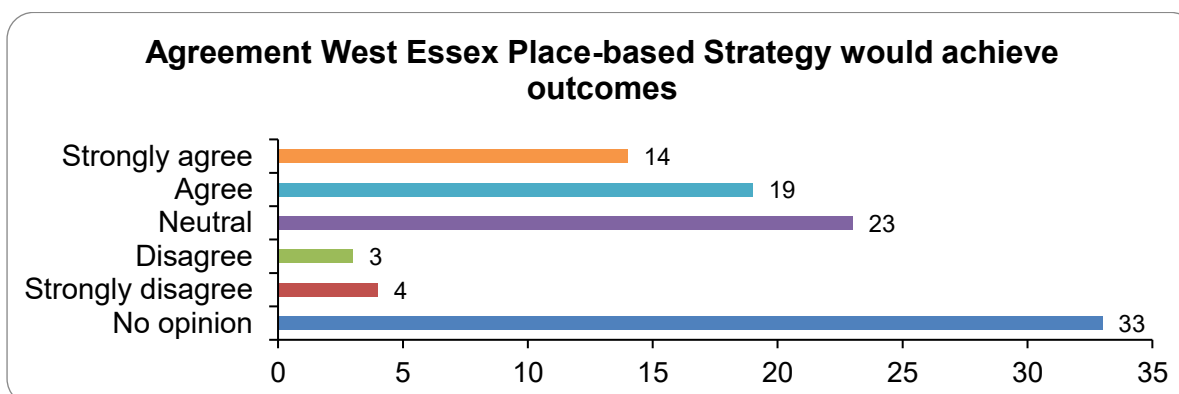
Again, a significant proportion of the 96 people who responded to this question offered no strong view either way about our draft West Essex Place-based Strategy. 33% (32 people) said they had no opinion and a further 26% (25) described their view as neutral. 16% (15) said they were strongly supportive and 21% (20) were supportive. 2% (2) opposed the plan and 2% (2) were strongly opposed.



Achievement of outcomes

To what extent do you agree or disagree our plan for the West Essex area would help achieve the outcomes we have said we want to achieve?

A number of people again either offered no opinion or expressed a neutral stance on whether they felt the plan would help achieve the desired outcomes. 34% (33 people) of the 96 people who responded to the question said they had no opinion and a further 24% (23) had a neutral view. 15% (14) strongly agreed, 20% (19) agreed, 3% (3) disagreed and 4% (4) strongly disagreed.



Comments on the plan

Do you have any comments about the draft West Essex Place-based Strategy?

Very few responses were made to this question and the majority of those who did make a comment either indicated they had no particular comments to make (41 comments) or had limited knowledge or interest in the area (10 comments).

Of those who commented more specifically, 4 comments were made relating to road safety issues or improvements.

“...for 30 plus years residents have been screaming and shouting for road safety improvements down Broomstick Hall Road and nothing has been done because authorities and councillors pass the buck and ignore pleas for safety interventions, signage improvements or a one way system.”

"If I were to get knocked off my bike cycling around the country lanes around Harlow, or along the Crooked Mile, or anywhere else along the rural road network, it'd be road defects, raised ironwork, close passes or dangerous drivers, followed by mechanical faults which would most likely cause me to crash (in that order)."

"If money isn't available to do basic maintenance, then road speed needs to be reduced. It is not safe for children, people walking pets or the elderly to try to walk failing, narrow pavements next to 50/60 mph roads."

4 comments expressed general support for our place-based strategy

"A good basis but the plan should have the community, town and people at the heart - overriding logistics / economy and business."

"...Otherwise the strategy seems sound."

3 comments were made about suggested walking and cycling improvements.

"Safe cycling route linking Epping and Harlow should be explored - this is a 30min ride at a leisurely pace from Potter Street to Epping which is doable, currently a vehicle must be taken."

"Consideration for active travel connections to cross rail 2."

3 comments were made expressing the need to consider vulnerable transport users, such as horse riders and disabled people.

"Accessibility for disabled people needs to be a priority - I am not sure that is coming through adequately in the plan for West Essex."

"Equestrians are not asking for special treatment, only equal treatment in policy and infrastructure. Horses are a mode of transport, especially in rural communities. This lack of inclusion has a profound impact on both public safety and rural access, as well as the mental wellbeing of the equestrian community."

3 comments were made about the need for bus service improvements in the area, including suggested new services and timetable improvements.

"It would be helpful to have an Epping - Chelmsford express bus via Latton and the A414."

"The bus service has greatly improved of late - the 20 21 22 59 510 & all sub groups. But London bound buses need the same frequency."

Other topics which were raised were housing developments, the condition of roads in the area, the need for improved connectivity to key destinations, and concerns over how we will deliver the strategy. A list of the topics can be found in Appendix B.

Harlow and Gilston Place-based Strategy

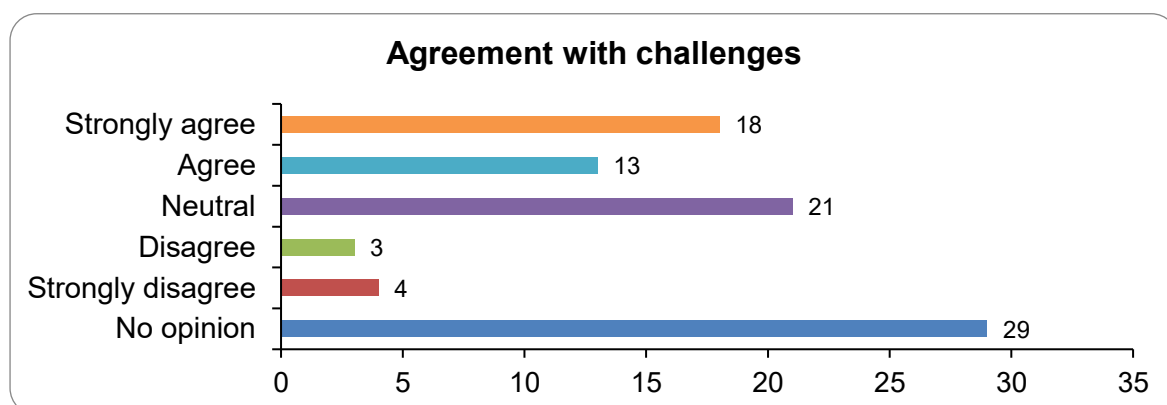
This section is specifically about the feedback we received on our [Harlow and Gilston Place-based Strategy](#). The Harlow and Gilston Place-based Strategy covers the urban area of the Harlow district, as well as the new Harlow Gilston Garden Town. It does cover the parts of HGGT in Hertfordshire as they are outside the Essex boundary.



Challenges

To what extent do you agree or disagree we have correctly identified the main challenges impacting the Harlow and Gilston area?

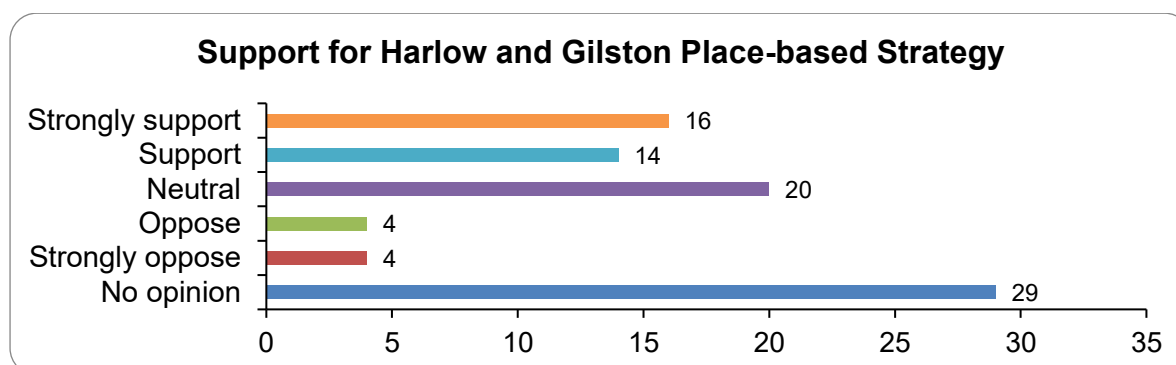
As already seen with a number of the other place-based strategies, more than half of the 88 people who responded to this question did not express any particular view on whether they agreed or disagreed we had identified the main transport challenges affecting the Harlow and Gilston area. 33% (29 people) said they had no opinion and 24% (21) described their view as neutral. 20% (18) strongly agreed and 15% (13) agreed. 3% (3) disagreed and 5% (4) strongly disagreed.



Support for the plan

To what extent do you support or oppose our plan for the Harlow and Gilston area?

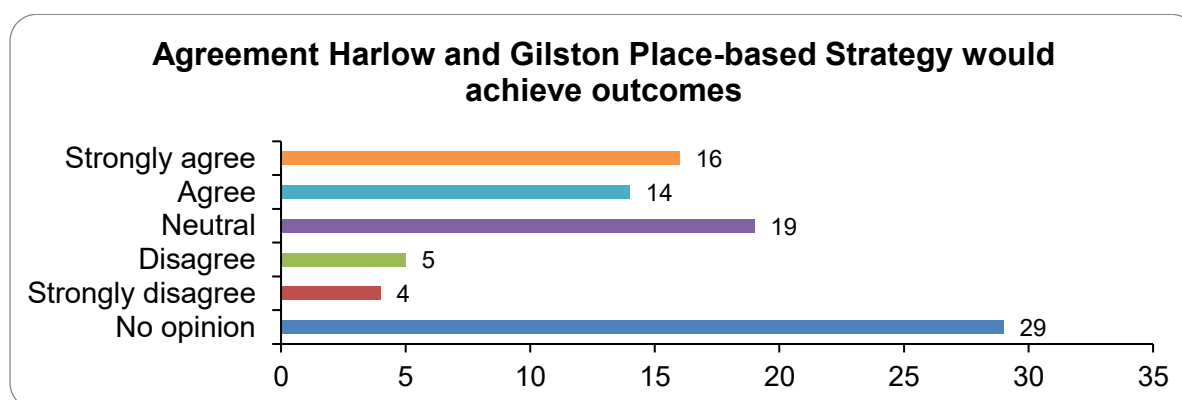
More than half of the 87 people who responded to this question offered no strong view either way about our draft Harlow and Gilston Place-based Strategy. 33% (29 people) said they had no opinion, with 23% (20) saying they had a neutral view. 18% (16) were strongly supportive and 16% (14) were supportive. 5% (4) opposed the plan and 5% (4) were strongly opposed.



Achievement of outcomes

To what extent do you agree or disagree our plan for the Harlow and Gilston area would help achieve the outcomes we have said we want to achieve?

Again, a significant proportion of the 87 people who answered this question had either a neutral stance or no opinion about the whether the plan would help achieve our desired outcomes for the Harlow and Gilston area. 33% (29 people) had no opinion, while 22% (19) said they had a neutral view. 18% (16) strongly agreed the plan would help achieve the outcomes, 16% (14) agreed, 6% (5) disagreed and 5% (4) strongly disagreed.



Comments on the plan

Do you have any comments about the draft Harlow and Gilston Place-based Strategy?

Again, a significant number of people indicated they had no comments to make (37 comments) or that they lacked knowledge or had no interest in the area (7 comments). Of those who did comment, there was divided opinion about the importance of sustainable transport, with some people expressing support for walking and cycling or making the case for bus improvements and others opposed to a focus on those modes of transport and preferring more emphasis on roads.

5 comments were made about housing developments, whether it be the need for supporting transport infrastructure or recognition in the strategy of the need for modal shift to achieve development goals for the Harlow and Gilston Garden Town.

“This is far too much housing, not supported by sufficient infrastructure. I have seen the damage done in Bishop’s Stortford; what is planned here will be far worse in terms of destruction of the countryside.”

“At present there is little explicit recognition in the Implementation Plan of the extent of modal shift required in Harlow if development goals are to be reached without significantly impacting on the operation of the network. The package of measures needs to be designed to achieve the HGGT 60% sustainable modes target by the early 2040s.”

“New roads should have been planned as part of these developments but alas, the urban planners were and are adamant that new residents will cycle, walk and use buses. Utter nonsense but there you go.”

5 comments were made about road infrastructure issues, such as congestion.

“To date no-one has said anything at all about upgrading the B181 which is already a rat run from Harlow to Epping tube station.”

“If Essex Highways genuinely wants to support residents, they should focus on improving infrastructure for drivers. Perhaps someone from their planning office should try crossing Harlow during rush hour or the school run—it’s a daily struggle for many of us.”

“There has been considerable frustration concerning the ongoing roadworks on the A1019, which have persisted for over two years.”

4 comments were made expressing opposition to the focus on sustainable travel.

“The idea that people will give up their cars in favour of buses or bikes is unrealistic, especially in a town like Harlow. Even before Essex Highways began tearing up key stretches of road in the town centre, getting around was challenging.”

“Harlow is well covered by public transport and needs no further investment.”

“We prefer cars to buses and cycles. ...there is no climate crisis.... do not remove our right of independent transport.”

In contrast, 4 comments were made specifically supporting walking and cycling.

"Cycling improvements look good..."

"Support cycle hire"

"Positive, good rail and active improvements."

We received 4 comments suggesting specific changes to our place-based strategy, including additional schemes.

"A number of the measures identified in the Implementation Plan are generic across Essex and are not directly related to the HGGT area. Schemes which HGGT and other partners have been developing, such as the Harlow Bikeshare initiative, are not recognised."

"Hertfordshire Essex Rapid Transit (HERT) – there should be recognition of the HERT scheme which will connect into Harlow to ensure there are hooks for both HCC and ECC to obtain funding for its delivery."

"Reference should be made to how the Neighbourhood Centres and Hatches – which are an original feature of Harlow when it was designed as a New Town and continue to be extremely well-used – provide many residents with shops and other day-to-day facilities within walking distance of their homes."

4 comments suggested walking and cycling improvements in Harlow.

"Extend Harlow Southern Way improvements up to Water Lane as it's a key node on the route to London if you're cycling or not using a motorway."

"There are reservations regarding the width and quality of newly laid cycle tracks. Drawing comparison to the Gilden Way cycle pedestrian path, which is notably narrow, there is apprehension that similar design shortcomings may be repeated."

"A good river & rail bridge, (N. to S.) for the A414, dual carriageway, pedestrian path/cycle way X2 well-lit and a central reservation."

3 comments suggested the need for improved connectivity to key places, such as the town's existing Princess Alexandra Hospital and the planned replacement.

"Urgent improvement required for hospital access."

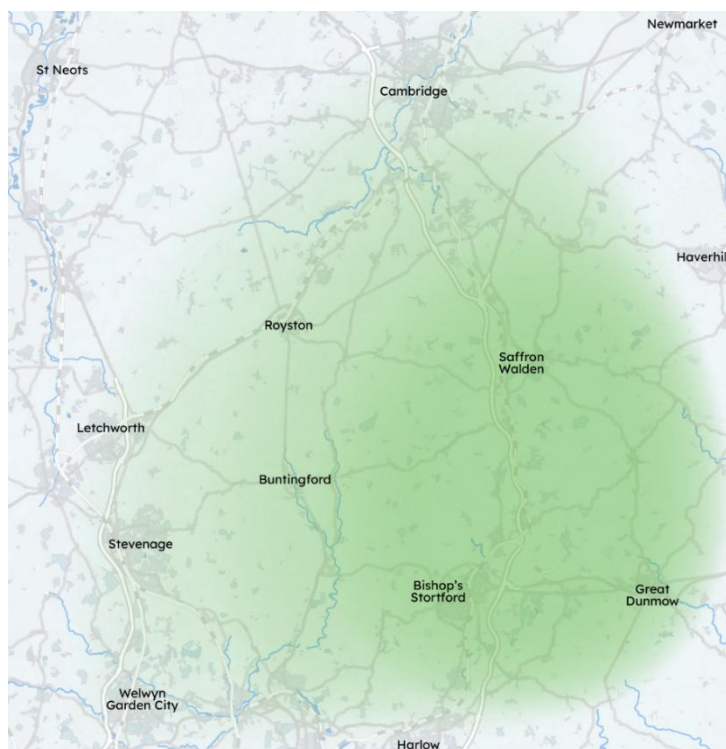
"Access to hospital needs improving and for new hospital in future."

Other themes included road safety, suggested bus service and road infrastructure improvements, and expressions of support for the place-based strategy. There were also comments about parking, alignment with other existing policies and strategies, and the need to support vulnerable transport users. A list of the themes raised can be found in Appendix B.

North West Essex Place-based Strategy

This section is specifically about the feedback we received on our [North West Essex Place-based Strategy](#).

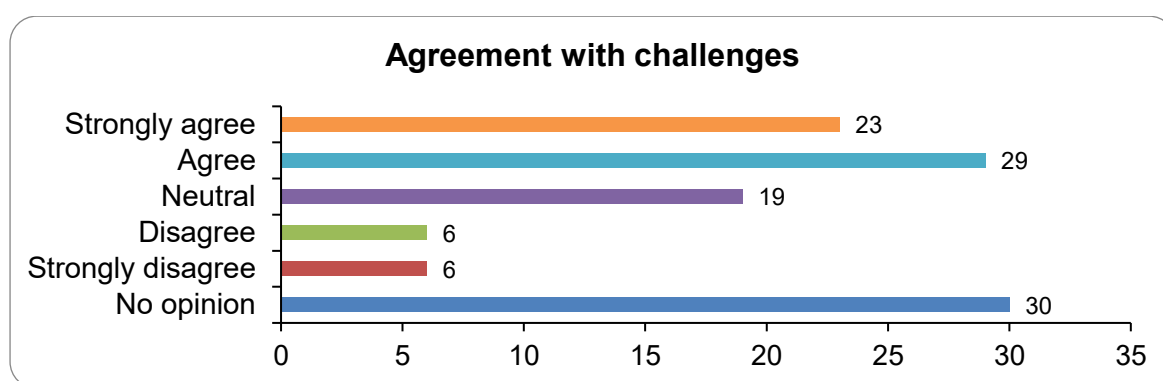
The North West Essex Place-based Strategy covers an area stretching from Stansted Mountfitchet and Great Dunmow in the south along the M11 and B184 to the Cambridgeshire border in the north. The area includes the market towns of Saffron Walden, Great Dunmow and Stansted Mountfitchet, as well as many villages and hamlets within the Uttlesford and Braintree districts.



Challenges

To what extent do you agree or disagree we have correctly identified the main challenges impacting the North West Essex area?

A significant proportion of the 113 people who responded to this question agreed to some extent (strongly agreed or agreed) that we had identified the main transport challenges affecting North West Essex. 20% (23 people) strongly agreed, while an additional 26% (29) agreed and 17% (19) said they were neutral. 5% (6) disagreed and 5% (6) strongly disagreed. 27% of people (30) had no opinion.

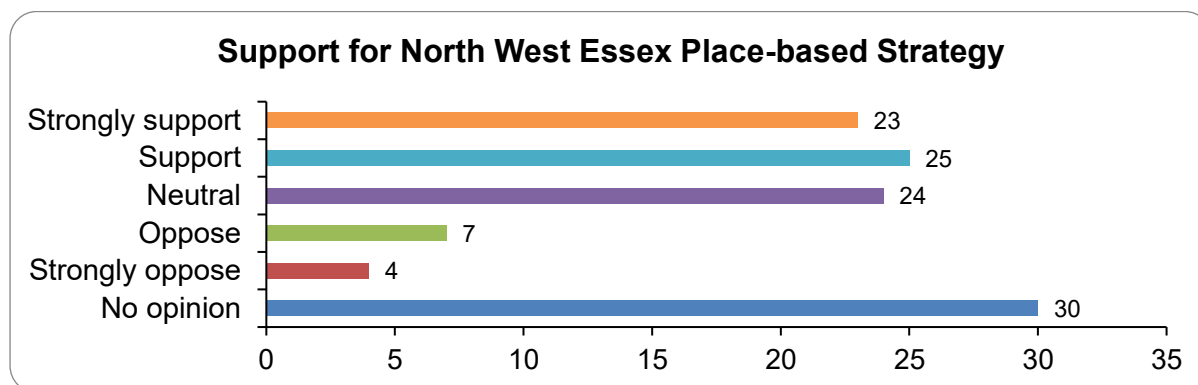


Support for the plan

To what extent do you support or oppose our plan for the North West Essex area?

There was also a good level of support for our draft North West Essex Place-based Strategy in general. Of the 113 people who answered this question, 20% (23 people) said they strongly supported the plan and 22% (25) said they supported it. 21% (24)

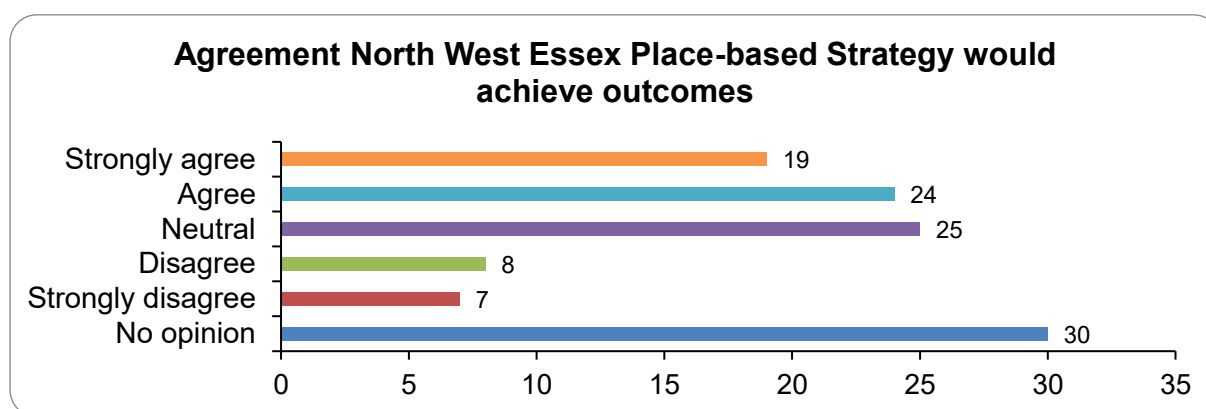
described their view as neutral, while 6% (7) were opposed and 4% (4) were strongly opposed. 27% had no opinion.



Achievement of outcomes

To what extent do you agree or disagree our plan for the North West Essex area would help achieve the outcomes we have said we want to achieve?

A number of people were seemingly less sure about whether the plan would help achieve the desired outcomes, with 27% (30 people) of the 113 people who answered the question stating that they had no opinion. A further 22% (25) described their view as neutral. 17% (19) strongly agreed the plan would help achieve the outcomes and 21% (24) agreed. 7% (8) disagreed and 6% (7) strongly disagreed.



Comments on the plan

Do you have any comments about the draft North West Essex Place-based Strategy?

The most common topics raised in response to this question related to bus services, with some people suggesting improvements and others raising issues about existing services.

12 comments were made suggesting specific bus service improvements.

“Bus access to hubs such as Stansted, Chelmsford and Epping would help.”

“Need to get faster bus services from Saffron Walden town centre to Addenbrookes hospital - a key employer close to town.”

“Focus in North West Essex should be on bus routes - reliability and frequency to encourage and improve connections across Stansted/Saffron Walden and Dunmow along with better timetabling Sundays?”

A further 10 comments were made about issues with existing bus services.

“The management of those who provide local bus services is inadequate. Value for money will only be realised when operators are held to account for shoddy service.”

“The fundamental problem is there are not enough bus services to get to work outside Saffron Walden. You mention the Chesterford research park but what about the Sanger Campus, Babraham Campus and the Cambridge Biomedical Campus? There is a good train service at Audley End station but very few buses that go to and from the station and Saffron Walden and most of those that do, do not tie up with trains.”

“The congested roads and long bus routes (e.g. from Haverhill to Bishops Stortford) mean that almost every bus is delayed somewhere along its route, with the result that they simply cannot be relied on if you want to catch a specific train.”

8 comments were made about suggested road improvements, notably the need for further improvements to the M11.

“Although outside your remit, the M11 north, beyond Stortford needs to be dual carriageways.”

“...despite multiple mentions of the need for a Saffron Walden Relief Road, the Local Plan and the NW Essex transport Strategy will only deliver a piecemeal approach to solving the expected increase in through traffic. The need for a Relief Road in the medium term is self-evident now to anyone living in or near the town centre.”

“The M11 junction needs major improvement it should have a dedicated slip road southbound for airport traffic. Northbound needs a dedicated slip off the A120 so you don't need to navigate Birchanger roundabout to join the M11 northbound.”

8 comments expressed support for potential walking and cycling improvements.

“Welcome cycling improvements to Bishop Stortford and around Stansted Airport.”

“We support the need for a pedestrian/cycle bridge over the A120 to link Bishop's Stortford to Birchanger.”

“The active travel plans are again good to read and represent a positive direction.”

A further 8 comments suggested specific improvements to walking and cycling infrastructure, including new routes and facilities.

“Work with partner councils to provide cycling route between Bishop Stortford and Harlow.”

“It would be good to see better infrastructure for walking/cycling between Takeley and Stansted Airport. At the moment there are parts near the airport where there is no footpath at all and you need to walk on the road or in the grass next to it.”

8 comments were made about road safety issues.

“... the current poor condition (potholes/broken surfaces) of the road network is not a safe environment for cyclists.”

“...the report mentions in several places to implement cycle training, which only looks at a part of the picture as it is not addressing the fact people will not cycle when they feel unsafe to cycle due to the higher traffic volume and the fast vehicle speeds and when there are no designated cycle lanes.”

6 comments were made expressing some disagreement with our plan.

“Your strategy needs to have less airy-fairy stuff about mental wellbeing and cycle routes, and tackle the basic, practical problems of providing a usable bus service.”

“Your zoning of Essex really misses the strategic opportunity to take Essex infrastructure and connectivity to a level that needs to anticipate the next hundred years, e.g. rail connectivity between eastern line and Stansted which would transform sustainable travel options and be the enabler for economic growth.”

6 comments were made about the impacts of housing developments on transport.

“Saffron Walden is experiencing a large amount of housing expansion but no improvement in road infrastructure or supporting services such as doctors/dentists/shops/community centres.”

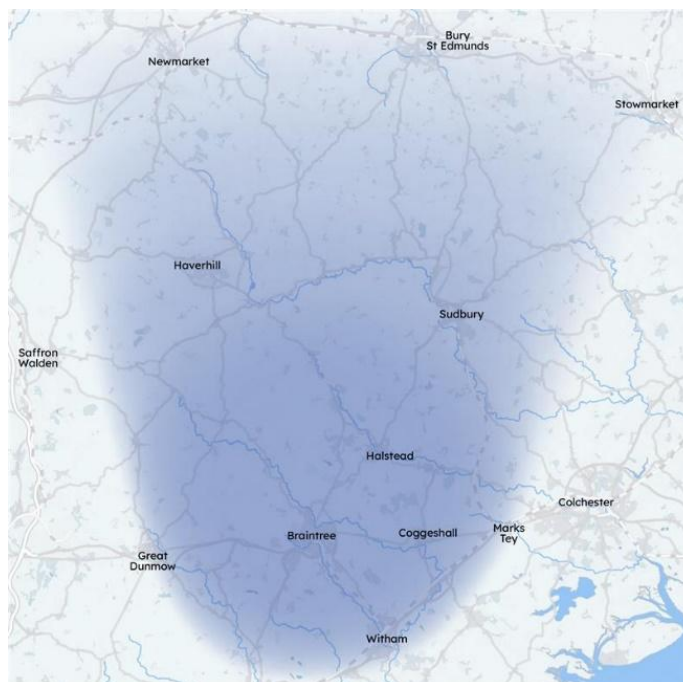
“The increase of housing all around the NW Essex areas has rendered more efficient public transport links impossible and unrealistic.”

Other themes included issues with existing road infrastructure, access and connectivity to key local destinations and concerns over how we will deliver the scale of improvements set out in the place-based strategy. A full list of topics can be found in Appendix B.

Braintree and North Essex Place-based Strategy

This section is specifically about the feedback we received on our [Braintree and North Essex Place-based Strategy](#).

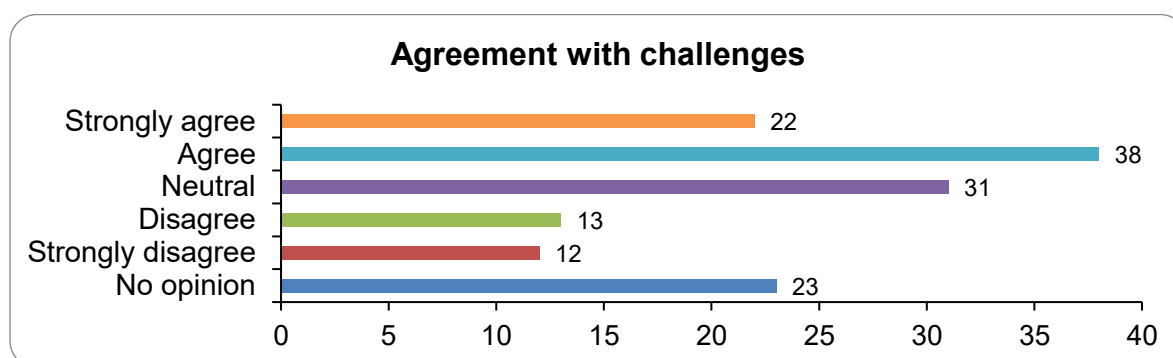
The Braintree and North Essex Place-based Strategy covers the area between the growing cities of Colchester, Chelmsford and Cambridge, bordering the counties of Cambridgeshire and Suffolk. The area is the heart of rural Essex, with three main market towns: Braintree, Witham and Halstead, along with several smaller towns and rural villages.



Challenges

To what extent do you agree or disagree we have correctly identified the main challenges impacting the Braintree and North Essex area?

Approaching half of the 139 people who responded to this question agreed to some extent (strongly agreed or agreed) that we had identified the main transport challenges impacting Braintree and North Essex. 16% (22 people) strongly agreed and 27% (38) agreed. 22% (31) had a neutral view, while 9% (13) disagreed and 9% (12) strongly disagreed.

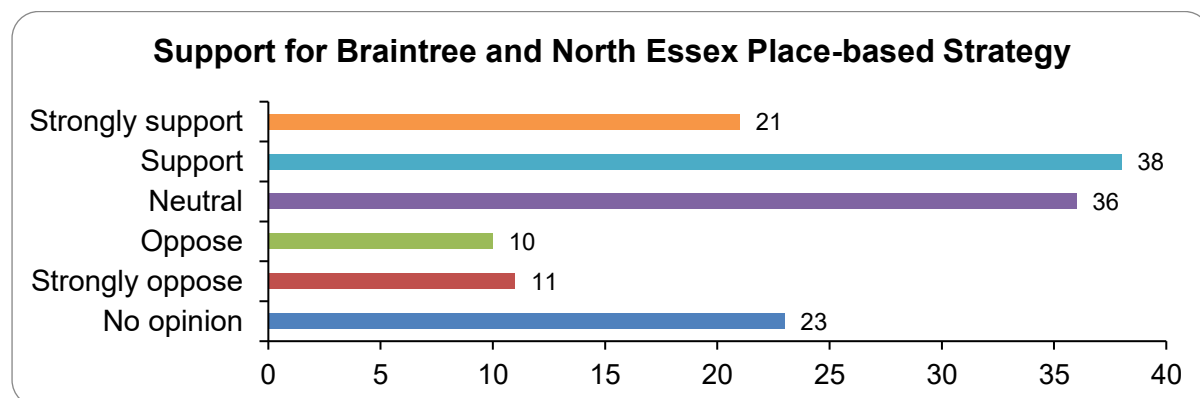


Support for the plan

To what extent do you support or oppose our plan for the Braintree and North Essex area?

There was a good level of general support for our draft Braintree and North Essex Place-based Strategy, while a number of people expressed a neutral view or said they had no opinion. 15% (21 people) of the 139 people who responded to this question said they strongly supported the plan, with 27% (38) saying they supported

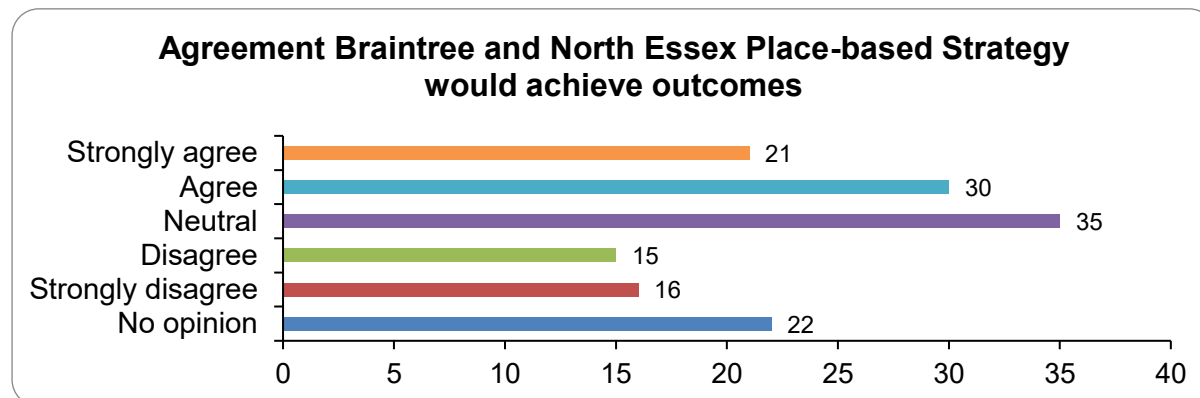
it. 26% (36) took a neutral view. 7% (10) were opposed and 8% (11) were strongly opposed. 17% (23) expressed no opinion.



Achievement of outcomes

To what extent do you agree or disagree our plan for the Braintree and North Essex area would help achieve the outcomes we have said we want to achieve?

Views on whether the plan would help achieve the outcomes we had set out were fairly mixed. 15% (21 people) of the 139 people who responded to this question said they strongly agreed it would help in achieving the desired outcomes, with a further 22% (30) in agreement. 25% (35) were neutral, while 11% (15) disagreed and 12% (16) strongly disagreed. 16% (22) had no opinion.



Comments on the plan

Do you have any comments about the draft Braintree and North Essex Place-based Strategy?

Feedback on our Braintree and North Essex Place-based Strategy included comments and suggested improvements to various types of transport, including bus services, walking and cycling, and train services.

17 comments were made suggesting specific improvements to bus services.

"I would like to see the 170 bus Chelmsford to Braintree that is half hourly return to one bus going to Braintree on the half hour and the other on the hour going to Colchester."

"There should be a shuttle service to Witham station from Halstead. A lot of people work in London, my daughter being one of them. Buses do not get you to Witham station in time to get to the City of London to start work at 8am and you can't finish work at 5pm and get a bus back from Witham station to Halstead."

"I live in Sible Hedingham and we have only one bus route that only goes north and only to Yeldham or south to Braintree. There are no buses to connect Hedingham directly to the west or to the east."

14 comments related to accessibility and the need to consider vulnerable users.

"Kerbless areas, such as those used in the centre of Braintree, whilst visually attractive, do place a Vision Impaired Person at risk as they are unable to determine if they are on a footpath or road."

"Cars are lifelines to those who have mobility issues like arthritis...Just to walk to a bus stop sometimes more than a few streets away can be an impossible task."

"To improve transport and travel there are good strategies, but you also need to look at the condition of the pathways and dropped kerbs that allow disabled people, wheelchair users, parents with pushchairs etc to move around easier."

11 comments were made about current issues impacting walking and cycling.

"The roads are narrow and unsuitable for cycling due to high usage by road traffic including heavy goods vehicles."

"As a pedestrian I spent too much time stepping into the road to avoid bicycles on pavements. This is made worse by the electric scooters also used around town."

"There is no point in talking about encouraging the use of bicycles when there are no cycle paths or adequate footpaths in the area connecting us to Haverhill or Saffron Walden and the roads are way too dangerous for cycling or walking."

11 responses referred to suggested train service improvements, including expansion and extension of the Braintree branch line, and cheaper fares.

"Braintree is currently only single track and trains run one an hour, it needs a second line so it can run more trains and encourage the locals to use the train more."

“...it would be welcome to also look at greater cooperation with the newly formed Great British Railway to a) make railway ticket fares between Braintree and Chelmsford/London more affordable, and b) ensure a more extensive timetable as it is difficult for shift workers to get back home late in the evening on public transport.”

“There needs to be some sort of extension of the Braintree branch to Great Dunmow and maybe some surrounding towns, and this could potentially link with Stansted airport, allowing for a much quicker change between 2 of the main lines in Essex.”

10 comments were made about issues with existing bus service and the impact of poor reliability on passenger numbers.

“The bus times and lack of frequency mean I can only visit Colchester or Braintree up until about 6pm! Buses don’t turn up, are never on time and only go in 2 directions.”

“You comment that the public transport networks are weaker in rural areas and state that this is due to fewer people in those areas travelling by public transport. Have a think about this. If you stand at a bus stop waiting for a once an hour bus and it doesn’t turn up and the same happens the next day and the next... would you bother with public transport?”

9 comments were made about required road infrastructure improvements, notably the A120 and congestion hotspots, such as the Galleys Corner roundabout.

“The A120 needs upgrading urgently.”

“Urgent improvements to the Marks Farm and Galleys Corner roundabouts are needed as a priority, the huge queues that are now common at many times of the weekdays and weekends put me off visiting the area unless I have no choice.”

9 comments expressed concerns over how we would deliver the place-based strategy and the potential improvements we had outlined.

“You mention for example dualling of the A120, but there is no actual plan or budget to do this, there was a highways plan that’s been going on for decades but it was recently dropped.”

“Even with a strategy, more detail on whether these will ever start should be taken into consideration. For example, a passing loop on the Braintree branch? Why put this in when this has been discounted due to cost in the past by Network Rail?”

Other recurring themes included concerns about road safety and housing growth, some disagreement with the place-based strategy and comments about the importance of providing connections to certain key destinations. A list of themes can be found in Appendix B.

Tendring Coast Place-based Strategy

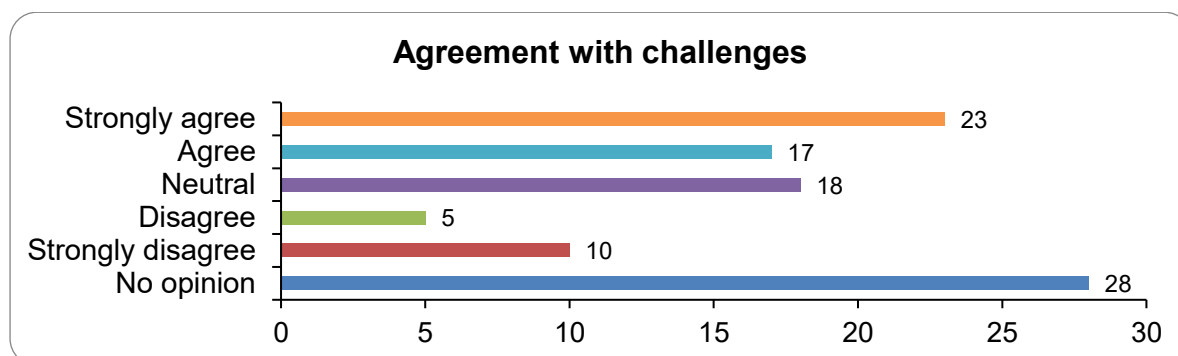
This section is specifically about the feedback we received on our [Tendring Coast Place-based Strategy](#). The Tendring Coast Place-based Strategy covers the easternmost part of Essex, from Harwich to Brightlingsea. The area includes the seaside resorts of Clacton-on-Sea, Frinton-on-Sea, and Walton-on-the-Naze, as well as the port towns of Harwich, including Dovercourt, and Brightlingsea, along with rural inland villages.



Challenges

To what extent do you agree or disagree we have correctly identified the main challenges impacting the Tendring Coast area?

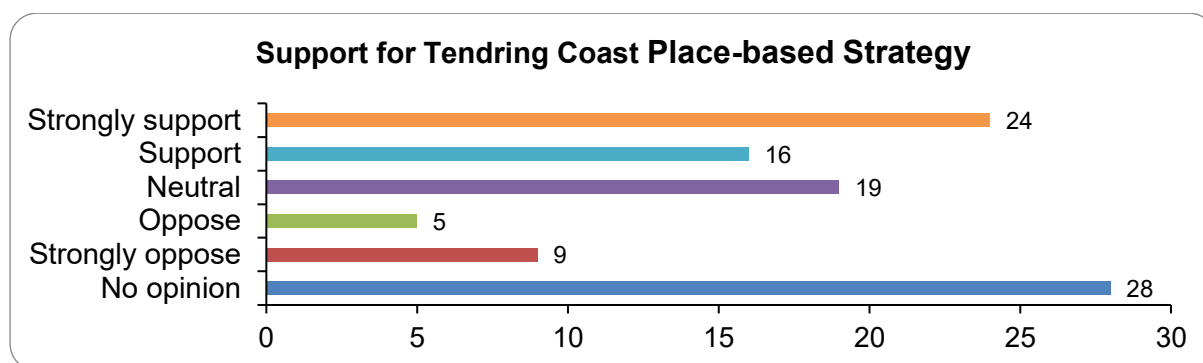
As with other place-based strategies, a significant proportion of the 101 people who responded to this question did not express any particular view on whether they agreed or disagreed we had identified the main transport challenges impacting the Tendring Coast area. 28% (28 people) said they had no opinion and 18% (18) described their view as neutral. 23% (23) strongly agreed and 17% (17) agreed. 5% (5) disagreed and 10% (10) strongly disagreed.



Support for the plan

To what extent do you support or oppose our plan for the Tendring Coast area?

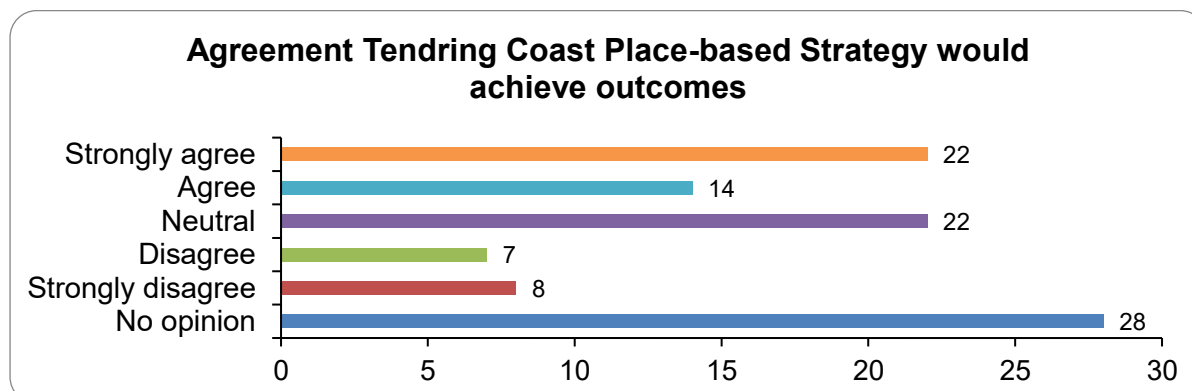
More than half of the 101 people who responded to this question offered no strong view about our draft Tendring Coast Place-based Strategy. 28% (28 people) said they had no opinion, with 19% (19) saying they had a neutral view. 24% (24) were strongly supportive and 16% (16) were supportive. 5% (5) opposed the plan and 9% (9) were strongly opposed.



Achievement of outcomes

To what extent do you agree or disagree our plan for the Tendring Coast area would help achieve the outcomes we have said we want to achieve?

A number of people again either offered no opinion or expressed a neutral stance on whether they felt the plan would help achieve the desired outcomes. 28% (28 people) of the 101 people who responded to the question said they had no opinion and a further 22% (22) had a neutral view. 22% (22) strongly agreed, 14% (14) agreed, 7% (7) disagreed and 8% (8) strongly disagreed.



Comments on the plan

Do you have any comments about the draft Tendring Coast Place-based Strategy?

The feedback we received about our Tendring Coast Place-based Strategy included comments about making transport accessible and safe for vulnerable users, and suggested public transport improvements, particularly local bus services.

10 comments were made about supporting vulnerable transport users.

"Significant improvements for wheelchair users required throughout."

"Shared spaces put VIP at a disadvantage as guide dogs will direct the owner to the middle of the path, thus placing them in the middle of a shared space and long cane users will feel for a kerb, which would put them in a bike lane of a shared space...I would therefore encourage the use of separate cycle lanes as a safer measure."

"No consideration or acknowledgment of the elderly/ ageing population and their need for easy to use, easy to access, reliable and frequent public transport."

8 comments were made about required improvements to public transport generally.

"Must be affordable to encourage use. Currently public transport is way too expensive to be an option."

"Subsidising public transport fares substantially will attract many more people to travel on buses and trains, thus reducing the cars on the roads, making it safer and cleaner for cyclists and pedestrians."

"Public transport needs improving and be more frequent."

Additionally, 7 responses suggested bus service improvements in the area.

"Tendring needs more real-time bus display information at bus stops, more shelters at key/high density stops. Buses need to run at least as late as the railway, currently you cannot get a bus from the station after 8pm, despite the railway operating until 12-1am most days - this is big barrier to people for travel."

"In particular the link to Wivenhoe and Colchester must be improved with more frequent services as many university members (faculty and PhD students) either live in Brightlingsea or would like to, but it is currently quite isolated transport-wise."

"Buses need to have extended running time and from Clacton, it would be good to have buses that can go directly to places such as Ipswich."

7 comments drew attention to some of the existing problems with bus services.

"My main concern would be the bus companies in this area who have in the last few years dramatically withdrawn services and reduced regular bus routes."

"Clearly the designers have not tried to use local transport, (train or bus) which is infrequent, often dirty, and bus routes confusing across providers."

“Frequency of buses is an issue, as they are only hourly or two hourly between the towns in the district.”

5 comments were made about required walking and cycling improvements.

“Ensuring there is a paved path, suitable for safely walking and cycling on is available from Jaywick to Walton would not just encourage more active travel journeys across towns but make it safe.”

“To promote walking and cycling the cycle route between Jaywick and Frinton needs to be on one level. Either always on the lower or always on the upper pathway. It is frustrating and discouraging that along that route cyclists have to dismount and push their bikes up and down the slopes a few times because the path is not consistently on one level.”

5 comments outlined the need for more frequent or better connected train services.

“I have previously mentioned about rail connections south to north of the coastline in particular, i.e. Grays to Chelmsford onwards towards Great Yarmouth. Southend Victoria to Ipswich, Clacton, which would 'hug' the eastern coastline.”

“It would also help to have 2 trains running per hour off peak as the line does get busy particularly in the school holidays.”

Some responses suggested the need for greater focus on rural (4 comments) or coastal (4 comments) areas within the place-based strategy and more generally.

“Although focused on improvements to the main towns, more focus needed for rural villages.”

“Services need improvement in rural and coastal areas.”

4 comments were made about the need for connectivity to places such as Colchester, particularly to support access to health-related services.

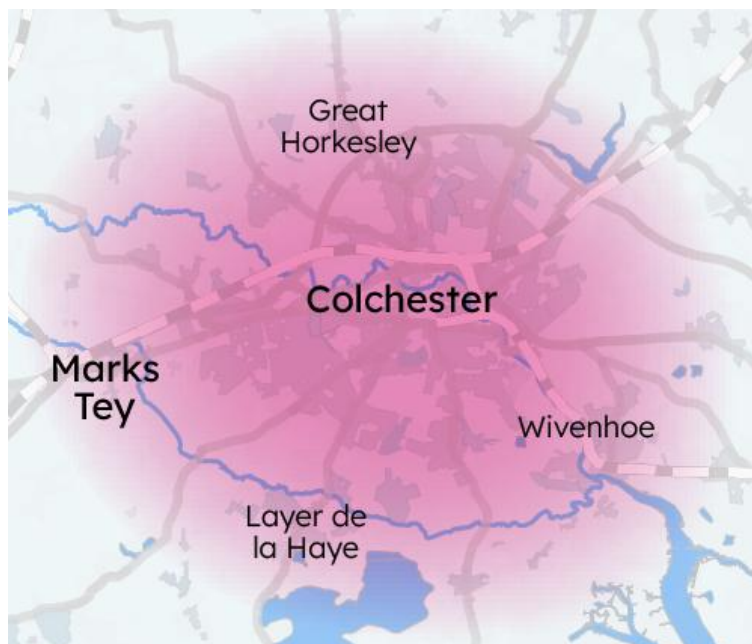
“The majority of eye clinic services are held in Colchester and as there is a larger number of people with sight loss in NE Essex (direct correlation between poor health and poverty), it is important that connectivity by public transport is improved.”

“No mention of the need to access Colchester Hospital which is the nearest general hospital which is really challenging for residents with no direct transport.”

Other common themes included road safety, support for both walking and cycling and the place-based strategy in general, and areas which people felt had been missing from the strategy, notably Weeley and Brightlingsea. A full list of themes can be found in Appendix B.

Colchester Urban Area Place-based Strategy

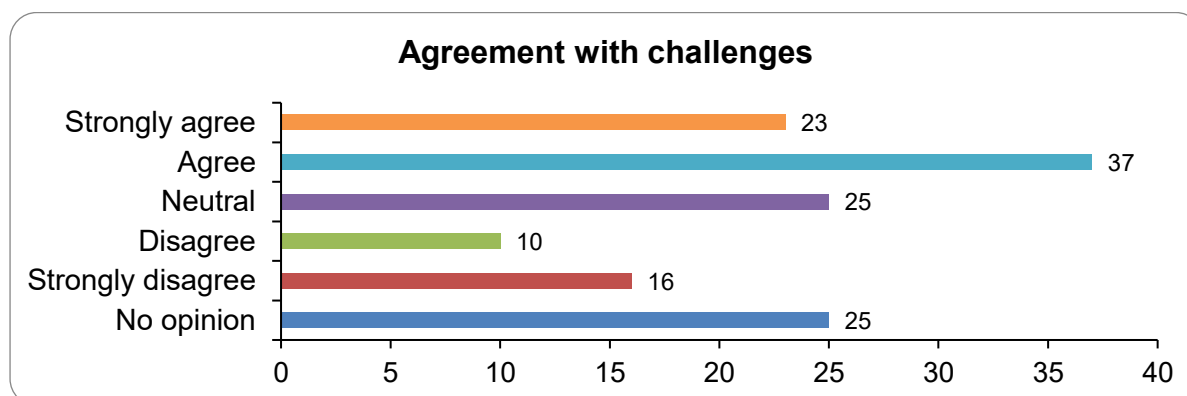
This section is specifically about the feedback we received on our [Colchester Urban Area Place-based Strategy](#). The Colchester Urban Area Place-based Strategy covers the city of Colchester from the area within the A12 to the north and east, south towards Berechurch and west towards Greenstead.



Challenges

To what extent do you agree or disagree we have correctly identified the main challenges impacting the Colchester urban area?

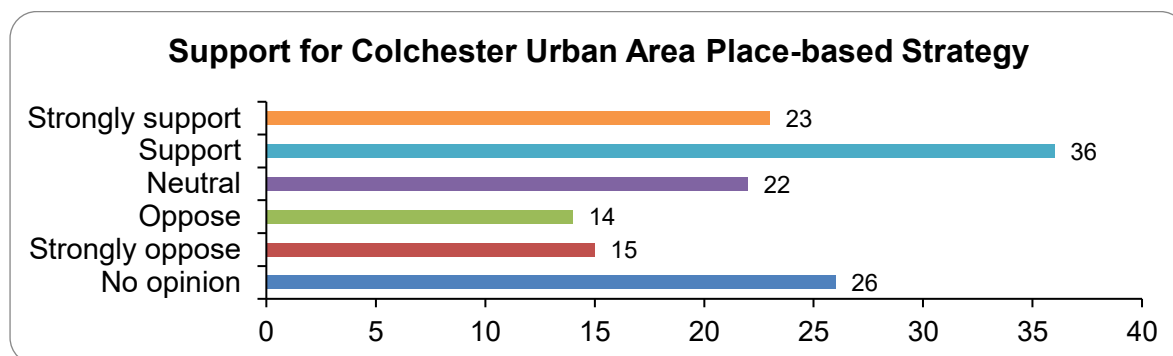
A significant proportion of the 136 people who responded to this question were in agreement to some extent (strongly agree or agree) that we had identified the main transport challenges affecting Colchester. 17% (23 people) strongly agreed and 27% (37) agreed. 18% (25) expressed a neutral view, while 7% (10) disagreed and 12% (16) strongly disagreed. 18% (25) had no opinion.



Support for the plan

To what extent do you support or oppose our plan for the Colchester urban area?

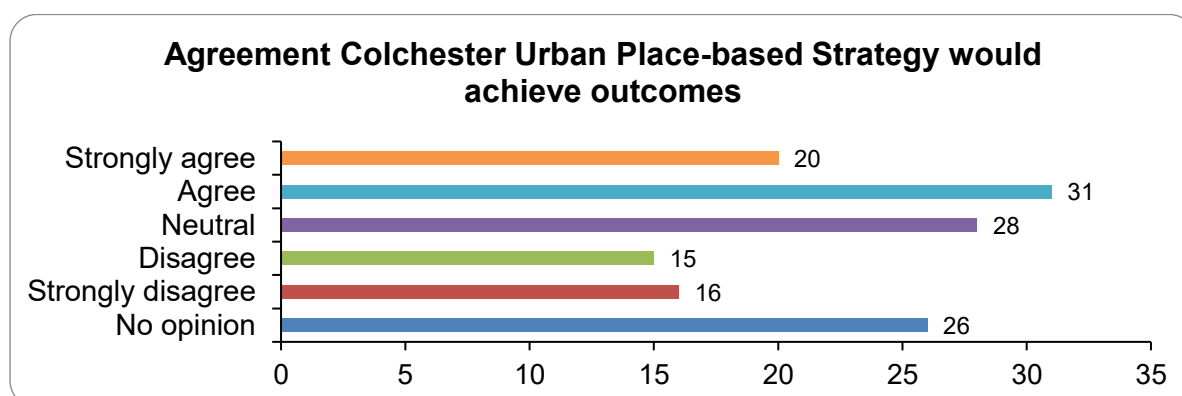
There was mixed support for our draft Colchester Urban Area Place-based Strategy, with 17% (23 people) of the 136 people who responded to the question strongly supportive and 26% (36) supportive. 16% (22) said they had a neutral view, while 10% (14) were opposed and 11% (15) strongly opposed. 19% (26) had no opinion.



Achievement of outcomes

To what extent do you agree or disagree our plan for the Colchester urban area would help achieve the outcomes we have said we want to achieve?

Again, views about whether the plan would help achieved the desired outcomes were mixed. Of the 136 people who responded to this question, 15% (20 people) strongly agreed the plan would help achieve the outcomes and 23% (31) agreed. 21% (28) were neutral, 11% (15) disagreed and 12% (16) strongly disagreed. 19% (26) had no opinion.



Comments on the plan

Do you have any comments about the draft the Colchester Urban Area Place-based Strategy?

Feedback on our Colchester Urban Area Place-based Strategy included several comments about road infrastructure problems and concerns about the impacts of

housing growth on transport in the city. There were also a number of comments about bus services and the need for a new bus interchange.

21 comments were made about road-related issues, such as traffic congestion.

“Colchester is regularly gridlocked during peak travel times. A big part of this is down to poorly phased traffic lights, inappropriate traffic management and restriction schemes and bus lanes.”

“You’re allowing too many cycle routes to be produced on main roads/streets in the city centre when the infrastructure cannot cope with the current traffic demand, allowing multiple temporary work sites, causing significant congestion in and around the Colchester area.”

“Less bus and cycle lanes that clog the city up and are making the town centre dead as you cannot drive and park easily.”

11 comments referred to housing developments and often the impacts on transport or the need for additional infrastructure to support growth of the city.

“Improve local roads before building more homes the roads cannot handle the volume of cars now.”

“It's ok building homes for thousands of people, but there's unreliable public transport to support this increase in population.”

“Colchester has been sadly designed around car use (e.g. the ridiculously high number of out of town retail locations, inaccessible locations of critical infrastructure such as the hospital and mainline station and massive geographical spread of people caused by new developments). New housing will only increase this problem.”

11 comments expressed support for the place-based strategy or key aspects of it.

“I think the vision is excellent.”

“I think the plan is well written and support a number of its conclusions, especially that overall traffic needs to be reduced.”

“We particularly support and welcome plans for important initiatives such as expanding the successful Essex Pedal Power scheme and the proposed increased frequency of trains serving Colchester Town station.”

11 comments were also made about making transport safe and accessible to vulnerable users, including horse riders and people with disabilities.

“...there is a serious omission as horse riders should also be considered where possible in an urban environment as they are vulnerable road users...”

"There is no acknowledgement of how inaccessible the current cycle network is which leads me to think this will be "more of the same" when the current stream isn't working at all, especially for disabled cyclists with how many barriers are too narrow for adaptive cycles, not for cargo bikes or family trailers ..."

"Too much emphasis on public transport which is unsuitable for the disabled and no actual solutions have been provided."

10 comments outlined specific issues with current bus services in Colchester.

"The bus station in Colchester is chaotic. The bus stops are numbered and there are changing notice boards indicating how long the wait is for each bus service. These boards often suddenly "wipe out" a bus indicating that it may have been cancelled - only for it to appear a while later."

"Colchester sometimes feels like it doesn't know or understand that it's a university town. The transport options from campus to the city centre are infrequent (one bus every 20 minutes and fewer on the weekends, and 20+ minute journey times is not sufficient), and the timings do not fit many university students' needs."

Similarly, 9 comments were made about suggested improvements to bus services, with a further 6 comments specifically highlighting the need for a new bus station.

"...no recognition of the fact that these out of town businesses operate on a nearly 24/7 basis. There is no mention of improvements to evening and Sunday bus services so that employment opportunities at these sites are accessible to all."

"A decent interchange would be transformational to Colchester City Centre in terms of regeneration, civic pride and accessibility to public transport in general."

10 comments were also made about the need for walking and cycling improvements.

"I like what the plan sets out, but we really need to improve cycling infrastructure overall along key corridors to other transport hubs such as the station."

"Separate bikes from pavements. Pavements should be safe for pedestrians, and not useable by cyclists."

Other recurring topics covered in people's comments included the need for improved parking in the area, suggested road infrastructure improvements such as upgrades to the A12 and delivery of all phases of the proposed A1331, road safety issues, and some disagreement with the place-based strategy. A full list of themes can be found in Appendix B.

North East Essex Place-based Strategy

This section is specifically about the feedback we received on our [North East Essex Place-based Strategy](#).

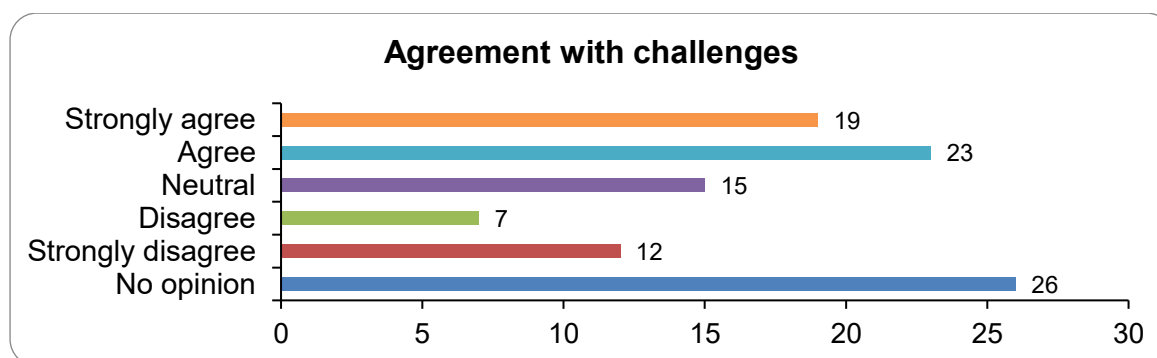
The North East Essex Place-based Strategy encompasses the rural and semi-rural area surrounding the Colchester urban area. It includes places in Colchester and Tendring districts such as Manningtree, Wivenhoe, West Mersea, Tiptree and Marks Tey.



Challenges

To what extent do you agree or disagree we have correctly identified the main challenges impacting the North East Essex area?

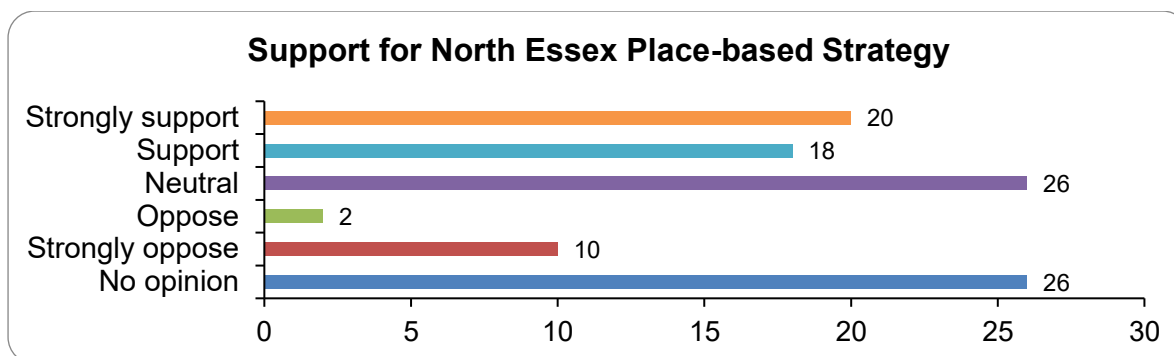
There were mixed views on whether we had identified the main transport challenges impacting North East Essex. Of the 102 people who answered this question, 19% (19 people) strongly agreed and 23% (23) agreed. 15% (15) were neutral, 7% (7) disagreed and 12% (12) strongly disagreed. 26% (26) had no opinion.



Support for the plan

To what extent do you support or oppose our plan for the North East Essex area?

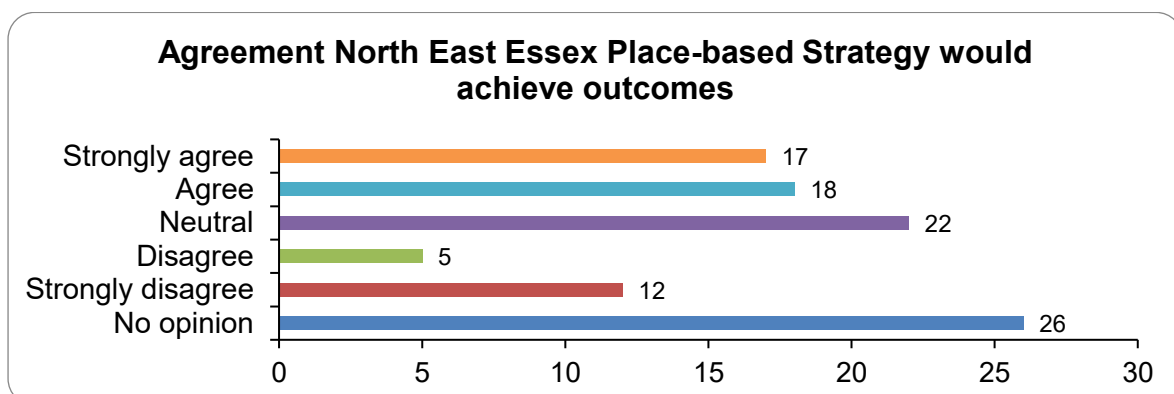
The majority of the 102 people who responded to this question indicated they were either supportive of our North East Essex Place-based Strategy to some extent (strongly support or support) or had a neutral view. 20% (20 people) said they strongly supported the plan, 18% (18) supported it and 25% (26) had a neutral view. 2% (2) opposed the plan and 10% (10) strongly opposed it. 25% (26) had no opinion.



Achievement of outcomes

To what extent do you agree or disagree our plan for the North East Essex area would help achieve the outcomes we have said we want to achieve?

Almost half of the 100 people who answered this question expressed either offered no opinion or expressed a neutral stance on whether the plan would help achieve the desired outcomes. 26% (26 people) indicated they had no opinion and 22% (22) said they had a neutral view. 17% (17) strongly agreed the plan would help achieve the outcomes and 18% (18) agreed. 5% (5) disagreed and 12% (12) strongly disagreed.



Comments on the plan

Do you have any comments about the draft North East Essex Place-based Strategy?

Feedback on our North East Essex Place-based Strategy was fairly limited. Of those who did respond, like with our Tendring Coast Place-based Strategy, there were several comments about the need to make transport accessible and safe for vulnerable users, and about local bus services.

7 comments were made about issues impacting vulnerable transport users.

“...it is important to note that many of the bus planner mobile applications are visual and do not provide an auditory locator for vision impaired people.”

“The walk to and from Manningtree Station via Cox’s Hill is very arduous and is impossible for a disabled person to manage on a regular basis.”

“... one side of the station (Weeley) being closed to access hindering use by the elderly and disabled (despite local and London services) ...”

There were 7 comments about suggested bus service improvements, particularly in areas such as Manningtree and Mistley.

“The high street in Manningtree would thrive if people could rely on getting a bus home after a meal in one of the pubs or eateries in Manningtree.”

“Provide better/more inter-village and village to city routes. Better integration with buses at City mainline stations.”

“Need a bus route that runs to Manningtree station from Mistley.”

5 comments highlighted issues with existing bus services, including a lack of services and routes.

“The bus service in North Colchester is appalling with Highwoods awash with buses every 6 minutes but Mile End to the Station had a bus every 30 minutes and no proper evening buses.”

“There are very few bus services that connect to Manningtree Station and the bus services to and from Manningtree High Street stop very early.”

6 comments were made outlining suggested train service improvements, such as more frequent services.

“I've used trains on the Sudbury line a few times and this desperately needs some improvements to increase the frequency of the trains... Could a passing loop help improve capacity on this route, and could the trains terminate at Colchester with line improvements?”

“Clacton needs better rail links as you suggest. A lot of people use the hourly service but two trains an hour would encourage more to use the trains to Colchester and Chelmsford.”

5 comments raised issues with existing walking and cycling routes and access.

“Wivenhoe trail is the last off road part of the national cycle route before Harwich. It is too narrow for cyclists to pass each other in places, but still far safer and more usable than the road.”

“We do not even have a footway to Inworth, less than a mile to Tiptree Heath.”

Other recurring themes included comments about the need to make more sustainable modes of transport more attractive to reduce the reliance on cars, mixed views about the recently scrapped A12 widening scheme, and suggestions certain areas, such as Tiptree, Weeley and Brightlingsea, were missing or underrepresented in the place-based strategy. A full list of themes can be found in Appendix B.

Chelmsford Urban Area Place-based Strategy

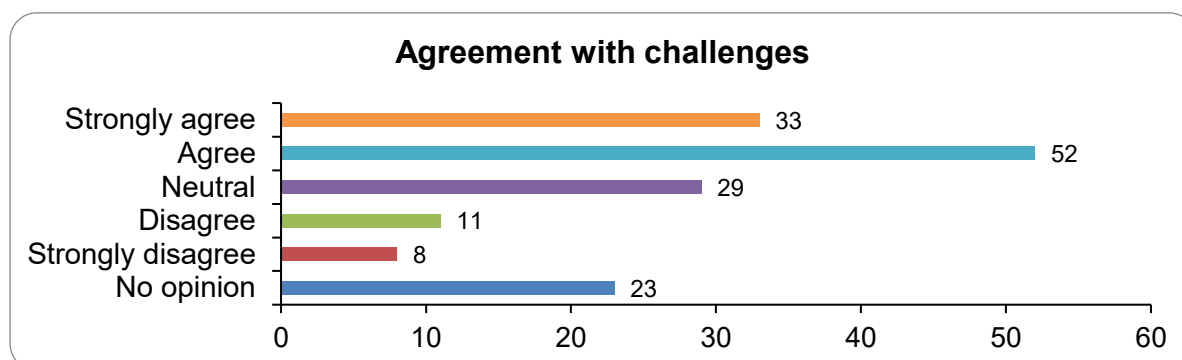
This section is specifically about the feedback we received on our [Chelmsford Urban Area Place-based Strategy](#). The Chelmsford Urban Area Place-based Strategy covers key urban areas such as Broomfield, Springfield, Chelmer Village, Great Baddow and Moulsham, as well as smaller villages such as Little Waltham, Boreham and Writtle.



Challenges

To what extent do you agree or disagree we have correctly identified the main challenges impacting the Chelmsford urban area?

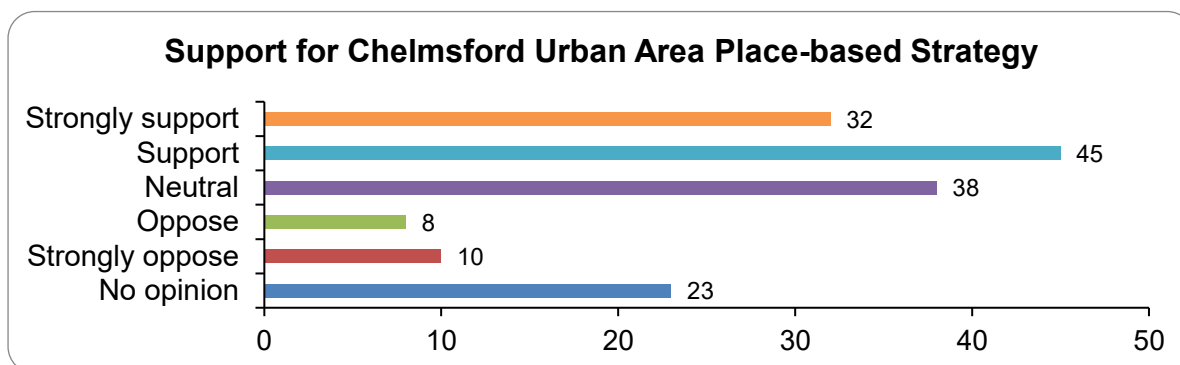
More than half of the 156 people who responded to this question were in agreement to some extent (strongly agree or agree) that we had identified the main transport challenges affecting Chelmsford. 21% (33 people) strongly agreed and 33% (52) agreed. 19% (29) had a neutral view, while 7% (11) disagreed and 5% (8) strongly disagreed. 15% (23) had no opinion.



Support for the plan

To what extent do you support or oppose our plan for the Chelmsford urban area?

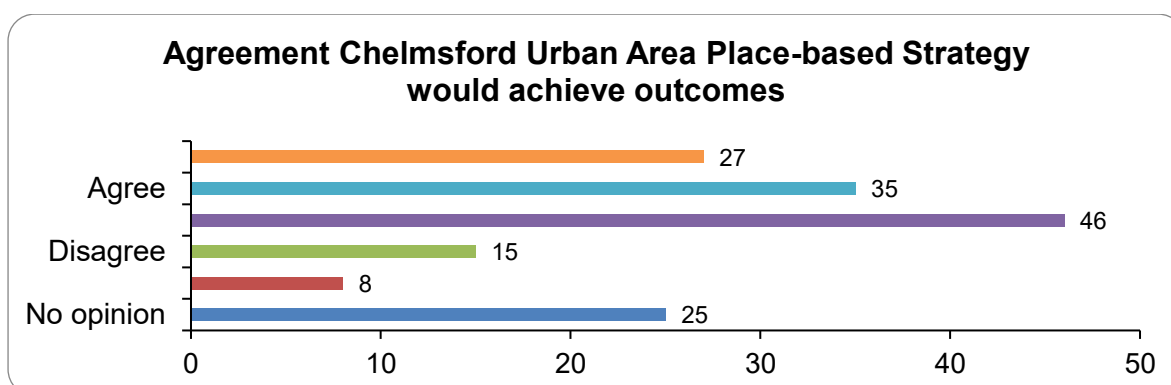
There was a good level of support for our Chelmsford Urban Area Place-based Strategy, with almost half of the 156 people who answered this question supportive of the plan to an extent (strongly support or support). 21% (32 people) said they strongly supported it. A further 29% (45) were supportive. 24% (38) were neutral, with 5% (8) opposed and 6% (10) strongly opposed. 15% (23) had no opinion.



Achievement of outcomes

To what extent do you agree or disagree our plan for the Chelmsford urban area would help achieve the outcomes we have said we want to achieve?

People generally seemed less sure about whether the plan would help achieve the desired outcomes. Of the 156 people who responded, 17% (27 people) strongly agreed and 22% (35) agreed. 29% (46) had a neutral view, 10% (15) disagreed and 5% (8) strongly disagreed. 16% (25) had no opinion.



Comments on the plan

Do you have any comments about the draft Chelmsford Urban Area Place-based Strategy?

Feedback on our Chelmsford Urban Area Place-based Strategy included comments about current issues and suggested improvements to various different modes of transport, including bus and train services, and road and walking and cycling infrastructure. As with other areas, there was also feedback about ensuring transport meets the needs of vulnerable users, such as people with disabilities.

18 comments were made about issues with bus services in the city.

“The draft strategy does not seek to address the issues with the poor bus network coverage and frequency in and around Chelmsford. Expensive urban fares, no return tickets or multiple passenger tickets. A knackered bus fleet which is uncomfortable and falls far behind national standards.”

"I live in Chelmer Village and the bus services in this area aren't great. The last service from Chelmsford city centre back to Chelmer Village in the evening leaves Chelmsford at 8.45pm. How does that encourage people to use the bus for leisure trips or commuting back from London?"

"...buses, particularly to Beaulieu, are not as frequent during busy periods as they should be. These buses are always full, so the demand for them is clearly there."

Additionally, 15 comments were made suggesting bus service improvements.

"Your plans to modernise the bus station and hopefully integrate it with the Railway station are going ahead...Chelmsford has a John Lewis store and to attract spending customers to the area, you need to have a first class integrated transport system."

"Improved bus routing and priority is essential on all main corridors."

"Work with the bus companies to ensure urban areas are better served."

17 comments were made about issues for vulnerable transport users or the need for greater consideration of their needs in the place-based strategy.

"The ramp from the Bunny Walks to Arun close is too steep and will exclude some cyclists from using it. For example, some disabled cyclists are unable to dismount and push up the hill."

"To return from the town centre, it is necessary to walk all the way to the bus station as there are no bus routes to the north/north-western parts of the city except from the bus station, and if one has a mobility impairment and/or a heavy load of shopping and/or one or more small children, there is minimal encouragement to use the bus and every reason to use a car instead, if one has a car."

"I am surprised again at the lack of consideration, albeit this is the Chelmsford urban area plan, for rural communities and equestrian pursuits or indeed other vulnerable road users."

12 comments were made about the impacts of housing developments.

"...there is a focus on connections to housing growth areas with less interventions directed at existing communities. Given that south Chelmsford is largely restricted from further growth by green-belt this results in fewer proposals for improvements that would benefit these existing communities."

"With the current development in Chelmsford area, road users are only going to increase and need to be prepared for with major investment, which has been withheld for years."

"Improve local roads before building more homes."

A further 12 comments were made about connectivity to key places such as Broomfield Hospital and different parts of the urban area of Chelmsford.

"I strongly support more cycling infrastructure in and around Broomfield hospital. It would be great if we could safely cycle from Little Waltham into the city centre."

"Please consider linking park and ride and railway station sites to Beaulieu Park and its medical facilities and Broomfield Hospital."

"The plan includes many of the important corridors for cycling routes, but I feel that there should also be a cycle route identified to connect to Galleywood and the southern part of Chelmsford."

12 comments were made reflecting on current walking and cycling issues, such as cycle safety and concerns about existing cycling infrastructure.

"Lack of safe storage for bicycles means they are frequent theft targets."

"...the City Centre to Broomfield Hospital route currently has a section where cyclists are required to travel on busy roads that do not feel safe to many users."

"There are poorly constructed and dangerous existing cycling infrastructure, one example (but there are many more across the city) are the chicanes in Patching Hall Lane outside St John Payne school."

Additionally, 10 comments suggested opportunities to improve walking and cycling, including potential new routes and ideas for safe cycle storage.

"A new offroad, safe cycle route should be available to everyone in Great Baddow. As the traffic from new housing developments grows it will become vital that cyclists feel safe or more people will rely on cars which increase the traffic..."

"Maybe some of the empty shops in the High St could be turned into secure cycle storage or some sort of community sustainable transport hub with cycle parking? I know a lot of other people who feel the same."

"The cycle provision would be good to extend along Back Lane, for residents from Little Waltham to be able to safely access the Park and Ride site by bicycles."

10 comments were made about road safety, with 9 expressing concerns about the safety impacts of e-bikes and e-scooters, particularly when ridden on footways.

"Every time I push my bike through the precinct in the city centre I see so many illegal electrics being ridden by delivery drivers."

"...at the moment the focus seems to be pushing people to use e-scooters and e-bikes, which are being used on both pavements and roads causing danger to those using these transport methods as well as pedestrians and motorists."

"E-bikes and e-scooters are a barrier to people walking safely on pavements which includes the elderly, visually and physically impaired walkers. I can't count the number of times since the trial started that I've had to step aside."

There was some specific support for the place-based strategy, with 9 comments.

"Overall excellent."

"I like the look of the Key Themes and Outcomes."

However, some people suggested the strategy was not ambitious enough (8 comments).

"In general, I don't think the plan is ambitious enough - particularly when considering the need to shift urban and suburban journeys to walking, cycling and sustainable transport. There is an over emphasis on journeys for economic purposes and an under recognition of journeys for other purposes."

"As I have said so many times I view these strategies as just ticketing around the edges. The Council needs a long term vision and serious approach to transport. Eventually cars will have to be banned from town centres ..."

Road infrastructure was also a key topic, with 9 comments about road-related issues and existing projects, such as planned improvements at the Army and Navy junction.

"Fixing some of the basics should be a priority. The Army and Navy interchange should already have been fixed, for example."

"I understand more people travel to Chelmsford for work than leave it for work - most seem to travel by car - roads remain under stress for all the obvious reasons."

A further 8 comments were made emphasising the need for road improvements.

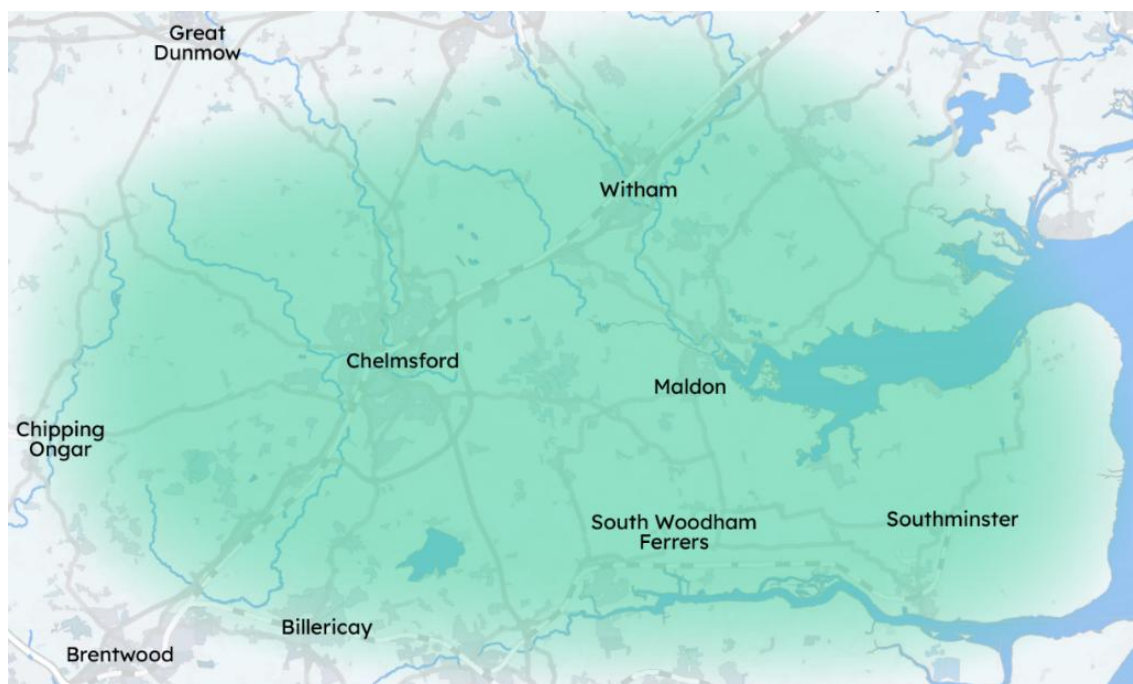
"...without building the new Army and Navy roundabout none of this is going to work. Half of my bus journeys are getting stuck in Chelmsford because either people are finding cut throughs to avoid it and clogging up elsewhere or I'm stuck in a queue trying to get round it."

"I gather the plans for improving the A12 to Colchester failed and having travelled in a car along there recently I can see the need."

Other common topics included the lack of practical alternatives to travelling by car, the need for parking improvements, support for walking and cycling improvements, and concerns horse riders had been missed from the strategy. A full list of themes can be found in Appendix B.

Mid Essex Place-based Strategy

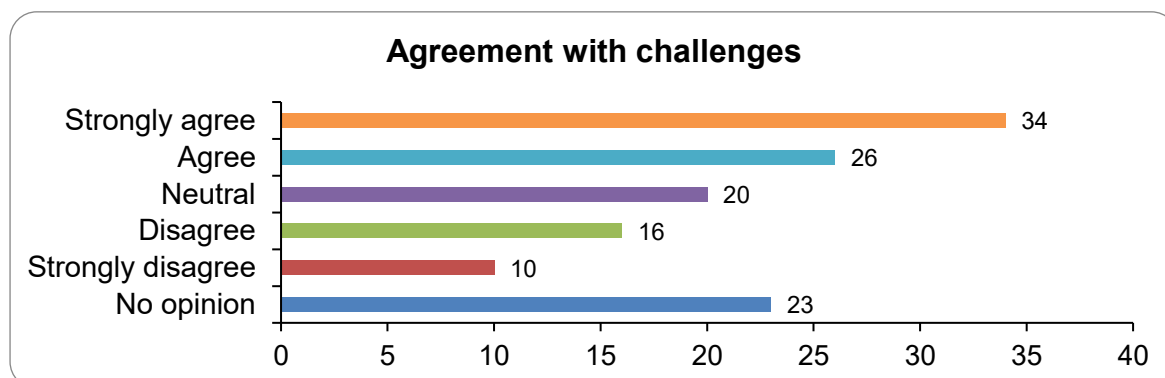
This section is specifically about the feedback we received on our [Mid Essex Place-based Strategy](#). The Mid Essex Place-based Strategy covers areas surrounding Chelmsford, including towns such as Maldon and Heybridge, South Woodham Ferrers, Billericay, Wickford, Burnham-on-Crouch and Southminster. It covers the districts of Chelmsford, Maldon and parts of Basildon and Rochford. It excludes the Chelmsford urban area, which is covered in a separate place-based strategy.



Challenges

To what extent do you agree or disagree we have correctly identified the main challenges impacting the Mid Essex area?

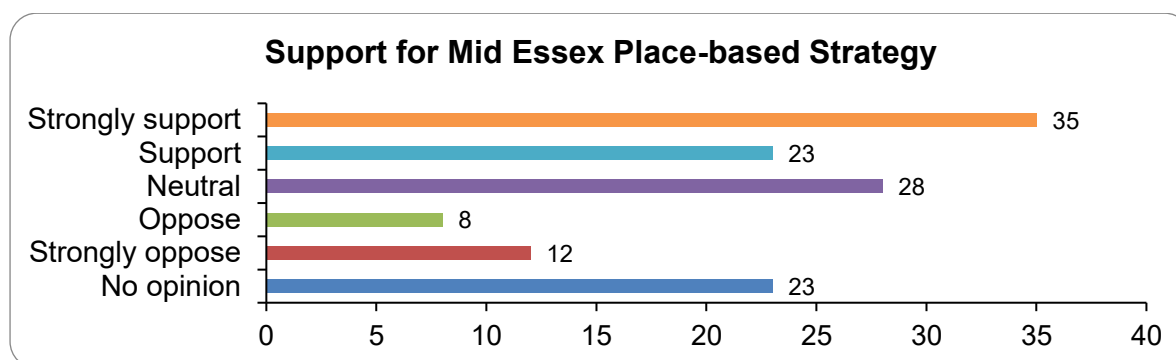
A significant proportion of the 129 people who responded to this question were in agreement to some extent (strongly agree or agree) that we had identified the main transport challenges facing Mid Essex. 26% (34 people) strongly agreed and 20% (26) agreed. 16% (20) had a neutral view, 12% (16) disagreed and 8% (10) strongly disagreed. 18% (23) had no opinion.



Support for the plan

To what extent do you support or oppose our plan for the Mid Essex area?

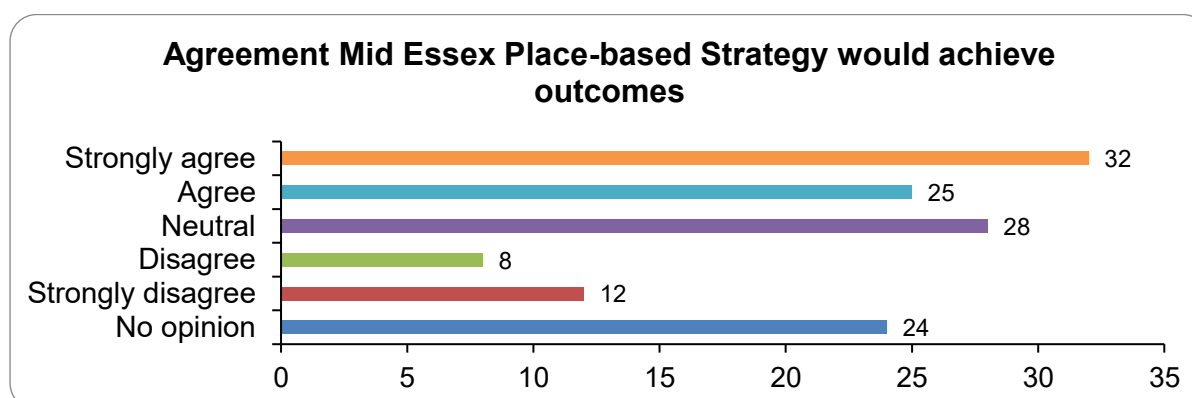
Of the 129 people who responded to this question, 27% (35 people) indicated they strongly supported our Mid Essex Place-based Strategy and a further 18% (23) supported it. 22% (28) had a neutral view, with 6% (8) opposed and 9% (12) strongly opposed. 18% (23) had no opinion.



Achievement of outcomes

To what extent do you agree or disagree our plan for the Mid Essex area would help achieve the outcomes we have said we want to achieve?

The majority of the 129 people who responded to this question indicated they either agreed to some extent (strongly agree or agree) that the plan would help achieve the desired outcomes or had a neutral view. 25% (32 people) strongly agreed, 19% (25) agreed and 22% (28) had a neutral view. 6% (8) disagreed and 9% (12) strongly disagreed. 19% (24) had no opinion.



Comments on the plan

Do you have any comments about the draft Mid Essex Place-based Strategy?

Feedback about our Mid Essex Place-based Strategy included comments about improvements needed to bus and train services, as well as walking and cycling facilities. There was also feedback about the impacts of housing developments.

14 comments were made about issues with existing bus services.

"Buses are unreliable and expensive. My colleagues are often late to work as buses haven't turned up. Until government funded/subsidised public transport is established these main issues can't be controlled or fixed."

"We have only one bus a fortnight to take us to Chelmsford and a twice daily weekday 45 service, which operates between South Woodham Ferrers and Bradwell Waterside. This service is totally impractical for residents of North Fambridge, as it only allows 1 hr. 20 mins in South Woodham Ferrers..."

"Totally correct that coastal areas are poorly served by buses but so are many of the areas close to Maldon but not in the town. Heybridge is mentioned as having a regular half hour bus service, only true if near the new estate not for those nearer to Heybridge Basin who still rely on an awful service that starts too late and stops too early and also takes over an hour to get to Chelmsford, a 12 mile journey!"

In addition, there were 10 comments making suggested bus improvements.

"We need more bus routes in and around Billericay. Buses should run till later. The bus times should be more frequent. At the moment, transportation around Billericay does not support wellbeing."

"Need to add ECC's DigiGo service to the Dengie."

"There needs to be regular bus services between South Woodham Ferrers and Maldon. Local transport between villages and towns of these areas is near non-existent and a single fair taxi from SWF to Maldon is over £40, hardly affordable for anyone let alone pensioners."

12 comments were also made about the need for train service improvements, particularly calls to reinstate a rail connection to Maldon.

"Railway is needed in Maldon."

"Reconnecting Maldon to the rail network is something I see as one of the biggest priorities of this plan as it will have one of the biggest impacts to Essex."

"Maldon is one of the biggest towns in the UK without a railway station. This proposal is very beneficial and worthwhile investment (however better to Chelmsford rather than Witham) to reverse the car dependency in the area."

10 comments expressed support for our place-based strategy.

"Very pleased with what I have read here. The focus on cycling is particularly welcome (although I think it needs to be made clear this includes mobility scooters etc), including the decades awaited Southminster-Burnham

connection. A good first step would be just to bring the local town speed limits to 20mph!"

"I like the key themes and outcomes, especially new bus service between South Woodham Ferrers and Maldon."

"Good to see that the Dengie peninsular is highlighted for improvements to public transport. Currently, without a car, it is almost impossible to do 'normal' things such as visit the Dr or hospital; do a weekly shop; visit the cinema and from where I live (in St Lawrence) get to a train station in reasonable time."

10 comments were made about the impacts of housing developments and the need to provide transport improvements to support this growth.

"The people of Maldon need a selection of transport links to help it solidify the growing housing developments. All these houses and no infrastructure to connect them is not sustainable and not good for the air quality."

"Roads not being improved before the ridiculous expansion of Maldon and surrounding areas."

"Housing developments should ensure that public transport routes e.g. rapid transit between Maldon and Witham are protected. These cannot be glorified bus routes on existing roads."

10 comments were made about the need for improved walking and cycling infrastructure, with ideas including new routes along the former Maldon to Witham railway line and to connect towns on the Dengie.

"The Dengie has a good road network which could be adapted to create safe cycling routes between these towns. It is important to ensure the communities in these towns continue to have shared sense of place."

"Considering the accessibility of Beaulieu station and the already planned investment in improving the park and ride, why not build more direct cycling links from surrounding villages to that park and ride and establish a new bus route from the Sandon Park and Ride to the new station."

"Reinstating the former railway between Maldon and Witham would be cost prohibitive. There are many examples around the country where redundant railway lines have been reused as high quality footpath/cycle path routes. Making the line navigable by bicycle, and with cycle recharging points at Witham railway station may encourage commuter use..."

Other common themes were issues relating to existing road infrastructure, such as traffic congestion and concerns about the A12 widening scheme no longer going ahead. There were also comments about ensuring transport is accessible and safe for vulnerable users, including horse riders, and the importance of providing connections to key destinations, such as hospitals, schools and neighbouring towns. A full list of the themes can be found in Appendix B.

Integrated Sustainability Appraisal (ISA)

This section is specifically about the feedback we received on the [Integrated Sustainability Appraisal \(ISA\)](#), which has been carried out to inform and improve our new Essex Transport Strategy. ISA is a process for assessing social, economic and environmental impacts of strategies and projects. It helps make sure specific principles underpin the strategy to protect the environment, people's health and equality.

Producing and consulting upon the ISA is statutory, meaning we have to do it by law. We were required to consult three statutory consultees: the Environment Agency, Natural England and Historic England. Answering his consultation question mandatory is not mandatory for the wider public, but they were also given the opportunity to provide feedback if they wished to.

Comments on the Integrated Sustainability Appraisal (ISA)

Do you have any comments about the Integrated Sustainability Appraisal (ISA)?

Perhaps unsurprisingly given the technical nature of the ISA documents, only a small number of people took the opportunity to comment on the environmental impacts of transport.

In total, 26 comments were made specifically about the ISA. These included observations about the assessments and findings, and suggested improvements or omissions.

"The annexes provide a thorough overview of the context surrounding their comments in the report. After reading the assessment, implementation of the LTN4 will surely provide a range of beneficial outcomes for Essex if the proposed schemes are delivered."

"...in key areas such as under air quality and sustainability, the lack of a strong vision with actions to tackle the problems has most likely led to the vague statements recorded in those parts. There are no specific examples or judgement indicators such as dates and percentages which would strengthen the plan, and perhaps this is because the authors can see that there aren't actually any steps being taken to address those issues."

"We would expect to see consideration of opportunities. It is considered that the historic environment can make a significant contribution to the success of development and there may be opportunities for the enhancement of the historic environment which comes from sustainable development proposals."

23 comments drew attention to specific environmental elements of the ISA and the potential impacts of projects and transport more generally.

"Glad to see that river quality and water pollution issues have been considered. While we need to maintain natural environments it is important that implementation happens in a timely manner."

"Our world is forever changing and we need to regularly review how we do things that have the least amount of impact on our wildlife and its habitats, on our transport links and on the affordability for the people. We need to strive to find transport infrastructure that is economical and environmentally friendly and reliable."

"The Eastern Crossing from Giston in Hertfordshire to Harlow in Essex will reduce biodiversity and eliminate most trees, as Hertfordshire declined to build a route to the M11 and Essex County Council agreed. This project will also increase air pollution in Harlow, contradicting your statements about protecting biodiversity and reducing pollution."

22 comments were made expressing concerns over how the transport strategy and/or key concepts or aims in the ISA would be delivered in reality.

"Integrated sustainability is unacceptable and unachievable in both principle and application as towns villages are not served by public transport and could not be either due to costs."

"Plans and statements of intent are fine but we, the people of Essex need to see them put into action. We don't need pages of documentation however well intentioned."

18 comments expressed negative comments about the ISA and its findings.

"Could not go into great detail but disagree on all points of personal vehicle based solutions (i.e. most road projects) having positive impacts."

"It's not sustainable and the approach has the wrong emphasis."

A further 10 comments simply felt the ISA documents were too in-depth and complicated for the public to review and understand.

"A suite of almost impenetrable documents with little to assist the ordinary person."

"Too long and complex."

However, 10 comments outlined specific support or agreement with the ISA.

"Everything seems covered."

"Seems reasonable enough."

Other common themes were feedback on the consultation, housing development impacts and calls for prompt action. A list of the themes can be found in Appendix B.

Key conclusions

Overall, the part two public consultation showed a good level of support for the draft Essex Transport Strategy, together with useful feedback to support us in revising and finalising the document.

There was very strong agreement with some of the main guiding principles upon which the strategy was developed. Notably:

- 98% agreed with the importance of people in Essex having choice in how they travel.
- 98% agreed transport is important in connecting people and key places, such as work and school.
- 96% agreed transport is important in supporting businesses and economic growth.
- 94% agreed transport is important in creating sustainable places and communities.
- 94% agreed transport is important in supporting people's physical and mental health, wellbeing and independence.

There was also significant support for our vision for transport in Essex, with 86% saying they supported the vision, including 55% who strongly supported it.

As part of the draft strategy, we identified a series of planned activities under each of our key themes. Our part two consultation showed the majority of people agreed the activities under each theme would help achieve our vision and outcomes.

- 68% agreed the activities under our 'Supporting people, health, wellbeing and independence' theme would help achieve our vision and outcomes.
- 65% agreed the activities under our 'Connecting people, places and businesses' theme would help achieve our vision and outcomes.
- 64% agreed the activities under our 'Creating sustainable places and communities' theme would help achieve our vision and outcomes.

Finally, 79% of people either agreed the new transport strategy sets out the right overall approach to managing and developing transport in Essex or had a neutral view or no opinion. 56% specifically agreed it set out the right overall approach.

We received useful feedback on the draft strategy and transport in Essex through our final open-ended question. Among the most common themes were comments about current issues and proposed improvements to different modes of transport, including bus and train services, road transport and walking and cycling. Road safety issues, the impacts of housing developments and the need to support vulnerable transport users (e.g. older people or people with disabilities) were also recurring themes. We received a number of comments about horse riders being vulnerable users and being absent from the strategy. While a number of comments were made supporting key elements of the transport strategy, some people felt that it was too aspirational and others expressed concerns about how it would be delivered, particularly in the context of financial constraints and planned local government reorganisation and devolution.

The level of agreement and support for our 13 place-based strategies, which set out how we aim to deliver our vision and outcomes in different parts of Essex, varied and a number of people expressed a neutral view or said they had no opinion. We know from experience that neutral is usually just that and most likely to reflect that many people only expressed a view when they felt more strongly for or against something.

When asked whether they agreed we had correctly identified the main challenges impacting each area, at least 80% either agreed, had a neutral view or no opinion for each place-based strategy. The South Essex Place-based Strategy had the highest level of agreement that the correct challenges had been identified (59%), while Harlow and Gilston had the lowest (35%). The full data is below.

Place-based strategy	Challenges			
	Number of responses	Agree (inc. strongly agree)	Neutral or no opinion	Disagree (inc. strongly disagree)
Essex-wide Connectivity	361	54%	26%	19%
South Essex	287	59%	23%	18%
Basildon Urban Area	128	38%	51%	11%
Brentwood and Epping	118	39%	49%	12%
West Essex	96	39%	57%	4%
Harlow and Gilston	88	35%	57%	8%
North West Essex	113	46%	44%	10%
Braintree and North Essex	139	43%	39%	18%
Tendring Coast	101	40%	46%	15%
Colchester Urban Area	136	44%	36%	19%
North East Essex	102	42%	40%	19%
Chelmsford Urban Area	156	54%	34%	12%
Mid Essex	129	46%	34%	20%

Asked whether they supported our plan for each area, at least 78% either supported, had a neutral view or no opinion for each place-based strategy. The Essex-wide Connectivity Strategy and South Essex Place-based Strategy had the most support (55%), while Brentwood and Epping, and Harlow and Gilston had the lowest (34%). The full data is set out in the following table.

Place-based strategy	Support of place-based strategy			
	Number of responses	Support (inc. strongly support)	Neutral or no opinion	Oppose (inc. strongly oppose)
Essex-wide Connectivity	361	55%	33%	13%
South Essex	287	55%	30%	15%
Basildon Urban Area	128	35%	57%	8%
Brentwood and Epping	118	34%	58%	8%
West Essex	96	37%	59%	4%
Harlow and Gilston	87	34%	56%	10%
North West Essex	113	42%	48%	10%
Braintree and North Essex	139	42%	43%	15%
Tendring Coast	101	40%	47%	14%
Colchester Urban Area	136	43%	35%	21%
North East Essex	102	38%	50%	12%
Chelmsford Urban Area	156	50%	39%	11%
Mid Essex	129	45%	40%	15%

Finally, people were asked to what extent they agreed each place-based strategy would help achieve the outcomes we had set. At least 78% either agreed, had a neutral view or no opinion for each place-based strategy. Agreement the plans would help achieve our outcomes was highest for the South Essex Place-Based strategy (49%) and lowest for Basildon Urban Area and Brentwood and Epping (32%) plans. The full data is set out in the following table.

Place-based strategy	Achievement of outcomes			
	Number of responses	Agree (inc. strongly agree)	Neutral or no opinion	Disagree (inc. strongly disagree)
Essex-wide Connectivity	361	47%	37%	18%
South Essex	287	49%	30%	21%
Basildon Urban Area	127	32%	56%	12%
Brentwood and Epping	117	32%	57%	12%

Place-based strategy	Achievement of outcomes			
West Essex	96	35%	58%	7%
Harlow and Gilston	87	34%	55%	11%
North West Essex	113	38%	49%	13%
Braintree and North Essex	139	37%	41%	23%
Tendring Coast	101	36%	50%	15%
Colchester Urban Area	136	38%	40%	23%
North East Essex	100	35%	48%	17%
Chelmsford Urban Area	156	39%	45%	15%
Mid Essex	129	44%	41%	15%

Various different comments were made in relation to our draft place-based strategy. As with our transport strategy, a significant proportion of the comments related to people's experience of different types of transport and what they believed to be the current issues, as well as the transport improvements they felt were needed. In South Essex, there was very strong support and desire for an additional access onto Canvey Island. The impacts of housing developments and the need for additional transport infrastructure to support this growth was again a common theme across responses to the various place-based strategies. Like with the transport strategy, there were also comments about making transport safe and accessible to vulnerable transport users (e.g. older people or people with disabilities).

Overall, our part two consultation demonstrated a good level of support for our draft transport strategy and suite of area-specific place-based strategies, along with some useful feedback to support us in refining and finalising the documents.

Next steps after part two consultation

Overall, the two public consultations showed a good level of support for our draft Essex Transport Strategy. They also provided useful feedback which we have used to help develop, refine and finalise the strategy. Following the conclusion of the part two consultation in summer 2025, we have carefully considered people's feedback and made a number of changes to the strategy. The main changes include:

- Expansion of our vision for transport in Essex to include the positive contribution to our places and people's health
- Expanded graphic to show how transport delivers better environmental outcomes, as well as economic and societal ones
- Minor changes to the wording of some of our outcomes, including mention of equitable access and the role of transport in enhancing biodiversity
- Expanded detail on adult social care-related transport issues, and the Essex Joint Health and Wellbeing Strategy's approach to improving health
- Renaming of our implementation plans to place-based strategies to better reflect the high-level nature of the documents
- Additional detail on what we are doing to design for everyone, including reference to the development of a future Accessible Transport Strategy
- Greater detail on what we are doing to achieve our Vision Zero ambition
- Updates to our planned activities to support all of our themes
- Reference to the use of advisory Transport Review Groups to support us in monitoring and evaluating the performance of garden communities and large-scale developments
- Strengthening of references to horse riding throughout the document
- Additional potential performance measures added
- Rewording of Policy 3 to include references to wheeling and horse riding
- Rewording of Policy 5 headline to 'historic and built environment' to better reflect the content of the policy.

Having refined and finalised the strategy, we will now be taking it through formal approval processes to allow us (Essex County Council) to adopt it in 2026. The strategy will be taken to Place Services and Economic Growth Policy and Scrutiny Committee for review and discussion in December 2025, before being taken to Cabinet in January 2026 and Full Council in February 2026. Our Essex-wide Connectivity Strategy has also been finalised and will be considered at the same time. We are continuing to make updates to the other 12 place-based strategies and we expect to take them through formal approval processes separately, later in 2026.

Once formally adopted, our new transport strategy and place-based strategies will help inform our decisions about transport in Essex and will support us in unlocking potential future funding opportunities.

Another new Local Transport Plan will ultimately be needed by the new Mayoral Combined County Authority, however, this is likely to take some time. Our new strategy will ensure there is an up-to-date plan in the interim and provide a strong starting point for the development of a new Local Transport Plan for Greater Essex.

Who took part?

Part one consultation

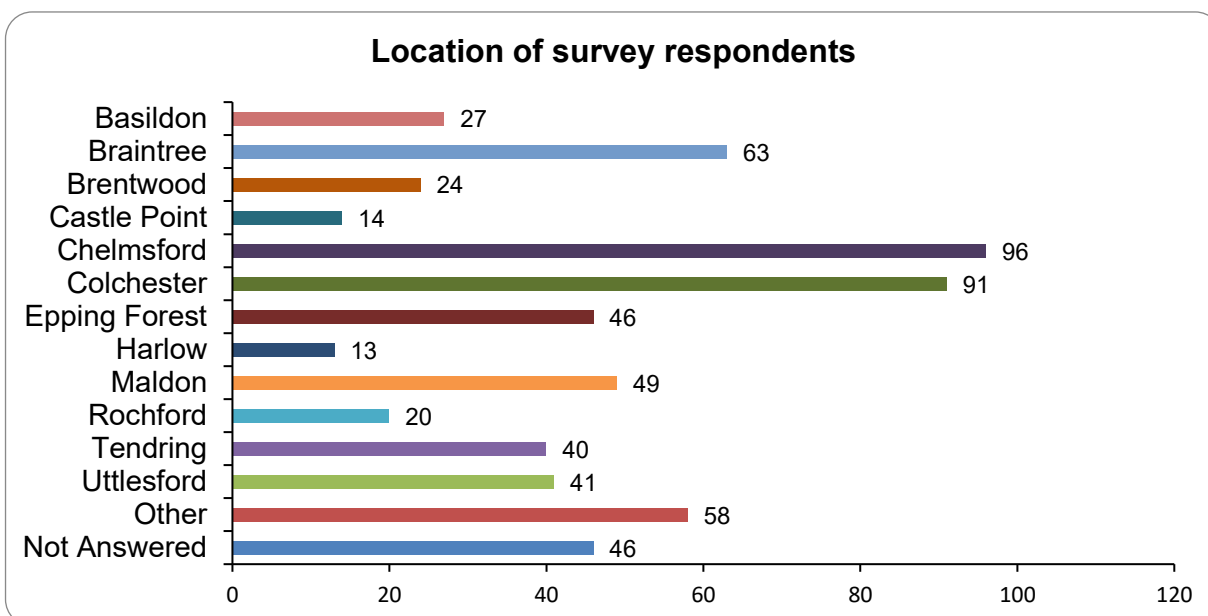
Sample

We received 651 responses to the part one consultation. 628 of these were submitted via the survey (the vast majority of which were submitted online), with the remaining 23 submitted via email. It should be noted that respondents to a consultation are a self-selecting sample made up of those who have chosen to respond. Therefore, it is a non-scientific sample and responses only reflect the views of those who responded. While the responses provided valuable insights into the key themes and issues surrounding the emerging Essex Transport Strategy, they should not be considered a fully representative sample of the population.

As part of the public consultation, we encouraged key stakeholders to provide a formal response. Organisations which responded included Alzheimer's Society, Basildon Council, Castle Point Borough Council, Chelmsford City Council, Colchester City Council, Colchester Cycling Campaign, Cycling UK, Essex Police, Fire and Crime Commissioner, Essex Rail Users Federation, Harlow Council, Hertfordshire County Council, Maldon District Council, On Track Tending Transport Users, Tendring District Council, Uttlesford District Council, and parish councils in Essex.

Respondent location

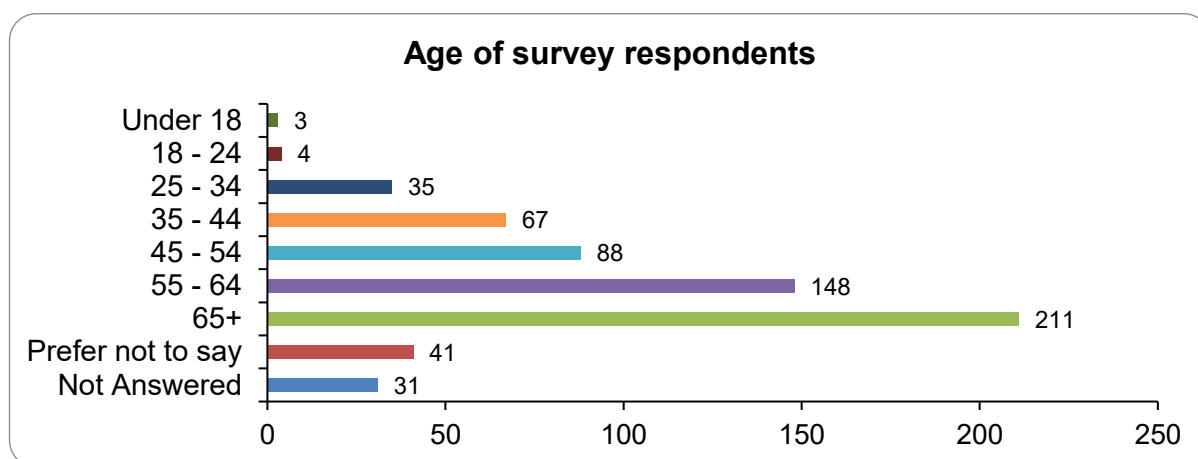
To get an understanding of which areas of Essex we had received survey responses from and whether we had received responses from across the county, we asked which area of the county people lived in. We received a total of 582 answers to this question, with results showing responses were received from residents from all 12 districts in Essex. We received higher numbers of responses from some of the areas of highest population. 15% (96 people) were from Chelmsford and 14% (91) from Colchester. Despite comparatively large populations, fewer responses were received from areas such as Harlow and Basildon, with 2% (13) and 4% (27) respectively. This geographical breakdown is fairly typical for ECC consultations.



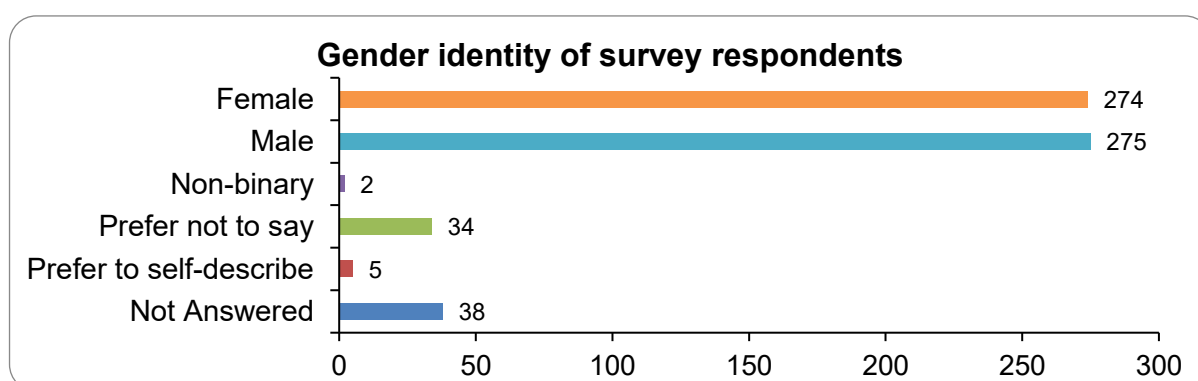
Age and Gender

Respondent age

A significant majority of respondents provided their age, with just 12% preferring not to. The most common age categories were 65+ at 34% (211 people) followed by 55-64 at 24% (148). The under 18 and 18-24 age groups were the least represented, with each accounting for less than 1% of the total.

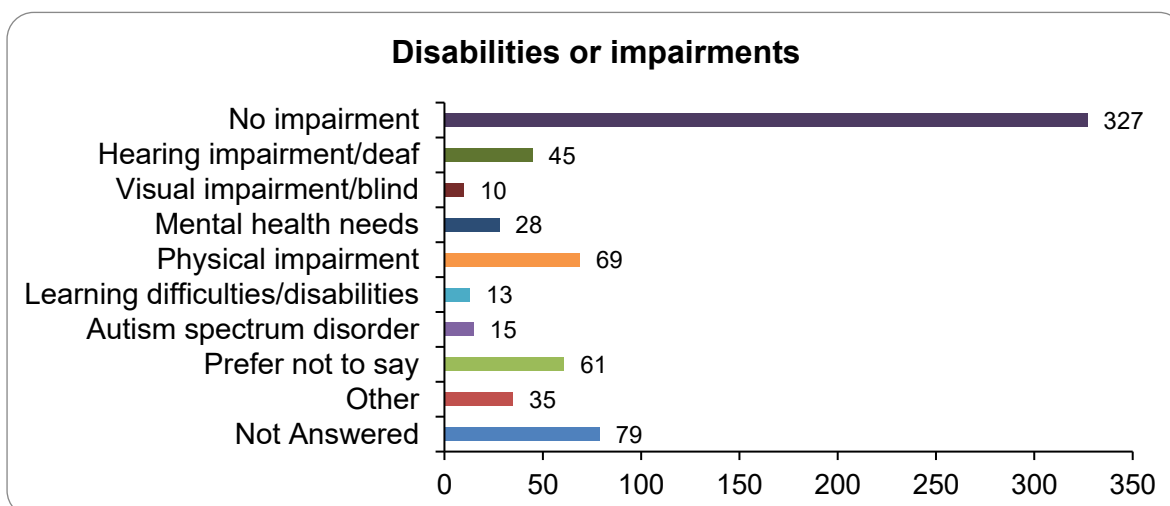


In 2025, the population of Essex was estimated to be 49% male and 51% female. This suggests the gender distribution in the survey response to be broadly representative of Essex's population, with 44% identifying as male and the same percentage as female. A combined 12% (72 people) either did not respond or preferred not to say. Less than 1% (5) preferred to self-describe and a smaller number (2) identified as non-binary.



Disability or impairment

Respondents were given the option to disclose whether they have a disability or impairments. 180 of the seven disabilities or impairments were selected in total and there were 35 responses for 'other'. 52% (327 people) responded to say they had no impairment. 23% (140) either did not answer or preferred not to say.



Part two consultation

Sample

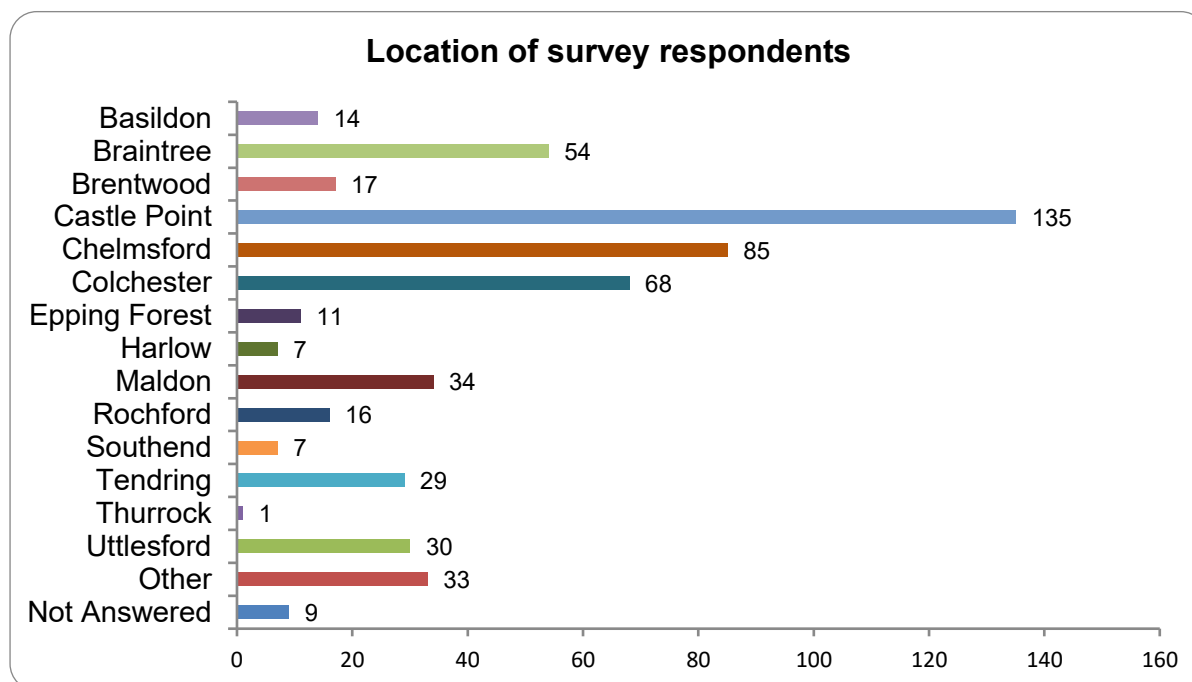
In total, we received 597 responses to the part two consultation. 550 of these were submitted via the survey (the vast majority of which were submitted online), with 47 submitted via email. Email responses were analysed alongside responses to the relevant questions from the survey. Again, it should be noted that respondents to a consultation are a self-selecting sample made up of people who have chosen to respond. Therefore, it is a non-scientific sample and responses only reflect the views of those who responded. While the responses provided valuable feedback on our draft strategy and place-based strategies, they should not be considered a fully representative sample of the population.

As part of the public consultation, we encouraged key stakeholders to provide a formal response. Organisations which responded included Colchester Cycling Campaign, CPRE Essex, Cycling UK, Essex Blind Charity, Essex Bridleways Association, Essex Vision Historic England, Ingatestone Pedallers Social Cycling Group, London Stansted Airport, National Highways, Network Rail, Safer Essex Roads Partnership, Thomas Pocklington Trust and Transport East. We also received responses from the majority of the district, city, borough and unitary councils in Greater Essex, neighbouring local highways authorities Suffolk County Council and Hertfordshire County Council, and various parish and town councils in Essex.

Respondent location

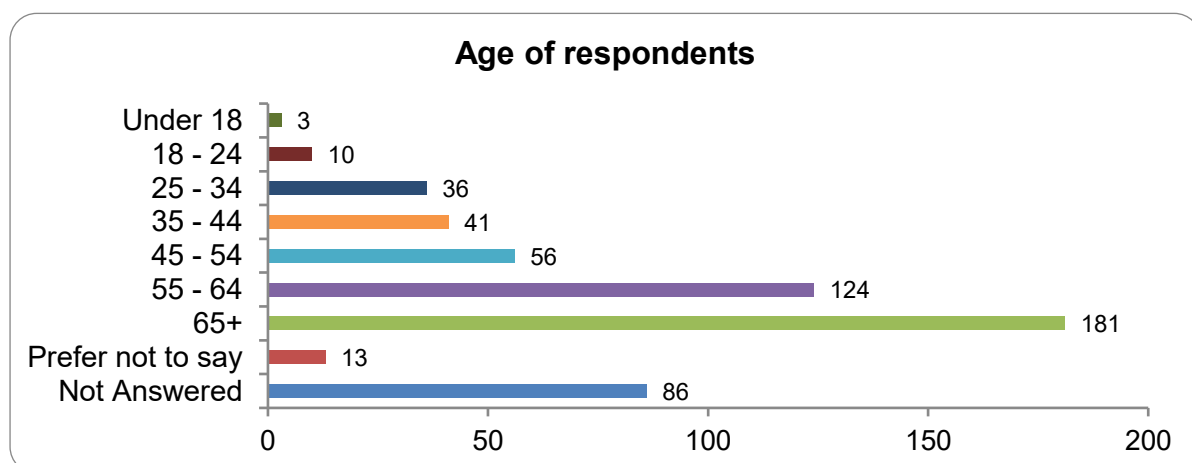
To get an understanding of which areas of Essex we received responses from and whether we had received a good spread of responses from across the county, we asked respondents which area of Essex they lived in. We received a total of 541 answers to this question, with results showing responses had been submitted from people across all 12 districts in Essex. As you might expect, we received a significant proportion of responses from the areas with higher populations - 15% (85 people) from Chelmsford and 12% (68) from Colchester. The highest percentage of

responses (25%) were from people in Castle Point, seemingly a result of local campaigning for additional access onto Canvey Island.



Respondent Age

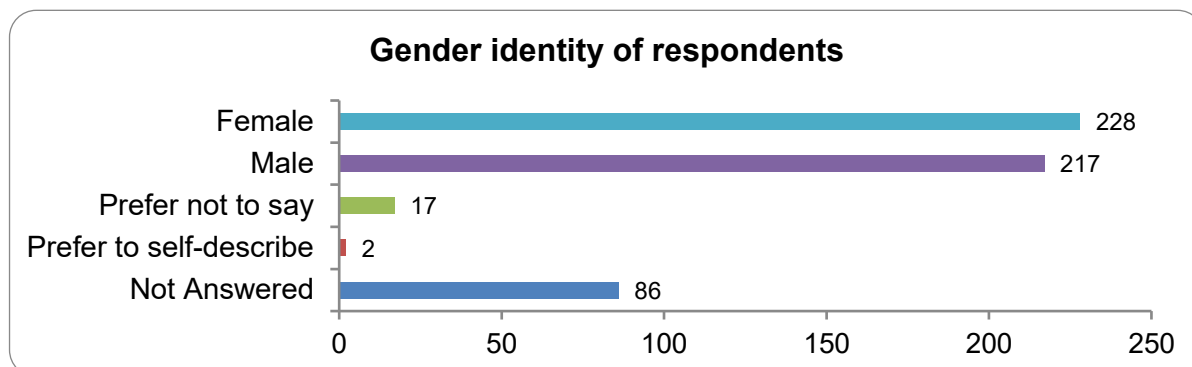
A significant majority of respondents provided their age, with 18% preferring not to. The most common age categories were 65+ at 33% (181 people), followed by 55-64 at 23% (124). The under 18 and 18–24 age groups were the least represented. 18-24-year-olds made up 2% of the total, while under 18s accounted for less than 1%.



Respondent gender

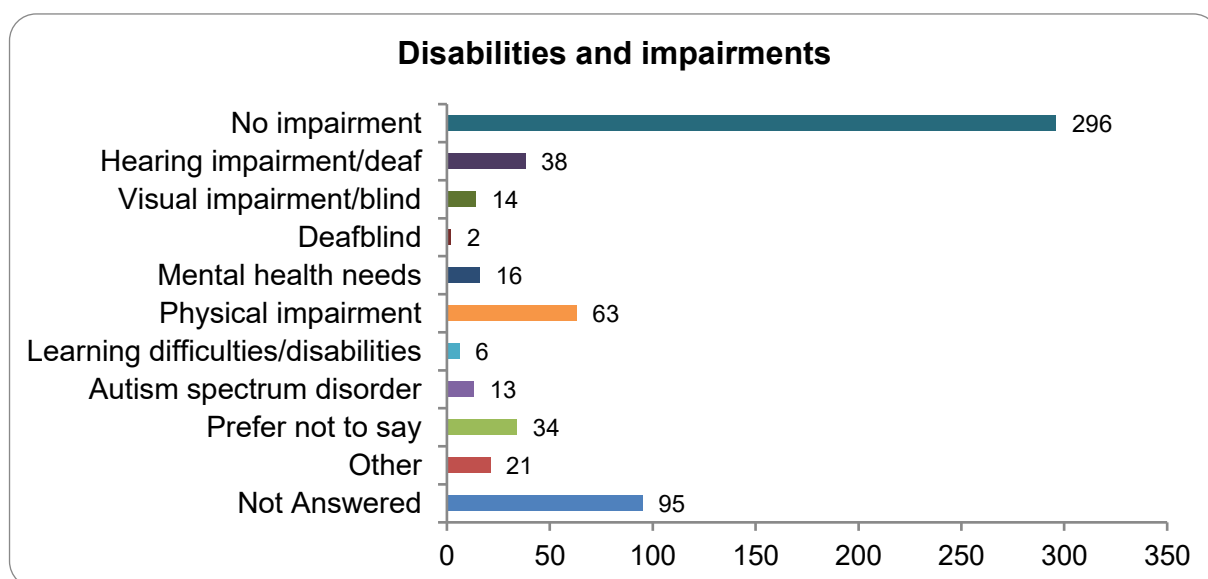
In 2025, the population of Essex was estimated to be 49% male and 51% female. This suggests the gender distribution in the survey response to be broadly representative of Essex's population, with 40% identifying as male and 42% identifying as female. A combined 19% (103 people) either did not respond or

preferred not to say. Less than 1% (2) preferred to self-describe and no one identified as non-binary.



Disability or impairment

Respondents were given the option to disclose whether they had a disability or impairment, with seven types of disability and impairment listed, as well as an 'other' option. 152 were selected in total and there were 21 responses for other. 54% (296 people) indicated they had no impairment. 23% (129) either did not answer or preferred not to say.



Methodology

Timing

The first (part one) consultation, focused on our draft themes and outcomes, ran for seven weeks from Monday 5 August 2024 to Sunday 22 September 2024. The aim of the consultation, which was non statutory, was to allow the public to provide their views on key elements of the emerging strategy, such as our themes and outcomes.

Having subsequently developed our full draft Essex Transport Strategy, the second (part two) consultation ran for eight weeks from Thursday 31 July 2025 to Wednesday 24 September 2025. The consultation enabled people to comment on the full draft strategy, as well as 13 separate place-based strategies (previously known as implementation plans), which set out how we aim to deliver our vision in different parts of Essex. While the main part of the consultation was again non-statutory, there was also a statutory element to it, with the public and statutory bodies (Environment Agency, Historic England and Natural England) given the opportunity to provide feedback on the Integrated Sustainability Appraisal (ISA). ISA is a process for assessing social, economic and environmental impacts of strategies and projects. It helps make sure sustainable development principles underpin the strategy to protect the environment, people's health and equality.

Consultation materials

We took a primarily digital approach to both consultations, with consultation webpages set up on our online consultation platform:

- [Part one consultation page](#)
- [Part two consultation page](#)

The webpages were used as the go-to place for information about the consultations and draft Essex Transport Strategy and allowed people to share their feedback quickly and easily.

Digital consultation summary documents were made available on the webpages during each consultation, providing a high-level overview of the key aspects we were consulting on. We also included short videos which provided a short summary of the strategy and explained some of the key concepts behind it. For the part two consultation, we also published digital versions of the full draft Essex Transport Strategy, 13 place-based strategies and the Integrated Sustainability Appraisal and associated documents.

A small number of printed copies of the consultation summary document were also made available from one main library per district in Essex during each consultation, with copies also available upon request.

Methods of responding

There were three main ways for people to respond to the public consultations. They were:

- Online survey: Available through the consultation webpages
- Freepost address: Printed consultation survey responses or other written feedback could be posted to us for free
- Email address: Responses could also be emailed to us at SGH.Routes@essex.gov.uk (part one consultation) or engagementhub@essexhighways.org (part two consultation)

Survey

Consultation surveys were created to enable people to share feedback with us during both the part one and two consultations. The survey for our part one consultation contained 21 core questions about our proposed themes, outcomes and activities, 'Place and Movement Approach', and 'Three Step Approach'. These were split into different sections and included a mixture of both closed questions, which asked people to select from a list of answer options, and open-ended questions, which allowed people to make any comments about these key aspects of the emerging new draft transport strategy.

The survey for our part two consultation contained eight questions about the full draft Essex Transport Strategy, as well as a further four questions about each of the 13 place-based strategies and a single question about the Integrated Sustainability Appraisal (ISA). Again, the questions included a mix of both closed and open-ended questions, enabling us to get both a general sense of people's feelings about the strategy and place-based strategies, as well as more detailed feedback. We recognised that many people would be likely to have a specific interest in certain areas of Essex and not others, based on where they live, work or visit. Therefore, we set up the survey in a non-linear format, which allowed people to pick and choose which sections they wished to answer, particularly with regards to the place-based strategies.

As part of both surveys, a small number of questions were asked about respondents. This was used to collect voluntary demographic data to improve our understanding of who had responded and ensure the continued development of our equality and diversity monitoring. Where personal information was requested, it was made clear that the information provided was confidential, would be protected in line with our responsibilities under the GDPR (General Data Protection Regulation) and would solely be used for these purposes.

Promotion of the consultations

We used a variety of different communications channels to help publicise the consultations as widely as possible and encourage people to participate. A summary of these channels can be found below, and examples are included in Appendix C.

Press releases

Press releases were issued to the local media when the two consultations were launched, resulting in a good level of media coverage. Further press releases were issued in the final few weeks of the consultations, reminding people of the consultation deadlines.

Online display advertising

We ran a campaign of display advertising through LocaliQ/Newsquest to promote the part one public consultation to their readers. This advertising delivered 60,000 impressions and resulted in 135 clicks through to the consultation webpage. For the part two consultation, display advertising by Reach delivered almost 200,000 impressions and resulted in 546 clicks. We also ran a campaign through the InYourArea platform, which was seen more than 20,000 times and resulted in 108 clicks.

Online advertorial

For the part one consultation, our advertising included online advertorial content, which was published across the Newsquest/LocaliQ portfolio of news websites in Essex. The advertorial was based on our press release and also featured our promotional video. It had more than 750 views, with Facebook redirect posts getting 56,615 impressions and 709 clicks.

Print advertising

To help promote the consultations to people without internet access or who consume their news through more traditional channels, we booked print adverts through LocaliQ/Newsquest (Basildon Echo, Braintree & Witham Times, Clacton & Frinton Gazette, Colchester Gazette, Dunmow Broadcast, Epping Forest Guardian and Saffron Walden Reporter etc.). They were also booked through Reach (Essex Chronicle and Brentwood Gazette). This helped ensure a good level of promotion across the various districts in Essex.

E-newsletters

Content about the two consultations was included in Essex County Council's YourEssex and Essex Highways email newsletters. There were also items included in partner e-newsletters, such as the [August 2025 edition of Essex Chambers of Commerce's Grapevine newsletter](#) and an edition of the Essex Federation of Small Businesses' newsletter.

Emails to stakeholders

We sent emails to a list of identified key stakeholders at the start of the consultations, encouraging them to share their feedback. Certain stakeholders were also encouraged to share details of the consultations across their networks and channels to help promote them as widely as possible. Further emails were sent during the consultation periods as reminders to complete the consultation survey. During the part one consultation, we asked people who responded to the consultation whether they were happy to be contacted by email in the future in relation to the transport strategy. When we launched the part two consultation, we emailed those who had said they were happy to be contacted to thank them for their feedback as part of the initial consultation and to encourage them to share their views on the full draft strategy during our part two consultation.

Social media

A series of posts were published across the primary Essex County Council social media accounts (Facebook, X, LinkedIn and Nextdoor) during both consultations to

encourage as many people as possible to participate. For the part one consultation, social media advertising was included in the advertising package with LocaliQ/Newsquest. This element of the campaign delivered 77,203 impressions, reaching 35,101 people and resulting in 897 clicks through to the consultation webpage. We also promoted the part one consultation through boosted posts from Essex County Council's Safer Greener Healthier Facebook page. These delivered 37,601 impressions and reached 23,933 people, resulting in more than 400 clicks through to the consultation webpage and hundreds of plays of our promotional video.

The part two consultation was primarily promoted through the main Essex County Council social media accounts, with Facebook advertising used to specifically target residents of Essex. In the final few weeks of the consultation, we refined the targeting further to focus on people in areas where we had received fewer responses, such as Harlow, Epping Forest, Basildon, Rochford and Brentwood. Overall, our Facebook advertising for the part two consultation delivered 138,678 impressions and resulted in 2,349 clicks through to the consultation webpage.

Partner channels

Various partners, such as the district, borough and city councils in Essex, helped promote the consultations via their channels. This included social media posts, as well as newsletter content. To support partners in doing so, we created communications toolkits, featuring images, example copy and other information and assets which they could use.

How we analysed feedback

We looked carefully at all the comments and survey responses from both consultations to understand what matters most to residents and help us consider changes to the transport strategy and place-based strategies.

Part one (themes and outcomes):

Our team read every response and grouped similar ideas together to spot common themes and trends.

Part two (full strategy):

We used a smart analysis tool powered by AI to help organise feedback quickly and accurately. The tool suggested themes, which our team then checked and refined. Every comment was reviewed and considered by us.

Your privacy:

Before using the tool, we removed all personal details. All data was handled securely and in line with GDPR.

This report shares the main themes from your comments and a summary of the survey results. Example quotes have been anonymised, and spelling or grammar may have been tidied up for clarity.

Appendix A. Full answer data for part one

The following pages include full quantitative data for the main survey questions we asked during our part one public consultation in summer 2024.

Essex Transport Strategy

Supporting people, health, wellbeing and independence

1: 'Supporting people, health, wellbeing and independence' is a key theme in our emerging Essex Transport Strategy. To what extent do you agree with this theme?

There were 620 responses to this part of the question.

Option	Total	Percent
Strongly agree	335	53%
Agree	213	34%
Disagree	33	5%
Strongly disagree	25	4%
No opinion	14	2%
Not Answered	8	1%

2: We have identified three outcomes we want to achieve. To what extent do you agree these are the right ones to focus on?

People have inclusive and affordable access to key services

There were 620 responses to this part of the question.

Option	Total	Percent
Strongly agree	417	66%
Agree	165	26%
Disagree	15	2%
Strongly disagree	12	2%
No opinion	11	2%
Not Answered	8	1%

People enjoy improved physical and mental health and wellbeing

There were 615 responses to this part of the question.

Option	Total	Percent
Strongly agree	331	53%
Agree	206	33%
Disagree	27	4%
Strongly disagree	15	2%
No opinion	36	6%
Not Answered	13	2%

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

There were 621 responses to this part of the question.

Option	Total	Percent
Strongly agree	390	62%
Agree	157	25%
Disagree	36	6%
Strongly disagree	27	4%
No opinion	11	2%
Not Answered	7	1%

3: We have identified different types of activities to help us achieve the outcomes. To what extent do you support these?

Widen travel choice, e.g. more cycling and walking schemes

There were 618 responses to this part of the question.

Option	Total	Percent
Strongly support	200	32%
Support	227	36%
Oppose	85	14%
Strongly oppose	54	9%
No opinion	52	8%
Not Answered	10	2%

Make use of appropriate technology, such as the TravelEssex app, to improve access to services

There were 619 responses to this part of the question.

Option	Total	Percent
Strongly support	160	25%
Support	308	49%
Oppose	47	7%
Strongly oppose	36	6%
No opinion	68	11%
Not Answered	9	1%

Improve access to travel information and awareness of options, such as through new apps

There were 616 responses to this part of the question.

Option	Total	Percent
Strongly support	174	28%
Support	293	47%
Oppose	57	9%
Strongly oppose	34	5%
No opinion	58	9%
Not Answered	12	2%

Understand residents' travel behaviour and how to promote more active travel, such as walking and cycling

There were 619 responses to this part of the question.

Option	Total	Percent
Strongly support	211	34%
Support	226	36%
Oppose	83	13%
Strongly oppose	53	8%
No opinion	46	7%
Not Answered	9	1%

Use of demand responsive transport in areas with poor access to healthcare and other key services

There were 617 responses to this part of the question.

Option	Total	Percent
Strongly support	346	55%
Support	182	29%
Oppose	33	5%
Strongly oppose	22	4%
No opinion	34	5%
Not Answered	11	2%

Work with community groups to encourage social interaction through travel, such as through bike loan schemes

There were 617 responses to this part of the question.

Option	Total	Percent
Strongly support	151	24%
Support	207	33%
Oppose	98	16%
Strongly oppose	59	9%
No opinion	102	16%
Not Answered	11	2%

Improve access to open spaces for people to enjoy

There were 617 responses to this part of the question.

Option	Total	Percent
Strongly support	353	56%
Support	210	33%
Oppose	14	2%
Strongly oppose	8	1%
No opinion	32	5%
Not Answered	11	2%

Ensure people feel safe while travelling

There were 616 responses to this part of the question.

Option	Total	Percent
Strongly support	454	72%
Support	150	24%
Oppose	4	1%
Strongly oppose	3	<1%
No opinion	5	1%
Not Answered	12	2%

Adopt 'Vision Zero', aiming to have zero people killed or seriously injured on our roads

There were 618 responses to this part of the question.

Option	Total	Percent
Strongly support	391	62%
Support	134	21%
Oppose	25	4%
Strongly oppose	24	4%
No opinion	44	7%
Not Answered	10	2%

4: Do you have any comments about this theme or the outcomes or activities?

There were 378 responses to this part of the question.

Creating sustainable places and communities

5: 'Creating sustainable places and communities' is a key theme in our emerging Essex Transport Strategy. To what extent do you agree with this theme?

There were 614 responses to this part of the question.

Option	Total	Percent
Strongly agree	290	46%

Option	Total	Percent
Agree	232	37%
Disagree	34	5%
Strongly disagree	31	5%
No opinion	27	4%
Not Answered	14	2%

6: We have identified three outcomes we want to achieve. To what extent do you agree these are the right ones to focus on?

All places support the transport needs of all residents

There were 620 responses to this part of the question.

Option	Total	Percent
Strongly agree	395	63%
Agree	179	29%
Disagree	17	3%
Strongly disagree	13	2%
No opinion	16	3%
Not Answered	8	1%

New developments are designed to be sustainable from the start

There were 616 responses to this part of the question.

Option	Total	Percent
Strongly agree	460	73%
Agree	102	16%
Disagree	19	3%
Strongly disagree	23	4%
No opinion	12	2%
Not Answered	12	2%

Transport has a reduced impact on the environment

There were 618 responses to this part of the question.

Option	Total	Percent
Strongly agree	291	46%
Agree	184	30%
Disagree	61	10%
Strongly disagree	30	5%
No opinion	52	8%
Not Answered	10	2%

7: We have identified different types of activities to help us achieve the outcomes. To what extent do you support these?

Introduce a new ‘Place and Movement’ approach to managing the transport network

There were 612 responses to this part of the question.

Option	Total	Percent
Strongly support	168	27%
Support	216	34%
Oppose	38	6%
Strongly oppose	34	5%
No opinion	156	25%
Not Answered	16	3%

Deliver walking and cycling improvements that link key destinations to support healthy lifestyles and reduce environmental impacts

There were 619 responses to this part of the question.

Option	Total	Percent
Strongly support	220	35%
Support	201	32%
Oppose	72	11%
Strongly oppose	61	10%
No opinion	65	10%

Not Answered	9	1%
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Manage the introduction of electric vehicle infrastructure (or other alternatives) to encourage cleaner travel where cars are needed

There were 618 responses to this part of the question.

Option	Total	Percent
Strongly support	196	31%
Support	209	33%
Oppose	79	13%
Strongly oppose	66	11%
No opinion	68	11%
Not Answered	10	2%

Ensure Local Plans consider the location of new homes and jobs to maximise sustainable travel choice

There were 618 responses to this part of the question.

Option	Total	Percent
Strongly support	386	61%
Support	168	27%
Oppose	15	2%
Strongly oppose	25	4%
No opinion	24	4%
Not Answered	10	2%

Prioritise walking and cycling for shorter journeys

There were 617 responses to this part of the question.

Option	Total	Percent
Strongly support	225	36%
Support	186	30%
Oppose	75	12%
Strongly oppose	69	11%

Option	Total	Percent
No opinion	62	10%
Not Answered	11	2%

Prioritise bus interventions to improve access to key services with inclusive and easy-to-use ticketing

There were 618 responses to this part of the question.

Option	Total	Percent
Strongly support	402	64%
Support	160	25%
Oppose	12	2%
Strongly oppose	28	4%
No opinion	16	3%
Not Answered	10	2%

Trial, implement and deliver new sustainable transport policy and strategy

There were 617 responses to this part of the question.

Option	Total	Percent
Strongly support	260	41%
Support	207	33%
Oppose	31	5%
Strongly oppose	37	6%
No opinion	82	13%
Not Answered	11	2%

Ensure new developments incorporate new technology and innovation

There were 613 responses to this part of the question.

Option	Total	Percent
Strongly support	249	40%
Support	236	38%
Oppose	27	4%

Option	Total	Percent
Strongly oppose	27	4%
No opinion	74	12%
Not Answered	15	2%

Reduce the long-term environmental impacts of the transport, including decarbonising transport

There were 617 responses to this part of the question.

Option	Total	Percent
Strongly support	270	43%
Support	208	33%
Oppose	38	6%
Strongly oppose	40	6%
No opinion	61	10%
Not Answered	11	2%

Improve air quality across the transport network

There were 614 responses to this part of the question.

Option	Total	Percent
Strongly support	326	52%
Support	192	31%
Oppose	20	3%
Strongly oppose	28	4%
No opinion	48	8%
Not Answered	14	2%

Roll out of ultra-fast broadband infrastructure to reduce the need to travel i.e. support those who can, to work from home

There were 620 responses to this part of the question.

Option	Total	Percent
Strongly support	262	42%
Support	199	32%

Option	Total	Percent
Oppose	49	8%
Strongly oppose	46	7%
No opinion	64	10%
Not Answered	8	1%

Increase the number of trees and landscaped spaces across the transport network to promote a better environment

There were 619 responses to this part of the question.

Option	Total	Percent
Strongly support	389	62%
Support	167	27%
Oppose	22	4%
Strongly oppose	13	2%
No opinion	28	4%
Not Answered	9	1%

8: Do you have any comments about this theme or the outcomes or activities?

There were 323 responses to this part of the question.

Connecting people, places and businesses

9: 'Connecting people, places and businesses' is a key theme in our emerging Essex Transport Strategy. To what extent do you agree with this theme?

There were 613 responses to this part of the question.

Option	Total	Percent
Strongly agree	338	54%
Agree	209	33%
Disagree	16	3%
Strongly disagree	16	3%
No opinion	34	5%

Option	Total	Percent
Not Answered	15	2%

10: We have identified three outcomes we want to achieve. To what extent do you agree these are the right ones to focus on?

The business potential of Essex is maximised

There were 618 responses to this part of the question.

Option	Total	Percent
Strongly agree	248	39%
Agree	283	45%
Disagree	34	5%
Strongly disagree	14	2%
No opinion	39	6%
Not Answered	10	2%

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

There were 616 responses to this part of the question.

Option	Total	Percent
Strongly agree	406	65%
Agree	169	27%
Disagree	10	2%
Strongly disagree	14	2%
No opinion	17	3%
Not Answered	12	2%

The transport network has a secure and long-term future

There were 619 responses to this part of the question.

Option	Total	Percent
Strongly agree	419	67%
Agree	152	24%

Option	Total	Percent
Disagree	15	2%
Strongly disagree	13	2%
No opinion	20	3%
Not Answered	9	1%

11: We have identified different types of activities to help us achieve the outcomes. To what extent do you support these?

Maintain and operate the transport network to ensure it is fit for purpose and efficient

There were 618 responses to this part of the question.

Option	Total	Percent
Strongly support	466	74%
Support	131	21%
Oppose	6	1%
Strongly oppose	10	2%
No opinion	5	1%
Not Answered	10	2%

Implement minor improvements to support the safe and efficient operation of the network, such as improving our traffic signals to make them safer and more effective

There were 617 responses to this part of the question.

Option	Total	Percent
Strongly support	311	50%
Support	218	35%
Oppose	16	3%
Strongly oppose	19	3%
No opinion	53	8%
Not Answered	11	2%

Develop a strategy for freight which includes moving freight to rail or sea and liaising with central government on more strategic interventions

There were 619 responses to this part of the question.

Option	Total	Percent
Strongly support	365	58%
Support	166	26%
Oppose	19	3%
Strongly oppose	21	3%
No opinion	48	8%
Not Answered	9	1%

Ensure that residents can take advantage of accessing education and skills training, especially by sustainable transport

There were 620 responses to this part of the question.

Option	Total	Percent
Strongly support	350	56%
Support	201	32%
Oppose	11	2%
Strongly oppose	15	2%
No opinion	43	7%
Not Answered	8	1%

Invest in active travel, such as walking and cycling, and promote this in new developments

There were 620 responses to this part of the question.

Option	Total	Percent
Strongly support	223	36%
Support	196	31%
Oppose	72	11%
Strongly oppose	52	8%
No opinion	77	12%
Not Answered	8	1%

Identify opportunities to support wider non-transport outcomes, such as improving health and wellbeing

There were 617 responses to this part of the question.

Option	Total	Percent
Strongly support	230	37%
Support	232	37%
Oppose	41	7%
Strongly oppose	34	5%
No opinion	80	13%
Not Answered	11	2%

Enable greater use of buses, with targeted improvements where services are poor

There were 618 responses to this part of the question.

Option	Total	Percent
Strongly support	418	67%
Support	153	25%
Oppose	11	2%
Strongly oppose	20	3%
No opinion	16	3%
Not Answered	10	2%

Ensure existing businesses have plans in place to encourage walking and cycling, and encourage businesses to have less polluting vehicles

There were 615 responses to this part of the question.

Option	Total	Percent
Strongly support	223	36%
Support	196	31%
Oppose	66	11%
Strongly oppose	49	8%

Option	Total	Percent
No opinion	81	13%
Not Answered	13	2%

Embrace innovation and technology, such as the use of drones to inspect our bridges and road structures

There were 619 responses to this part of the question.

Option	Total	Percent
Strongly support	223	36%
Support	235	37%
Oppose	24	4%
Strongly oppose	33	5%
No opinion	104	17%
Not Answered	9	1%

Undertake longer term planning to ensure the long-term security of the transport network, such as being able to cope with more severe weather

There were 618 responses to this part of the question.

Option	Total	Percent
Strongly support	378	60%
Support	192	31%
Oppose	9	1%
Strongly oppose	12	2%
No opinion	27	4%
Not Answered	10	2%

12: Do you have any comments about this theme or the outcomes or activities?

There were 293 responses to this part of the question.

Place and Movement Approach

13: To what extent do you agree with the need for a flexible approach?

There were 616 responses to this part of the question.

Option	Total	Percent
Strongly agree	227	36%
Agree	282	45%
Disagree	27	4%
Strongly disagree	26	4%
No opinion	54	9%
Not Answered	12	2%

14: The proposed new 'Place and Movement' approach focuses on recognising all different road users. To what extent do you agree with this principle?

There were 614 responses to this part of the question.

Option	Total	Percent
Strongly agree	243	39%
Agree	256	41%
Disagree	39	6%
Strongly disagree	30	5%
No opinion	46	7%
Not Answered	14	2%

15: The 'Place and Movement' approach also focuses on recognising the importance of 'place'. To what extent do you agree with this principle?

There were 614 responses to this part of the question.

Option	Total	Percent
Strongly agree	210	33%
Agree	231	37%
Disagree	42	7%
Strongly disagree	25	4%
No opinion	106	17%
Not Answered	14	2%

16: The 'Place and Movement' approach focuses on putting the safety of all road users first. To what extent do you agree with this principle?

There were 613 responses to this part of the question.

Option	Total	Percent
Strongly agree	313	50%
Agree	195	31%
Disagree	38	6%
Strongly disagree	26	4%
No opinion	41	7%
Not Answered	15	2%

Three Step Approach

17: We are proposing a three step approach to improving transport in Essex. To what extent do you agree with this approach?

There were 608 responses to this part of the question.

Option	Total	Percent
Strongly agree	194	31%
Agree	256	41%
Disagree	52	8%
Strongly disagree	27	4%
No opinion	79	13%
Not Answered	20	3%

18: Do you have any comments about our proposed three step approach to improving transport in Essex?

There were 288 responses to this part of the question.

Final comments

19: Do you have any final comments about our emerging Essex Transport Strategy?

There were 287 responses to this part of the question.

Appendix B. Full answer data for part two

The following pages include data for the questions we asked during our part two public consultation in summer 2025. This includes full quantitative data from our consultation survey and the themes we identified from responses to our open-ended questions in the consultation survey and from email responses.

Essex Transport Strategy

Importance of travel choice

To what extent do you agree or disagree with the following statement: 'It is important that people in Essex have choice in how they travel'?

There were 451 responses to this question.

Option	Total	Percentage
Strongly agree	355	79%
Agree	85	19%
Neutral	9	2%
Disagree	1	<1%
Strongly disagree	1	<1%

Importance of transport

To what extent do you agree or disagree with the following statements?

There were 454 responses to this question.

Transport is important in connecting people and key places, such as work and school.

Option	Total	Percentage
Strongly agree	376	83%
Agree	70	15%
Neutral	1	<1%
Disagree	3	1%
Strongly disagree	4	1%
No opinion	0	0%

Transport is important in supporting businesses and economic growth.

Option	Total	Percentage
Strongly agree	330	73%
Agree	103	23%
Neutral	9	2%
Disagree	3	1%
Strongly disagree	5	1%
No opinion	2	<1%

Transport is important in creating sustainable places and communities.

Option	Total	Percentage
Strongly agree	317	70%
Agree	106	24%
Neutral	20	4%
Disagree	2	<1%
Strongly disagree	6	1%
No opinion	0	0%

Transport is important in supporting people's physical and mental health, wellbeing and independence.

Option	Total	Percentage
Strongly agree	325	72%
Agree	101	22%
Neutral	14	3%
Disagree	5	1%
Strongly disagree	6	1%
No opinion	0	0%

Vision

To what extent do you support or oppose our vision for transport in Essex?

There were 452 responses to this question.

Option	Total	Percentage
Strongly support	249	55%
Support	142	31%
Neutral	29	6%
Oppose	19	4%
Strongly oppose	8	2%
No opinion	5	1%

Activities

Overall, to what extent do you agree or disagree that the planned activities listed under our 'Supporting people, health, wellbeing and independence' theme would help achieve our vision and outcomes?

There were 453 responses to this question.

Option	Total	Percentage
Strongly agree	153	34%
Agree	154	34%
Neutral	70	15%
Disagree	28	6%
Strongly disagree	27	6%
No opinion	21	5%

Overall, to what extent do you agree or disagree that the planned activities listed under our 'Creating sustainable places and communities' theme would help achieve our vision and outcomes?

There were 453 responses to this question.

Option	Total	Percentage
Strongly agree	123	27%
Agree	168	37%
Neutral	77	17%
Disagree	40	9%
Strongly disagree	24	5%

Option	Total	Percentage
No opinion	21	5%

Overall, to what extent do you agree or disagree that the planned activities listed under our 'Connecting people, places and businesses' theme would help achieve our vision and outcomes?

There were 450 responses to this question.

Option	Total	Percentage
Strongly agree	126	28%
Agree	166	37%
Neutral	85	19%
Disagree	28	6%
Strongly disagree	24	5%
No opinion	21	5%

Overall approach

To what extent do you agree or disagree with the following statement: 'The new Essex Transport Strategy sets out the right overall approach to managing and developing transport in Essex'?

There were 449 responses to this question.

Option	Total	Percentage
Strongly agree	88	20%
Agree	160	36%
Neutral	86	19%
Disagree	61	14%
Strongly disagree	38	8%
No opinion	16	4%

Comments on Essex Transport Strategy

Do you have any comments about our final draft Essex Transport Strategy?

There were 319 survey responses to this question.

Topic	Number of comments
Bus service improvements	94
Road safety	78
Walking and cycling issues	61
Need to make transport safe and accessible to vulnerable users	57
No comments	55
Bus service issues	54
Road infrastructure issues	49
Concerns about development	47
Road infrastructure improvements	47
Connectivity to key destinations	38
Concern over delivering the transport strategy	37
Equestrian users excluded from strategy	36
Walking and cycling improvements	35
Support for transport strategy	35
Environmental impacts	34
Train service improvements	31
Transport strategy too aspirational	30
Car dependency	29
Too much focus on car travel	26
Public transport improvements	25
Canvey Island additional access	24
More focus needed on rural areas	23
Support for walking and cycling	21
Need for more integrated transport	21
Feedback on consultation	20
Local needs	20
Lack of practical alternatives to travelling by car	19
Public transport issues	19
Collaboration and community focus	17
Concerns about e-bikes and e-scooters	17
Lack of cross-county connectivity	16
Suggested changes to plan	15
Parking improvements needed	14
Negative comments about the strategy	14
Insufficient information	14
Poor rail connectivity	14
Issues with condition of roads	13
Opposition to focus on sustainable travel	11
Alignment with other policies and strategies	10
Need for clearer goals and targets	10
Strategy not ambitious enough	10
Public Rights of Way (PROW)	9
Too much focus on digital solutions	8
Electric vehicles	8
Funding constraints	6
Green spaces	6

Topic	Number of comments
Safety and security concerns	5
Park and Ride services	5
Lack of joined up thinking	4
Desire for quick action	4
Light rail suggestions	4
Non-transport related issues	3
Concerns about reliance on DigiGo service	3
Specific locations overlooked	3
Preference for focus on road improvements	3
Taxis	2
Independent travel decisions	2
Specific integrated sustainability appraisal comments	2
General transport issues	2
Construction issues	1

Essex-wide Connectivity Strategy

Challenges

To what extent do you agree or disagree we have correctly identified the main challenges impacting longer distance journeys?

There were 361 responses to this question.

Option	Total	Percentage
Strongly agree	63	17%
Agree	135	37%
Neutral	80	22%
Disagree	46	13%
Strongly disagree	21	6%
No opinion	16	4%

Support for the plan

'To what extent do you support or oppose our plan for longer distance journeys?'

There were 361 responses to this question.

Option	Total	Percentage
Strongly support	67	19%

Option	Total	Percentage
Support	129	36%
Neutral	100	28%
Oppose	27	7%
Strongly oppose	20	6%
No opinion	18	5%

Achievement of outcomes

To what extent do you agree or disagree our plan for longer distance journeys would help achieve the outcomes we have said we want to achieve?

There were 361 responses to this question.

Option	Total	Percentage
Strongly agree	56	16%
Agree	111	31%
Neutral	114	32%
Disagree	42	12%
Strongly disagree	21	6%
No opinion	17	5%

Comments on the plan

Do you have any comments about the draft Essex-wide Connectivity Strategy ?

There were 249 survey responses to this question.

Topic	Number of comments
No comments	80
Road infrastructure improvements	33
Train service improvements	31
Bus service improvements	24
Specific locations overlooked in plan	23
Road infrastructure issues	21
Public transport improvements	20
Suggested changes to implementation plan	18
Walking and cycling improvements	16
Canvey Island additional access	14
Bus service issues	14

Topic	Number of comments
Concerns about development	14
Support for the implementation plan	13
Concern over delivering the plan	13
Poor rail connectivity	13
Road safety	12
Funding constraints	12
Feedback on consultation	9
Equestrian users excluded from strategy	8
Need to make transport safe and accessible to vulnerable users	8
Environmental impacts	7
Lack of cross-county connectivity	7
Connectivity to key destinations	6
Opposition to focus on sustainable travel	5
Collaboration and community focus	5
Public transport issues	5
Disagreement with the implementation plan	5
Too much focus on car travel	5
Implementation plan not ambitious enough	5
Walking and cycling issues	5
Preference for focus on road improvements	4
More focus needed on rural areas	4
Need for more integrated transport	4
Lack of practical alternatives to travelling by car	3
Lack of joined up thinking	3
Negative comments on the strategy	3
Issues with condition of roads	3
Light rail suggestions	3
Transport strategy too aspirational	3
Car dependency	3
Electric vehicles	2
Insufficient information	2
Parking improvements needed	2
Concerns about e-bikes and e-scooters	1
A12 improvement plans	1
Too much focus on digital solutions	1
Independent travel decisions	1
Public Rights of Way (PROW)	1
Safety and security concerns	1
Alignment with other policies and strategies	1
Concerns about reliance on DigiGo service	1
Lack of knowledge or interest from respondent in the area	1
Poor connectivity in villages and rural areas	1
Taxis	1

South Essex Place-based Strategy

Challenges

To what extent do you agree or disagree we have correctly identified the main challenges impacting transport in the South Essex area?

There were 287 responses to this question.

Option	Total	Percent
Strongly agree	80	28%
Agree	90	31%
Neutral	36	13%
Disagree	22	8%
Strongly disagree	29	10%
No opinion	30	10%

Support for the plan

To what extent do you support or oppose our plan for the South Essex area?

There were 287 responses to this question.

Option	Total	Percent
Strongly support	75	26%
Support	83	29%
Neutral	54	19%
Oppose	12	4%
Strongly oppose	31	11%
No opinion	32	11%

Achievement of outcomes

To what extent do you agree or disagree our plan for the South Essex area would help achieve the outcomes we have said we want to achieve?

There were 287 responses to this question.

Option	Total	Percent
Strongly agree	67	23%
Agree	75	26%
Neutral	56	20%
Disagree	28	10%
Strongly disagree	31	11%
No opinion	30	10%

Comments on the plan

Do you have any comments about the draft South Essex Place-based Strategy?

There were 230 survey responses to this question.

Topic	Number of comments
Canvey Island additional access	83
Road infrastructure issues	68
No comments	52
Concerns about development	47
Non-transport related issues	23
Connectivity to key destinations	18
Road infrastructure improvements	16
Walking and cycling improvements	15
Bus service improvements	11
Concern over delivering the plan	9
Public transport improvements	9
Lack of knowledge or interest from respondent in the area	9
Specific locations overlooked in plan	8
Need to make transport safe and accessible to vulnerable users	8
Train service improvements	7
Road safety	7
Desire for quick action	6
Implementation plan not ambitious enough	6
Bus service issues	6
Equestrian users excluded from strategy	6
Support for the implementation plan	6
Lack of coordinated transport	5
Green spaces	5
Local needs	5
Feedback on consultation	5
Insufficient information	4
Funding constraints	4

Topic	Number of comments
Issues with condition of roads	3
Support for walking and cycling	3
Disagreement with the implementation plan	3
Walking and cycling issues	3
Opposition to focus on sustainable travel	3
Sustainable travel already available	2
Electric vehicles	2
More focus needed on rural areas	2
Collaboration and community focus	2
Light rail suggestions	2
Too much focus on car travel	2
Environmental impacts	2
Parking improvements needed	2
Suggested changes to implementation plan	1
Support for transport strategy	1
Taxis	1
Safety and security concerns	1
Transport modal shift	1
Support for public transport	1
Public Rights of Way (PROW)	1
Public transport issues	1

Basildon Urban Area Place-based Strategy

Challenges

To what extent do you agree or disagree we have correctly identified the main challenges impacting the Basildon urban area?

There were 128 responses to this question.

Option	Total	Percent
Strongly agree	24	19%
Agree	24	19%
Neutral	26	20%
Disagree	9	7%
Strongly disagree	5	4%
No opinion	40	31%

Support for the plan

To what extent do you support or oppose our plan for the Basildon urban area?

There were 128 responses to this question.

Option	Total	Percent
Strongly support	22	17%
Support	23	18%
Neutral	32	25%
Oppose	4	3%
Strongly oppose	6	5%
No opinion	41	32%

Achievement of outcomes

To what extent do you agree or disagree our plan for the Basildon urban area would help achieve the outcomes we have said we want to achieve?

There were 127 responses to this question.

Option	Total	Percent
Strongly agree	18	14%
Agree	23	18%
Neutral	29	23%
Disagree	11	9%
Strongly disagree	4	3%
No opinion	42	33%

Comments on the plan

Do you have any comments about the draft Basildon Urban Area Place-based Strategy?

There were 93 survey responses to this question.

Topic	Number of comments
No comments	53
Lack of knowledge or interest from respondent in the area	12
Walking and cycling issues	5
Bus service improvements	5
Transport modal shift	4
Concerns about development	4

Need to make transport safe and accessible to vulnerable users	4
Sustainable travel already available	3
Support for the implementation plan	3
Support for walking and cycling	3
Bus service issues	3
Safety and security concerns	3
Walking and cycling improvements	3
Connectivity to key destinations	3
Light rail suggestions	3
Specific locations overlooked in plan	2
Road safety	2
Park and Ride services	2
Equestrian users excluded from strategy	2
Parking improvements needed	2
Road infrastructure improvements	1
Information needed	1
Support for transport strategy	1
Alignment with other policies and strategies	1
Canvey Island additional access	1
Disagreement with the implementation plan	1
Road infrastructure issues	1
Evolution of Basildon	1
Public transport improvements	1
Non-transport related issues	1
Public transport issues	1

Brentwood and Epping Place-based Strategy

Challenges

To what extent do you agree or disagree we have correctly identified the main challenges impacting the Brentwood and Epping area?

There were 118 responses to this question.

Option	Total	Percent
Strongly agree	18	15%
Agree	28	24%
Neutral	27	23%
Disagree	7	6%
Strongly disagree	7	6%
No opinion	31	26%

Support for the plan

To what extent do you support or oppose our plan for the Brentwood and Epping area?

There were 118 responses to this question.

Option	Total	Percent
Strongly support	17	14%
Support	24	20%
Neutral	36	31%
Oppose	2	2%
Strongly oppose	7	6%
No opinion	32	27%

Achievement of outcomes

To what extent do you agree or disagree our plan for the Brentwood and Epping area would help achieve the outcomes we have said we want to achieve?

There were 117 responses to this question.

Option	Total	Percent
Strongly agree	15	13%
Agree	22	19%
Neutral	35	30%
Disagree	8	7%
Strongly disagree	6	5%
No opinion	31	27%

Comments on the plan

Do you have any comments about the draft Brentwood and Epping Place-based Strategy?

There were 93 survey responses to this question.

Topic	Number of comments
No comments	39

Topic	Number of comments
Need to make transport safe and accessible to vulnerable users	11
Bus service improvements	9
Bus service issues	9
Lack of knowledge or interest from respondent in the area	8
Walking and cycling improvements	6
Connectivity to key destinations	6
Road infrastructure issues	5
Equestrian users excluded from strategy	5
Road safety	4
Support for the implementation plan	4
Suggested changes to implementation plan	4
Issues with condition of roads	3
Support for walking and cycling	3
Concerns about development	3
Road infrastructure improvements	3
Public transport issues	3
Feedback on consultation	2
Implementation plan not ambitious enough	2
Independent transport decisions	2
Concern over delivering the plan	2
Walking and cycling issues	2
Need for more integrated transport	2
Non-transport related issues	2
Opposition to focus on sustainable travel	2
Park and Ride services	1
Specific locations overlooked in plan	1
Green spaces	1
Too much focus on car travel	1
Concerns about e-bikes and e-scooters	1
Support for transport strategy	1
Parking improvements needed	1
Funding constraints	1
Environmental impacts	1
Disagreement with the implementation plan	1
Public Rights of Way (PROW)	1
More focus needed on rural areas	1
Insufficient information	1

West Essex Place-based Strategy

Challenges

To what extent do you agree or disagree we have correctly identified the main challenges impacting the West Essex area?

There were 96 responses to this question.

Option	Total	Percent
Strongly agree	16	17%
Agree	21	22%
Neutral	23	24%
Disagree	2	2%
Strongly disagree	2	2%
No opinion	32	33%

Support for the plan

To what extent do you support or oppose our plan for the West Essex area?

There were 96 responses to this question.

Option	Total	Percent
Strongly support	15	16%
Support	20	21%
Neutral	25	26%
Oppose	2	2%
Strongly oppose	2	2%
No opinion	32	33%

Achievement of outcomes

To what extent do you agree or disagree our plan for the West Essex area would help achieve the outcomes we have said we want to achieve?

There were 96 responses to this question.

Option	Total	Percent
Strongly agree	14	15%
Agree	19	20%
Neutral	23	24%
Disagree	3	3%

Option	Total	Percent
Strongly disagree	4	4%
No opinion	33	34%

Comments on the plan

Do you have any comments about the draft West Essex Place-based Strategy?

There were 75 survey responses to this question.

Topic	Number of comments
No comments	41
Lack of knowledge or interest from respondent in the area	10
Road safety for all users	4
Support for the implementation plan	4
Walking and cycling improvements	3
Need to make transport safe and accessible to vulnerable users	3
Bus service improvements	3
Concerns about development	2
Public transport improvements	2
Issues with condition of roads	2
Implementation plan not ambitious enough	2
Disagreement with the implementation plan	2
Connectivity to key destinations	2
Support for walking and cycling	2
Equestrian users excluded from strategy	2
Concern over delivering the plan	2
Road infrastructure improvements	1
Walking and cycling issues	1
Road infrastructure issues	1
Transport modal shift	1
Bus service issues	1
Preference for focus on road improvements	1
Public transport issues	1
Insufficient information	1
Feedback on consultation	1
Specific locations overlooked in plan	1
Public Rights of Way (PROW)	1
Canvey Island additional access	1
Train service improvements	1
Opposition to focus on sustainable travel	1
Green spaces	1
Support for transport strategy	1

Harlow and Gilston Place-based Strategy

Challenges

To what extent do you agree or disagree we have correctly identified the main challenges impacting the Harlow and Gilston area?

There were 88 responses to this question.

Option	Total	Percent
Strongly agree	18	20%
Agree	13	15%
Neutral	21	24%
Disagree	3	3%
Strongly disagree	4	5%
No opinion	29	33%

Support for the plan

To what extent do you support or oppose our plan for the Harlow and Gilston area?

There were 87 responses to this question.

Option	Total	Percent
Strongly support	16	18%
Support	14	16%
Neutral	20	23%
Oppose	4	5%
Strongly oppose	4	5%
No opinion	29	33%

Achievement of outcomes

To what extent do you agree or disagree our plan for the Harlow and Gilston area would help achieve the outcomes we have said we want to achieve?

There were 87 responses to this question.

Option	Total	Percent
Strongly agree	16	18%

Option	Total	Percent
Agree	14	16%
Neutral	19	22%
Disagree	5	6%
Strongly disagree	4	5%
No opinion	29	33%

Comments on the plan

Do you have any comments about the draft Harlow and Gilston Place-based Strategy?

There were 69 survey responses to this question.

Topic	Number of comments
No comments	37
Lack of knowledge or interest from respondent in the area	7
Concerns about development	5
Road infrastructure issues	5
Opposition to focus on sustainable travel	4
Support for walking and cycling	4
Suggested changes to implementation plan	4
Walking and cycling improvements	4
Connectivity to key destinations	3
Road safety	3
Bus service improvements	3
Support for the implementation plan	3
Road infrastructure improvements	3
Parking improvements needed	2
Desire for quick action	2
Alignment with other policies and strategies	2
Need to make transport safe and accessible to vulnerable users	2
Bus service issues	2
Transport modal shift	2
Equestrian users excluded from strategy	1
Concern over delivering the plan	1
Public transport improvements	1
Environmental impacts	1
Need for more integrated transport	1
Sustainable travel already available	1
Implementation plan not ambitious enough	1
Walking and cycling issues	1
Issues with condition of roads	1

Topic	Number of comments
Disagreement with the implementation plan	1
Support for transport strategy	1
Funding constraints	1
Non-transport related issues	1
Train service improvements	1
Independent travel decisions	1
Support for public transport	1

North West Essex Place-based Strategy

Challenges

To what extent do you agree or disagree we have correctly identified the main challenges impacting the North West Essex area?

There were 113 responses to this question.

Option	Total	Percent
Strongly agree	23	20%
Agree	29	26%
Neutral	19	17%
Disagree	6	5%
Strongly disagree	6	5%
No opinion	30	27%

Support for the plan

To what extent do you support or oppose our plan for the North West Essex area?

There were 113 responses to this question.

Option	Total	Percent
Strongly support	23	20%
Support	25	22%
Neutral	24	21%
Oppose	7	6%
Strongly oppose	4	4%

Option	Total	Percent
No opinion	30	27%

Achievement of outcomes

To what extent do you agree or disagree our plan for the North West Essex area would help achieve the outcomes we have said we want to achieve?

There were 113 responses to this question.

Option	Total	Percent
Strongly agree	19	17%
Agree	24	21%
Neutral	25	22%
Disagree	8	7%
Strongly disagree	7	6%
No opinion	30	27%

Comments on the plan

Do you have any comments about the draft North West Essex Place-based Strategy?

There were 91 survey responses to this question.

Topic	Number of comments
No comments	40
Bus service improvements	12
Bus service issues	10
Road infrastructure improvements	8
Support for walking and cycling	8
Road safety	8
Walking and cycling improvements	8
Lack of knowledge or interest from respondent in the area	7
Disagreement with the implementation plan	6
Concerns about development	6
Road infrastructure issues	6
Connectivity to key destinations	5
Concern over delivering the plan	5
Need to make transport safe and accessible to vulnerable users	4

Topic	Number of comments
Need for more integrated transport	4
Train service improvements	4
Walking and cycling issues	4
Opposition to focus on sustainable travel	3
Equestrian users excluded from strategy	3
Support for the implementation plan	3
Concerns about reliance on DigiGo service	2
Collaboration and community focus	2
Public transport improvements	2
Preference for focus on road improvements	2
Specific locations overlooked in plan	2
Parking improvements needed	2
Car dependency	2
Funding constraints	2
Insufficient information	2
Suggested changes to implementation plan	2
Issues with condition of roads	2
More focus needed on rural areas	2
Public Rights of Way (PROW)	2
Public transport issues	1
Alignment with other policies and strategies	1
Green spaces	1
Too much focus on car travel	1
Support for transport strategy	1
Environmental impacts	1

Braintree and North Essex Place-based Strategy

Challenges

To what extent do you agree or disagree we have correctly identified the main challenges impacting the Braintree and North Essex area?

There were 139 responses to this question.

Option	Total	Percent
Strongly agree	22	16%
Agree	38	27%
Neutral	31	22%
Disagree	13	9%
Strongly disagree	12	9%
No opinion	23	17%

Support for the plan

To what extent do you support or oppose our plan for the Braintree and North Essex area?

There were 139 responses to this question.

Option	Total	Percent
Strongly support	21	15%
Support	38	27%
Neutral	36	26%
Oppose	10	7%
Strongly oppose	11	8%
No opinion	23	17%

Achievement of outcomes

To what extent do you agree or disagree our plan for the Braintree and North Essex area would help achieve the outcomes we have said we want to achieve?

There were 139 responses to this question.

Option	Total	Percent
Strongly agree	21	15%
Agree	30	22%
Neutral	35	25%
Disagree	15	11%
Strongly disagree	16	12%
No opinion	22	16%

Comments on the plan

Do you have any comments about the draft Braintree and North Essex Place-based Strategy?

There were 113 responses to this question.

Topic	Number of comments
No comments	34
Bus service improvements	17

Topic	Number of comments
Need to make transport safe and accessible to vulnerable users	14
Walking and cycling issues	11
Train service improvements	11
Bus service issues	10
Road infrastructure improvements	9
Concern over delivering the plan	9
Road safety	8
Concerns about development	8
Disagreement with the implementation plan	7
Public transport improvements	7
Connectivity to key destinations	7
Equestrian users excluded from strategy	7
Poor connectivity in villages and rural areas	6
Road infrastructure issues	6
Public transport issues	5
Specific locations overlooked in plan	5
Lack of knowledge or interest from respondent in the area	5
Need for more integrated transport	4
Support for walking and cycling	4
Parking improvements needed	4
More focus needed on rural areas	4
Support for the implementation plan	3
Concerns about e-bikes and e-scooters	3
Too much focus on digital solutions	3
Too much focus on car travel	2
Funding constraints	2
Issues with condition of roads	2
Transport modal shift	2
A12 improvement plans	2
Need for new bus station	2
Opposition to focus on sustainable travel	2
Lack of practical alternatives to travelling by car	2
Canvey Island additional access	1
Park and Ride services	1
Environmental impacts	1
Green spaces	1
Safety and security concerns	1
Walking and cycling improvements	1
Support for transport strategy	1
Insufficient information	1
Concerns about reliance on DigiGo service	1
Public Rights of Way (PROW)	1
Collaboration and community focus	1

Tendring Coast Place-based Strategy

Challenges

To what extent do you agree or disagree we have correctly identified the main challenges impacting the Tendring Coast area?

There were 101 responses to this question.

Option	Total	Percent
Strongly agree	23	23%
Agree	17	17%
Neutral	18	18%
Disagree	5	5%
Strongly disagree	10	10%
No opinion	28	28%

Support for the plan

To what extent do you support or oppose our plan for the Tendring Coast area?

There were 101 responses to this question.

Option	Total	Percent
Strongly support	24	24%
Support	16	16%
Neutral	19	19%
Oppose	5	5%
Strongly oppose	9	9%
No opinion	28	28%

Achievement of outcomes

To what extent do you agree or disagree our plan for the Tendring Coast area would help achieve the outcomes we have said we want to achieve?

There were 101 responses to this question.

Option	Total	Percent
Strongly agree	22	22%
Agree	14	14%
Neutral	22	22%
Disagree	7	7%
Strongly disagree	8	8%
No opinion	28	28%

Comments on the plan

Do you have any comments about the draft Tendring Coast Place-based Strategy?

There were 77 responses to this question.

Topic	Number of comments
No comments	31
Need to make transport safe and accessible to vulnerable users	10
Public transport improvements	8
Bus service improvements	7
Bus service issues	7
Public transport issues	6
Walking and cycling improvements	5
Train service improvements	5
More focus needed on rural areas	4
Road safety	4
Support for walking and cycling	4
Connectivity to key destinations	4
Support for the implementation plan	4
Lack of knowledge or interest from respondent in the area	4
More focus needed on coastal areas	4
Equestrian users excluded from strategy	4
Road infrastructure issues	3
Issues with condition of roads	3
Connectivity in Brightlingsea	3
Walking and cycling issues	3
Concern over delivering the plan	3
Specific locations overlooked in plan	3
Disagreement with the implementation plan	2
Opposition to focus on sustainable travel	2
Non-transport related issues	2
Need for more integrated transport	2
Parking improvements needed	2

Topic	Number of comments
Preference for focus on road improvements	2
Road infrastructure improvements	2
Concerns about development	2
Insufficient information	1
Transport modal shift	1
Sustainable travel already available	1
Independent travel decisions	1
Lack of practical alternatives to travelling by car	1
Concerns about e-bikes and e-scooters	1
Public Rights of Way (PROW)	1
Implementation plan not ambitious enough	1
Funding constraints	1
Green spaces	1

Colchester Urban Area Place-based Strategy

Challenges

To what extent do you agree or disagree we have correctly identified the main challenges impacting the Colchester urban area?

There were 136 responses to this question.

Option	Total	Percent
Strongly agree	23	17%
Agree	37	27%
Neutral	25	18%
Disagree	10	7%
Strongly disagree	16	12%
No opinion	25	18%

Support for the plan

To what extent do you support or oppose our plan for the Colchester urban area?

There were 136 responses to this question.

Option	Total	Percent
Strongly support	23	17%
Support	36	26%

Option	Total	Percent
Neutral	22	16%
Oppose	14	10%
Strongly oppose	15	11%
No opinion	26	19%

Achievement of outcomes

To what extent do you agree or disagree our plan for the Colchester urban area would help achieve the outcomes we have said we want to achieve?

There were 136 responses to this question.

Option	Total	Percent
Strongly agree	20	15%
Agree	31	23%
Neutral	28	21%
Disagree	15	11%
Strongly disagree	16	12%
No opinion	26	19%

Comments on the plan

Do you have any comments about the draft the Colchester Urban Area Place-based Strategy?

There were 108 survey responses to this question.

Topic	Number of comments
No comments	31
Road infrastructure issues	21
Concerns about development	11
Support for the implementation plan	11
Need to make transport safe and accessible to vulnerable users	11
Bus service issues	10
Walking and cycling improvements	10
Parking improvements needed	9
Bus service improvements	9
Road infrastructure improvements	9

Topic	Number of comments
Disagreement with the implementation plan	9
Road safety	8
Concern over delivering the plan	6
Need for new bus station	6
Walking and cycling issues	6
Collaboration and community focus	6
Connectivity to key destinations	5
Support for walking and cycling	5
Opposition to focus on sustainable travel	5
Equestrian users excluded from strategy	4
Funding constraints	4
Transport modal shift	4
Park and Ride services	4
Construction issues	4
A12 improvement plans	3
Specific locations overlooked in plan	3
Need for more integrated transport	3
Too much focus on car travel	3
Issues with condition of roads	3
Public transport improvements	3
Independent travel decisions	2
Train service improvements	2
Cycling regulations	2
Public transport issues	2
Safety and security concerns	2
More focus needed on rural areas	2
Non-transport related issues	2
Concerns about e-bikes and e-scooters	2
Suggested changes to implementation plan	2
Light rail suggestions	2
Lack of knowledge or interest from respondent in the area	1
Environmental impacts	1
Alignment with other policies and strategies	1

North East Essex Place-based Strategy

Challenges

To what extent do you agree or disagree we have correctly identified the main challenges impacting the North East Essex area?

There were 102 responses to this question.

Option	Total	Percent
Strongly agree	19	19%
Agree	23	23%
Neutral	15	15%
Disagree	7	7%
Strongly disagree	12	12%
No opinion	26	25%

Support for the plan

To what extent do you support or oppose our plan for the North East Essex area?

There were 102 responses to this question.

Option	Total	Percent
Strongly support	20	20%
Support	18	18%
Neutral	26	25%
Oppose	2	2%
Strongly oppose	10	10%
No opinion	26	25%

Achievement of outcomes

To what extent do you agree or disagree our plan for the North East Essex area would help achieve the outcomes we have said we want to achieve?

There were 100 responses to this question.

Option	Total	Percent
Strongly agree	17	17%
Agree	18	18%
Neutral	22	22%
Disagree	5	5%
Strongly disagree	12	12%
No opinion	26	26%

Comments on the plan

Do you have any comments about the draft North East Essex Place-based Strategy?

There were 76 survey responses to this question.

Topic	Number of comments
No comments	33
Need to make transport safe and accessible to vulnerable users	7
Bus service improvements	7
Train service improvements	6
Bus service issues	5
Walking and cycling issues	5
Transport modal shift	5
A12 improvement plans	4
Support for walking and cycling	4
Specific locations overlooked in plan	4
Need for more integrated transport	4
Opposition to focus on sustainable travel	3
Disagreement with the implementation plan	3
Concerns about development	3
Equestrian users excluded from strategy	3
Public transport issues	3
Road infrastructure improvements	3
Walking and cycling improvements	3
Preference for focus on road improvements	3
Issues with condition of roads	3
Funding constraints	3
Lack of knowledge or interest from respondent in the area	3
Road safety	3
Non-transport related issues	2
Suggested changes to implementation plan	2
Support for the implementation plan	2
Implementation plan not ambitious enough	2
Road infrastructure issues	2
More focus needed on rural areas	2
Collaboration and community focus	1
Concern over delivering the plan	1
Green spaces	1
Insufficient information	1
Public Rights of Way (PROW)	1
Light rail suggestions	1
Connectivity to key destinations	1
Public transport improvements	1
Sustainable travel already available	1

Topic	Number of comments
Alignment with other policies and strategies	1
Environmental impacts	1

Chelmsford Urban Area Place-based Strategy

Challenges

To what extent do you agree or disagree we have correctly identified the main challenges impacting the Chelmsford urban area?

There were 156 responses to this question.

Option	Total	Percent
Strongly agree	33	21%
Agree	52	33%
Neutral	29	19%
Disagree	11	7%
Strongly disagree	8	5%
No opinion	23	15%

Support for the plan

To what extent do you support or oppose our plan for the Chelmsford urban area?

There were 156 responses to this question.

Option	Total	Percent
Strongly support	32	21%
Support	45	29%
Neutral	38	24%
Oppose	8	5%
Strongly oppose	10	6%
No opinion	23	15%

Achievement of outcomes

To what extent do you agree or disagree our plan for the Chelmsford urban area would help achieve the outcomes we have said we want to achieve?

There were 156 responses to this question.

Option	Total	Percent
Strongly agree	27	17%
Agree	35	22%
Neutral	46	29%
Disagree	15	10%
Strongly disagree	8	5%
No opinion	25	16%

Comments on the plan

Do you have any comments about the draft Chelmsford Urban Area Place-based Strategy?

There were 121 survey responses to this question.

Topic	Number of comments
No comments	34
Bus service issues	18
Need to make transport safe and accessible to vulnerable users	17
Bus service improvements	15
Concerns about development	12
Connectivity to key destinations	12
Walking and cycling issues	12
Road safety	10
Walking and cycling improvements	10
Support for the implementation plan	9
Concerns about e-bikes and e-scooters	9
Road infrastructure issues	9
Implementation plan not ambitious enough	8
Road infrastructure improvements	8
Lack of practical alternatives to travelling by car	7
Insufficient information	7
Concern over delivering the plan	7
Parking improvements needed	7
Support for walking and cycling	6
Equestrian users excluded from strategy	6
Suggested changes to implementation plan	6

Topic	Number of comments
Public transport improvements	5
Environmental impacts	5
Transport modal shift	5
Disagreement with the implementation plan	5
Need for more integrated transport	3
Train service improvements	3
More focus needed on rural areas	3
Lack of knowledge or interest from respondent in the area	3
Park and Ride services	3
Light rail suggestions	3
Too much focus on car travel	2
Specific locations overlooked in plan	2
Support for transport strategy	1
Issues with condition of roads	1
Public transport issues	1
Alignment with other policies and strategies	1
General transport issues	1
Funding constraints	1
Green spaces	1
A12 improvement plans	1
Concerns about reliance on DigiGo service	1
Independent travel decisions	1
Public Rights of Way (PROW)	1
Opposition to focus on sustainable travel	1
Collaboration and community focus	1
Safety and security concerns	1
Too much focus on digital solutions	1

Mid Essex Place-based Strategy

Challenges

To what extent do you agree or disagree we have correctly identified the main challenges impacting the Mid Essex area?

There were 129 responses to this question.

Option	Total	Percent
Strongly agree	34	26%
Agree	26	20%
Neutral	20	16%
Disagree	16	12%

Option	Total	Percent
Strongly disagree	10	8%
No opinion	23	18%

Support for the plan

To what extent do you support or oppose our plan for the Mid Essex area?

There were 129 responses to this question.

Option	Total	Percent
Strongly support	35	27%
Support	23	18%
Neutral	28	22%
Oppose	8	6%
Strongly oppose	12	9%
No opinion	23	18%

Achievement of outcomes

To what extent do you agree or disagree our plan for the Mid Essex area would help achieve the outcomes we have said we want to achieve?

There were 129 responses to this question.

Option	Total	Percent
Strongly agree	32	25%
Agree	25	19%
Neutral	28	22%
Disagree	8	6%
Strongly disagree	12	9%
No opinion	24	19%

Comments on the plan

Do you have any comments about the draft Mid Essex Place-based Strategy?

There were 98 survey responses to this question.

Topic	Number of comments
No comments	32
Bus service issues	14
Train service improvements	12
Support for the implementation plan	10
Concerns about development	10
Bus service improvements	10
Walking and cycling improvements	10
Road infrastructure issues	9
Need to make transport safe and accessible to vulnerable users	8
Equestrian users excluded from strategy	6
Road safety	6
Lack of knowledge or interest from respondent in the area	5
Public transport improvements	5
Connectivity to key destinations	5
Road infrastructure improvements	5
Need for more integrated transport	5
Support for walking and cycling	4
Public transport issues	4
Funding constraints	3
Preference for focus on road improvements	3
Suggested changes to implementation plan	3
Opposition to detrunking the A12	3
Environmental impacts	3
Concern over delivering the plan	3
Park and Ride services	3
Disagreement with the implementation plan	2
Walking and cycling issues	2
Support for transport strategy	2
Specific locations overlooked in plan	2
Concerns about e-bikes and e-scooters	1
Implementation plan not ambitious enough	1
Public Rights of Way (PROW)	1
Independent travel decisions	1
Collaboration and community focus	1
Green spaces	1
Canvey Island additional access	1
Opposition to focus on sustainable travel	1
Alignment with other policies and strategies	1
Support for public transport	1
Insufficient information	1
Concerns about reliance on DigiGo service	1
Issues with condition of roads	1
Lack of practical alternatives to travelling by car	1

Integrated Sustainability Appraisal (ISA)

Comments on Integrated Sustainability Appraisal (ISA)

Do you have any comments about the Integrated Sustainability Appraisal (ISA)?

There were 126 responses to this question.

Topic	Number of comments
No comments	43
Specific integrated sustainability appraisal comments	26
Environmental impacts	23
Concern over delivering the plan	22
Negative comments on the strategy	18
ISA documents too complicated	10
Feedback on consultation	10
Support for integrated sustainability appraisal	10
Concerns about development	9
Road infrastructure issues	8
Desire for quick action	8
Funding constraints	7
Public transport improvements	6
Bus service improvements	6
Local needs	5
Walking and cycling improvements	5
Road infrastructure improvements	5
Equestrian users excluded from strategy	4
Need to make transport safe and accessible to vulnerable users	4
Car dependency	4
Road safety	3
Train service improvements	3
Support for walking and cycling	3
Canvey Island additional access	3
Public transport issues	3
Bus service issues	2
Transport strategy too aspirational	2
Preference for focus on road improvements	2
More focus needed on rural areas	2
Too much focus on car travel	2
Support for transport strategy	2
Need for clearer goals and targets	2
Transport strategy too aspirational	2
Opposition to focus on sustainable travel	2
Collaboration and community focus	2
Lack of practical alternatives to travelling by car	2
Taxis	1

Topic	Number of comments
Lack of innovation	1
Construction issues	1
Poor rail connectivity	1
Issues with condition of roads	1
Public Rights of Way (PROW)	1
Light rail suggestions	1
Need for more integrated transport	1

Appendix C. Promotion of consultations

The following content is included as an example of some of the advertising and communications activity we used to help promote the consultations and encourage people to take part. It is not a full and comprehensive log of all activity.

Press releases



31 July 2025

A Better Connected Essex – Have your say on new Essex transport strategy

Residents and businesses are invited to have your say on the new Essex transport strategy

Residents, businesses and visitors are being invited to help shape the future of transport in the county, following the launch of a consultation on the new Essex transport strategy.

The strategy, 'A Better Connected Essex', will help guide transport in Essex over the coming years, setting out how transport will support local people and businesses.

The second consultation on the new transport strategy, or Local Transport Plan, will build on public feedback that saw support for the proposed key themes and outcomes. The latest consultation covers the full draft strategy and a series of 13 area implementation plans.

Councillor Tom Cunningham, Essex County Council Cabinet Member for Highways, Infrastructure and Sustainable Transport, said: 'Transport is critical to all aspects of our everyday lives. From how we travel to and from work, do the school run or visit the local shops, to how businesses move goods and services around, transport underpins it all.

'A Better Connected Essex will play a vital role in setting important transport priorities for Essex, reflecting the opportunities and challenges we now face and building upon our Safer, Greener and Healthier vision.

'It will help inform our future decisions and actions, and unlock future funding opportunities to support us in providing the transport network our county needs.

'This is a period of change in Essex and A Better Connected Essex will ensure continuity and that Essex has appropriate, and current transport policy in place during the transition periods of Devolution and Local Government Reorganisation.

'I would encourage everyone to please have their say.'

The public consultation will run for eight weeks, closing on Wednesday 24 September 2024.

Following this consultation and a review of feedback, 'A Better Connected Essex' is expected to be formally adopted by Essex County Council later this year.

To find out more about the strategy and have your say, please visit: <https://consultations.essex.gov.uk/essex-highways/better-connected-essex/>

NewsRelease



05 August 2024

Public invited to shape upcoming transport strategy for Essex

Residents and businesses have their say ahead of development of the new Essex Transport Strategy.

Essex residents, businesses and visitors are being given a first opportunity to help shape an upcoming strategy guiding the future of transport in the county.

Essex County Council has launched a public consultation on its Essex Transport Strategy, formally known as the Local Transport Plan.

The strategy will provide an overarching plan for transport across Essex and outline the council's vision.

The consultation focuses on key themes and outcomes as an opportunity for the public to provide feedback, helping inform further development of the strategy.

The consultation also proposes a new 'Place and Movement' approach. This would introduce a more flexible and people-focused way to categorise roads and streets in Essex.

Councillor Tom Cunningham, Essex County Council's Cabinet Member for Highways, Infrastructure and Sustainable Transport, said: "Transport is critical to all aspects of our everyday lives. It determines how we travel to and from work, do the school run or visit the local shops, as well as how businesses move goods and services around. Transport underpins it all.

"Our new and emerging Essex Transport Strategy will play a vital role in setting important transport priorities for Essex. It reflects the opportunities and challenges we face now while building upon our [Safer, Greener and Healthier](#) vision.

"It will help inform our future decisions and actions while unlocking funding opportunities to support us in providing the transport network our county needs.

"We are still in the process of developing the strategy and this public consultation is an early opportunity for you to provide feedback on the key principles. I would encourage everyone to have their say."

The initial public consultation will run for seven weeks, closing on Sunday 22 September 2024, and can be accessed at <https://consultations.essex.gov.uk/essex-highways/essex-transport-strategy/>

A second consultation on the full draft strategy and a programme of planned investment in different parts of Essex is expected to take place early next year.

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Have your say and help shape the future of transport in Essex

13th August

TRANSPORT



Have your say and help shape the future of transport in Essex (Image: Getty Images)

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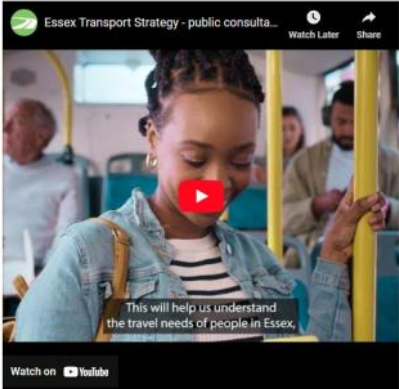
Essex residents, businesses and visitors are being given a first opportunity to help shape an upcoming strategy guiding the future of transport in the county.

Essex County Council has launched a public consultation on its Essex Transport Strategy, formally known as the Local Transport Plan.

The strategy will provide an overarching plan for transport across Essex and outline the council's vision.

The consultation focuses on key themes and outcomes as an opportunity for the public to provide feedback, helping inform further development of the strategy.

The consultation also proposes a new 'Place and Movement' approach. This would introduce a more flexible and people-focused way to categorise roads and streets in Essex.



Essex Transport Strategy - public consulta... Watch Later Share

This will help us understand the travel needs of people in Essex.

Watch on [YouTube](#)

Councillor Tom Cunningham, Essex County Council's Cabinet Member for Highways, Infrastructure and Sustainable Transport, to all aspects of our everyday lives. It determines how we work, do the school run or visit the local shops, as we move goods and services around. Transport underpins our lives.

Residents and businesses in Essex are being given a first opportunity to help shape an upcoming strategy for transport in the county. Essex County Council has launched a public consultation on its Essex Transport Strategy. The strategy will provide an overarching plan for transport across Essex and outline the council's vision.



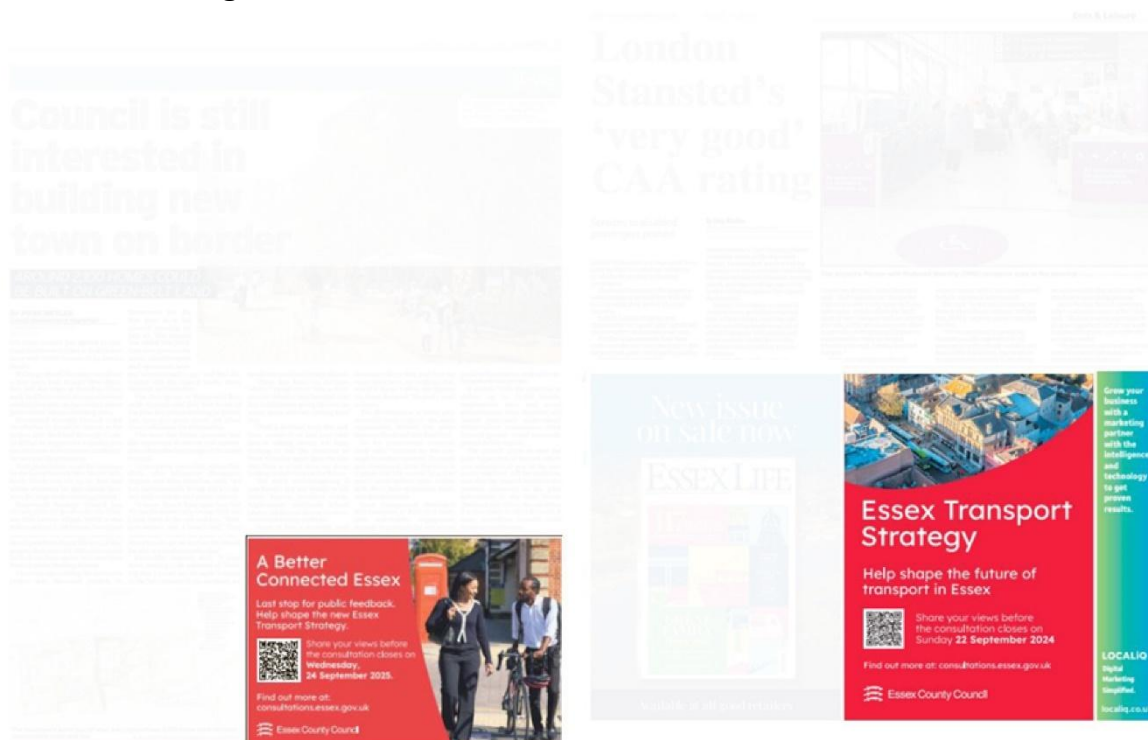
www.gazette-news.co.uk

Have your say and help shape the future of transport in Essex [Learn more](#)

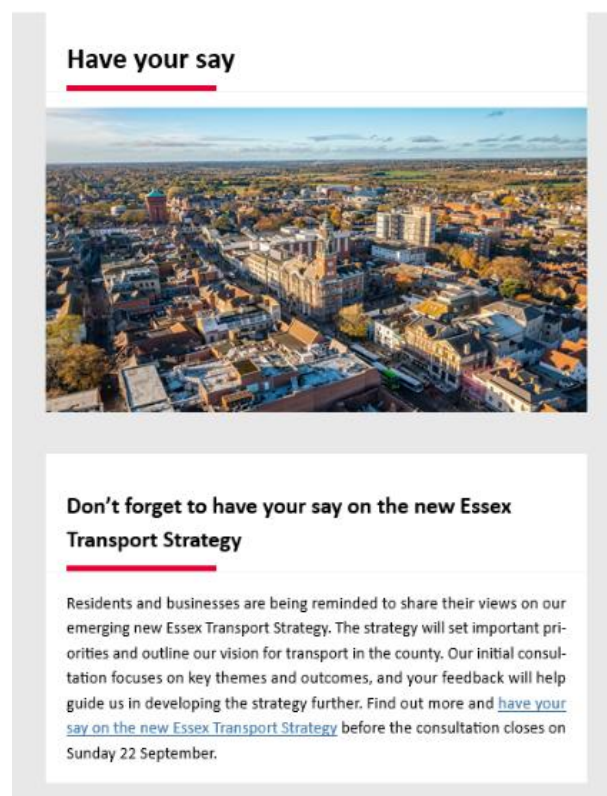
Read the article to find out more about the new strategy.

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E-newsletters



Don't forget to have your say on new Essex transport strategy



Residents, businesses and visitors are being reminded to help shape the future of transport in the county, following the launch of a consultation on the new Essex Transport Strategy earlier in the summer.

The strategy, 'A Better Connected Essex', will help guide transport in Essex over the coming years and sets out how transport will support local people and businesses.

This is the second consultation on the new transport strategy, or Local Transport Plan, and it builds on public feedback that saw support for the proposed key themes and outcomes. The latest consultation covers the full draft strategy and a series of 13 area implementation plans.

The public consultation will close on **Wednesday 24 September 2025**.

Find out more and have your say before the deadline on the [consultation webpage](#).

Social media


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Have your say on the new Essex Transport Strategy and help shape the future of transport in Essex.



0:00 / 0:48 Essex County Council is creating a new Essex Transport Strategy.


 consultations.essex....
Share your views

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Essex County Council
 1 August ·

Help shape the future of transport in Essex!

We've launched a consultation on the new transport strategy, A Better Connected Essex. This strategy will guide how transport supports residents, businesses, and visitors across the county in the years ahead.

We're now inviting feedback on the full draft strategy and 13 area implementation plans. This builds on your previous input, which helped shape the key themes and outcomes.

Have your say and help us create a transport system that works for everyone, visit the link in our bio.






 10

1 comment 10 shares


Essex County Council
 20 August ·

Have your say in shaping the future of transport in Essex.

A Better Connected Essex is our new draft transport strategy and outlines our vision and priorities for transport in Essex.

We want your feedback on the strategy and our 13 area implementation plans, which set out how we aim to deliver the vision in different parts of the county.

A public consultation is open until Wednesday 24 September for you to provide your feedback. Share your views at visit the link in the comments below.




 4

3 comments 9 shares


Safer Greener Healthier
 5 August 2024 ·

Have your say on the new Essex Transport Strategy and help shape the future of transport in Essex.

[Essex County Council](#) has launched a seven-week public consultation on the key themes of the strategy, which will set out important transport priorities for the county.

Watch this video to find learn more and give your feedback at:
<https://consultations.essex.gov.uk/.../essex-transport.../>

Themes





Outcomes

and we are consulting on the high level themes and outcomes we want to achieve

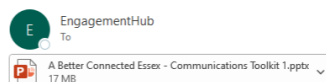


 Essex County Council and 3 others

1 comment 2 shares

Emails to partners and stakeholders

A better connected Essex - Public consultation on Essex transport strategy



Good morning,

A better connected Essex - Public consultation on Essex transport strategy

We are pleased to announce the launch of the second phase of consultation on the new strategy: 'A Better Connected Essex'.

Live from today, the consultation will run until **Wednesday 24 September**.

To view the strategy and give your feedback please visit <https://consultations.essex.gov.uk/essex-highways/better-connected-essex/>

The second phase of consultation on the strategy, also known formally as a Local Transport Plan, will build on public feedback that saw support for the proposed key themes and outcomes.

We are seeking feedback on our newly published draft transport strategy, which includes:

- The full draft strategy
- 13 area-specific implementation plans

Your feedback is important and will help inform our future decisions and unlock future funding opportunities to support us in providing the transport network our county needs.

We also ask you to share the public consultation and project webpage link across your networks to help us promote the consultation and encourage as much feedback as possible from local residents.

Attached to this email you will find a communications toolkit including a press release, newsletter copy, social media copy, imagery and videos to help you do this.

Following this consultation and a review of feedback 'A Better Connected Essex' is expected to be formally adopted by Essex County Council later this year.

If you have any questions about the consultation, or its promotion, you can contact us at engagementhub@essexhighways.org

Thank you in advance for your support.

Kind regards,

The Essex County Council Transport Team

Partner channels

