Essex County Council

Essex Transport Strategy

Place-based Strategy: Tendring Coast

August 2026

A Better Connected Essex

Contents

1. Introduction 1
2. Outcomes we want to achieve 3
3. Our plan for the Tendring Coast 6
Appendix A. Scheme list 9
Appendix B. Addressing the Challenges 16
Appendix C. References 28

1. Introduction

1.1 The Tendring coast

This place-based strategy reviews the current state of transport in the Tendring Coast area, and the wider challenges in achieving our Local Transport Plan outcomes. The strategy also outlines the potential projects to help deliver these outcomes.

It is important to highlight that some of the projects in this strategy are high level ideas which have emerged through workshop discussions with our transport, growth, planning and environment teams. Some have not been designed or costed and will need more work to see if they are possible. Others are more developed, but still need funding.

Not every project will be possible, and there is no guarantee at this stage that they will move forward or receive funding through LTP4. However, as funding and circumstances change, our priorities for projects will also change and may mean more projects are deliverable.

The Tendring coast is the easternmost part of Essex, from Harwich to Brightlingsea. This area includes the seaside resorts of Clacton-on-Sea (population 53,200[1]), Frinton-on-Sea (5,518), and Walton-on-the-Naze (3,299). It also covers the port towns of Harwich including Dovercourt (17,026) and Brightlingsea (8,680), along with rural inland villages.

The Tendring coast's ports and seaside resorts are central to its economy. The international port at Harwich is also part of Freeport East and is a major growth opportunity for the Tendring coast. Other key sectors include retail, transport and warehousing. Future growth opportunities lie in agriculture, clean energy, and tourism, capitalising on the area's rural and coastal environment.

The key transport ambitions for Tendring coast are:

- Attract transport investment to drive local economic growth and put more opportunities within easy reach.
- Improve access to skills and training.
- Enhance health and wellbeing and meet the needs of an ageing population.

1.2 Local travel

The Tendring coast is relatively isolated as its far from other places, and the coastal towns are quite self-contained with local people working in local jobs. Travel outside the area, such as to Colchester and beyond, is important for providing a wider range of opportunities and services not available locally.

Vehicle ownership is low and in some parts of Clacton-on-Sea and Jaywick over half of households do not have a vehicle[2]. However, driving remains the most common way to travel to work, with 75% of people travelling by car.[3]

There is a reasonably comprehensive local bus service in the wider Clacton-on-Sea area, including Clacton-on-Sea, Walton-on-the-Naze, and Frinton-on-Sea. Two Tendring based Community Transport services focus on the Harwich area and the rest of the peninsular and both provide dial-a-ride services and hopper buses aimed at those unable to access to conventional public transport.

The main coastal towns all have rail services. Clacton-on-Sea has direct hourly services to Colchester, Chelmsford and London. The Walton-on-the-Naze (including Frinton Station) branch line provides an hourly shuttle service to Colchester with a transfer at Thorpe-le-Soken for London trains. The Harwich branch line offers a shuttle service to Manningtree with connections to London and Norwich and additional but infrequent direct services to London. Freight trains can now use the Harwich branch to access the international port at Harwich.

While most people do commute by car or train, many people living in the area walk or cycle to work[4], reflecting the local nature of the job market. 17% of people living in Clacton-on-Sea walk to work while 5% of Harwich and Dovercourt residents' cycle to work.

While there are bus and train services connecting the main towns to Colchester, north-south connections are more limited to travel between the towns on the Tendring coast.

The Tendring coast in numbers

154,734 residents (2022)

43% economically active (of working population, as of 2021)

Life expectancy* is **81.5-82**

25% have no qualifications*

29% are aged over 65

Some areas in the **Top 10%** deprived areas in England

65-70% of adults are overweight*

75% of residents **drive** to work

3% of residents **get the bus** to work

17% of residents **cycle or walk** to work

5% of residents get the **train or underground** to work

Top industries residents work in*

Retail

Education

Health

Manufacturing

Accommodation and food services

*District wide statistic

2. Outcomes we want to achieve

2.1 Supporting people, health, wellbeing and independence

2.1.1 People have inclusive and affordable access to key services

The ability to travel enables everyone to maximise their potential and enjoy life. Our coastal towns support a range of jobs, shops, services and particularly tourist/leisure activities. That said, long-term economic trends such as out-of-town retailing, foreign holidays, the growth of the internet and centralisation of services have affected why people want to visit, impacting the opportunities available to local people.

Clacton-on-Sea, Jaywick, Harwich and Walton-on-the-Naze are among the most deprived areas in the country[5], and for many, affordability is a barrier to transport, limiting access to essential services and job opportunities. More than a third of Tendring's population have a bus pass – often those above retirement age or with a disability. This, combined with the low car ownership rate results in a high reliance on buses to meet local travel needs.

Overall, the Tendring bus network meets many of its residents' needs, and it is well used, however there remains some significant gaps in services. Young people face significant barriers to accessing education, employment, and to independence due to limited transport choice and poor rural transport links. Improving bus services will provide better access by offering more, better timed and better connecting bus services[6].

Initiatives such as Essex Pedal Power[7] in Clacton-on-Sea and Jaywick, and Harwich and Dovercourt, provide the freedom to travel to key services (particularly employment), while also promoting physical activity. Expanding such schemes and offering better cycle training, especially for students, could broaden access to opportunities for a greater number of people.

2.1.2 People enjoy improved physical and mental health and wellbeing

The Tendring coast stands out for its relatively low life expectancy[8] and high levels of poor health[9]. It is important that we both tackle the causes of poor health and improve access to the healthcare that people need.

Increasing physical activity could help improve people's physical and mental health, as well as support access to jobs and services. How people choose to travel, for example by walking and cycling for local journeys, can be an easy way to add exercise to daily activities.

With a high proportion of residents over 65 and poor health outcomes overall, access to healthcare services is important. Clacton-on-Sea and Harwich have their own community hospitals and are reasonably well connected, but these hospitals do not cover every service. Meanwhile, residents of Brightlingsea and rural areas face travel times of over an hour to the nearest hospital with Accident and Emergency facilities in Colchester. There is a community transport service for hospital appointments, however the demand for the service outstrips the number of vehicles and number of drivers, meaning expanding the service is difficult.

Access to travel can help improve people's social contacts and develop wider interests in the community as well as improve access to key services that help support their wellbeing.

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

Keeping people safe and well is essential Between 2021 and 2023, 15 people were killed and 225 were seriously injured on Tendring's roads[10]. Achieving Essex's ambition of zero road deaths (Vision Zero) and serious injuries by 2040 means focusing on improving physical safety on the transport network for all modes of transport, including the feeling safe and secure.

Buses are a safe mode of travel. To make bus travel feel even safer we will support improved bus infrastructure at bus stops and transport hubs. This will include a more attractive and safer environment, with better waiting facilities and passenger information (including real time passenger information). Additional measures could include increased use of CCTV on and off buses, and improved lighting at key locations. Similarly, the perceived safety of walking can be improved by designing open, well-lit, visible routes.

2.2 Creating sustainable places and communities

2.2.1 All places support the transport needs of all residents

The Tendring coast's location means long journeys to reach other parts of Essex and to Suffolk. Our plan will better connect the coastal towns to each other and to the rest of the county, making it easier for residents to access services, employment and leisure.

Existing buildings, streets, public spaces, and the natural environment, all contribute to the unique character of Tendring's coastal towns. It's important that the most is made of these things as more attractive places encourage people to stay and invest their skills locally.

It is important that the design of town centres and seafronts encourage people to spend time in these areas whether that be for shopping or leisure. This means considering how places are accessed and how people and vehicles move within them.

The area is also flat, and one of the driest and sunniest places in Britain. These conditions provide the opportunity to create a cycle network, especially in coastal towns, linking towns with each other and the National Coast Path with potential benefits for the tourism sector.

2.2.2 New developments are designed to be sustainable from the start

Tendring coast's population continues to grow with people living longer and people moving to the area. We therefore need more homes to meet these demands. The adopted Tendring Local Plan provides for 11,000 homes up to 2033 which means approximately 550 homes need to be built every year. As of April 2024, a minimum of 4,300 homes are still left to build. A Local Plan Review for Tendring has started based on new government targets for the period up to 2041 and this needs to plan for a minimum of 1,062 homes every year. All of this growth needs to be supported by appropriate transport infrastructure. As residents become wealthier, we want to ensure that active and sustainable travel choices are available.

We want all developments to be designed sustainably, and we will work with Tendring District Council to prioritise locations for jobs and homes with good sustainable transport access to a wide range of services in the coastal towns. Getting these plans right can bring in the right infrastructure. We will use the planning process, including funding from new development where possible, to improve transport, benefitting both new and existing residents and businesses.

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

We want to protect the character of Tendring Coast by minimising the environmental impacts of carbon, noise and air pollution. To support decarbonisation aims, transport will need to reduce its carbon output. This means improving existing bus and rail services, exploring demand responsive transport, and developing coherent walking and cycling networks. For example, investing in the bus network improves the quality of the service and passenger numbers, creating a financially stable environment for operators to introduce zero emission buses. Supporting a twice hourly service between from both Harwich and Clacton-on-Sea will improve the rail service and encourage more people to travel by rail.
There are limited opportunities for a rail link between Harwich and Clacton-on-Sea therefore need to focus on bus and walking and cycling links. This will help offer a genuine alternative to using the private car.

We will also respect the tranquillity of rural and coastal areas by looking at ways of reducing both noise and light pollution, helping to create enjoyable spaces for people to enjoy.

We will work jointly with local councils to improve air quality as set out in our Air Quality Strategy[11]. Measures will include encouraging the use of less polluting modes of travel (see LTP Policy 10), reducing congestion in Air Quality Management Areas through better traffic management (see LTP Policy 5) and better managing the movement of higher-polluting goods vehicles (see LTP Policy 6).

2.3 Connecting people, places and communities

2.3.1 The business potential of Essex is maximised

Local businesses, including the international port of Harwich, rely on goods being delivered reliably and on time. Similarly, local people also need to know how long a journey will take, whether it is getting to work or the doctors.

Delays are common on main roads in Tendring, especially in town centres and along the A133 towards Colchester.[12] With more jobs and housing expected in the area, traffic will increase and so the transport network needs to cater for the safe, efficient movement of people and goods, now and in the future.

Freeport East, including Bathside Bay in Harwich, is a good example. It is a special economic zone that will create thousands of jobs and boost Tendring's economy. The Freeport will depend on efficient freight movement, access to a workforce and sustainable travel options for them via both road and rail. Improving rail services for both people and goods will have a positive impact on local businesses and residents alike.

There are more vans on the local roads delivering goods to people's homes which reflects the rise in online shopping. There may be opportunities for local distribution hubs with the last part of the journey covered by cargo bikes reducing traffic.

Tourism is also a key sector for the Tendring coast economy, supporting local businesses, job opportunities and enhancing quality of life. Summer weekends are the most popular time to visit, leading to potential delays on the roads and

high demand for parking. As tourism grows, it's important that the Tendring coast is accessible by multiple modes, not just the car. Improved public transport – particularly the bus network - will ensure a stronger and more sustainable economic environment in Tendring.

Alongside this, fewer than 20% of premises along the Tendring coast have access to ultra-fast broadband[13], which is a barrier for attracting businesses to the area as well as those looking to relocate to Tendring coast to work some of the time from home. However, given many jobs in the area are in healthcare, retail, accommodation, food services, education, and manufacturing, and need people to travel to work, this may be more of an issue for supporting the future growth of new businesses.

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

Tendring has one of the highest numbers of residents in Essex with no qualifications. While access to secondary education is reasonably good, access to further education and training is more limited. The lack of local opportunities and poor access to higher paid jobs further afield makes it difficult to attract and keep skilled people. Initiatives such as the Tendring Skills Programme aim to equip the workforce for upcoming jobs and growth sectors within the district, will play an important part.

Tendring also has below average employment rates, with 5.3% of residents claiming benefits. Jobs are mostly located in the north of the area or in Clacton-on-Sea, yet bus services to get to these workplaces from Harwich, Frinton-on-Sea, and Walton-on-the-Naze are limited. There are few north-south bus services and buses may not go to all employment locations.

It is vital that residents have inclusive and affordable access to employment, education and training. Significant improvements to public transport connectivity, including lower cost, better frequency, and faster bus journeys to areas with higher-paying jobs, are essential if the local community is to access opportunities and attract and keep people with higher qualifications. Initiatives such as the Sunshine Coast Ranger and Mayflower Line Ranger tickets are designed to make train travel more affordable for individuals and families.

We must also consider walking and cycling options for many people who work locally, with much of the Tendring coast within a 30-minute bike ride. It is also low cost and initiatives like Essex Pedal Power are even able to provide a free bike for qualifying residents to access opportunities, enabling people to make the most of their skill and potential.

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

The Tendring coast is vulnerable to rising sea levels, which increase coastal flooding and erosion risks. We may see heavier rainfall and hotter summers in the future which will have an impact on the transport network. Preparing and adapting to these challenges will be critical and it is vital that this strategy does not make this worse.

This will have significant implications on our network and its ongoing maintenance. For example, coastal erosion and flooding will reduce how long our network lasts, and severe weather will reduce the time available for repairs. This is crucial – the network provides access to jobs, education and essential services and it is often the only way people can access their everyday needs, particularly in rural and coastal areas. It is vital that the network is maintained and fit for purpose, for all modes but we also need to look at ways to solve the problem such as improving the materials we use and reduce unnecessary travel.

Improving bus services, walking and cycling routes, and working to increase rail freight will all help with this, reducing the pressure on our network and ensuring its long-term future.

3. Our plan for the Tendring Coast

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

We will work with local partners to promote and encourage activities where we can encourage behavioural change.

If places within this area do not have any schemes identified at the moment this does not mean future schemes cannot come forward as part of this place-based strategy in the future. This strategy should also be read alongside any local policies and strategies.

3.1 Tendring coast wide

We will deliver Tendring coast's transport ambitions by providing transport choices to make it easier for residents, particularly those without cars, to access services.

This starts with getting people active, getting them out and about and enjoying the beautiful rural and coastal landscapes and the mental and physical benefits exercise brings. We will work with partners to help tackle high obesity rates by improving activity and wellbeing, and improving walking and cycling routes/facilities to access key services, open space and the England Coast Path, and offering training and led walks / rides for those who want it. Improving active travel options not only has health benefits but allows people to travel to services, employment and education in a relatively low cost and low carbon way. This strategy will improve links to multifunctional green spaces, creating walking and cycling routes that connect parks and natural areas. Local policy and strategies should focus on improving access to green space and creating greener communities, especially in areas of deprivation or where there is poor or unequal access.

Our Bus Service Improvement Plan (BSIP) will aim to improve the bus network by making buses feel safer and easier, while supporting sustainable housing growth across the Tendring coast area. We will explore options for extending DigiGo, our digital demand-responsive transport option, to improve affordable access to places not well served by buses or trains.

We are developing an Enhanced Bus Partnership (EP) with commercial bus operators in Tendring to deliver change. This includes improving connections to new jobs and transport hubs, like railway stations, as well as upgrading bus stops and improving public information.

The improvements needed to develop more sustainable transport options must also focus on making public transport more affordable. While the current £3 fare cap (in place until at least March 2027) for buses provides cheaper bus travel for longer distance routes, we will continue to work with operators to seek more affordable bus and rail passes for those who find the cost a challenge to accessing work and other opportunities.

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

These improvements, typically funded by Central Government, will need to align with community and transport priorities, and include footway, cycleway, carriageway and drainage renewal. Targeted improvements such as creating 'sustainable transport corridors' (giving buses priority along key routes), and creating cycling and walking network linking essential destinations, will make it easier for everyone. Improvements such as these have the added advantage of enhancing the look and feel of coastal towns, making them attractive places for visitors, boosting local businesses and for businesses to invest.

It should be noted that this place-based strategy will need to be reviewed regularly to reflect changes to Local Plans or other significant proposals. The plan may also not cover every town and village in the area.

3.2 Clacton-on-Sea and Jaywick

Within Clacton-on-Sea we propose to improve the town centre and make it a better place to live, work and visit by improving the bus interchange, walking and cycling facilities and access to the railway station. We hope to encourage more trips by train, for example to better access opportunities further afield, by improving the station itself and encouraging rail operators to increase the service to two trains an hour to London.

The tourist season often brings more vehicles onto Clacton roads meaning summer weekends can see more delays. Enhancing the A133 from Frating to Clacton-on-Sea can help these journeys and make the area more attractive to visit as well

as benefit local people travelling to work, school and leisure. It will also make local bus journeys quicker and more attractive.

Within Jaywick, initiatives such as the Jaywick Sands Place Plan[14] aim to regenerate the area to raise the standard of living, including improving streets, public transport roadside infrastructure such as bus stops, and attracting shops and services, to create jobs. It could also improve footfall for local businesses and make the area attractive for tourists. Creating a new north-south walking and cycleway at Tudor Fields in particular, could be used for emergency access and evacuation in a flood event.

3.3 Harwich and Dovercourt

Freeport East in Harwich and the development of the Bathside Bay Container Terminal is a major growth opportunity for the Tendring coast. Harwich and Dovercourt will see a lot of investment, significant amounts of which will need to be in transport.

We will work with Freeport East and transport providers to ensure local people can access new job opportunities. A north Tendring access package will include bus links to the port from Harwich, Dovercourt, and other parts of Tendring. It will also investigate opportunities for sustainable transport corridors and encourage the Freeport to provide transport for workers.

We understand how important it is to support the Freeport development for residents, and we want local people all over Tendring coast to benefit. In addition, we propose to deliver local cycling and walking improvements within Dovercourt, including a new footbridge over the railway, and investigate a Harwich Active Travel corridor to help local people access jobs at Freeport East. Additionally, we would support improvements to the Harwich-Felixstowe foot ferry, giving our residents low cost, quicker access to jobs in Felixstowe Port as well.

The economic success of the port and Harwich itself also needs good rail access, adequate and safe roads (including bus and coach) for workers and goods vehicles, in particular to and from the A12. The main route connecting Freeport East to the A12 is the A120 and significant investment is required to upgrade this route to meet the needs we expect. We will work with the Freeport East and National Highways, who have responsibility for roads such as the A12 and A120, to secure appropriate improvements. This will not only benefit businesses, and freight, but also local residents accessing Harwich and Dovercourt.

We will support Freeport East's construction of a new rail freight terminal to increase the number of freight trains that can use the port. This means fewer lorries will be on the roads, improving safety and local air quality and reducing congestion.

Public transport projects are also needed. Improvements to Harwich's bus network and increasing the train service to two trains per hour to London, will help residents access both Tendring coast jobs but also opportunities further afield for example in Colchester or London.

Scheme Details can be found in Appendix A.

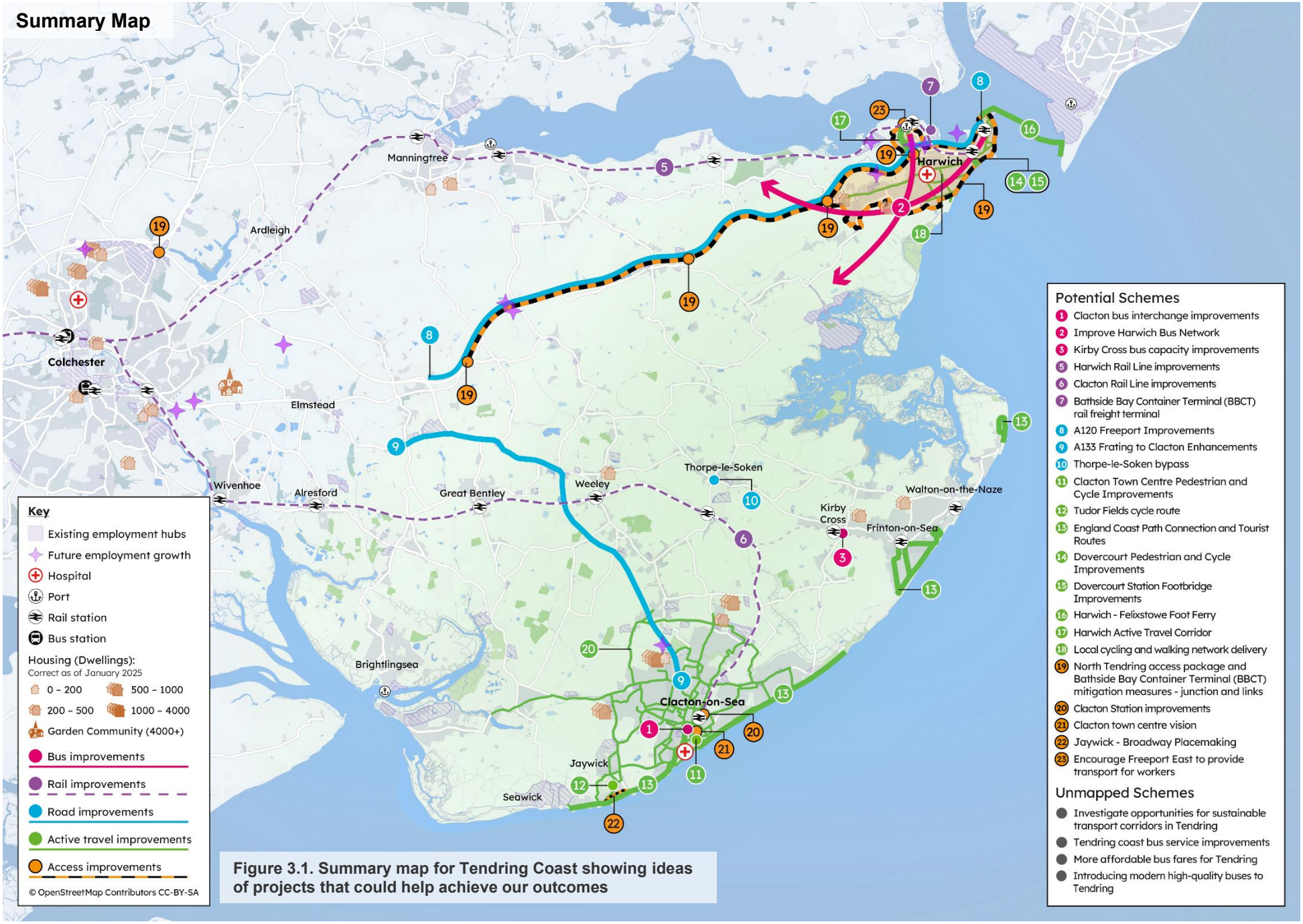

Figure 3.1. Summary map for Tendring Coast showing ideas of projects that could help achieve our outcomes

Appendix A. Scheme list

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

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

Key themes and outcomes

Theme 1	Theme 2	Theme 3
Supporting people, health, wellbeing and independence.	**Creating sustainable places and communities.**	**Connecting people, places and businesses.**
Outcomes	Outcomes	Outcomes
• People have inclusive and affordable access to key services. • People enjoy improved physical and mental health and wellbeing. • The transport network is safe, and feels safe, for all users.	• All places support the transport needs of all residents. • New developments are designed to be sustainable from the start. • Transport has a reduced impact on the environment and adverse impacts on natural habitats are avoided.	• The business potential of Essex is maximised. • People have inclusive and affordable access to employment, education and training. • The transport network has a secure and long-term future.

Project	Description	Impact	Supporting People			Sustainable Place			Connecting People		
			Outcome 1	Outcome 2	Outcome 3	Outcome 4	Outcome 5	Outcome 6	Outcome 7	Outcome 8	Outcome 9
Tendring Coast-wide											
North Tendring access package and Bathside Bay Container Terminal (BBCT) mitigation measures - junction and links	A package of transport improvements to provide freight access to support development of Freeport East at Harwich: ▪ Improvements to A120 between Harwich and Hare Green ▪ Sustainable transport links to connect Clacton, Walton, Harwich, Dovercourt to employment opportunities at the Freeport	Helps facilitate freight movement supporting Freeport East and supports sustainable access job opportunities at the Freeport.	**	***	**	***	*	***	***	***	*
Investigate opportunities for sustainable transport corridors in Tendring	Feasibility study to determine whether it could be possible to implement sustainable corridors for Tendring to access services and places of employment.	Improved public transport and walking and cycling options for sustainable access to services and jobs.	***	***	**	***	**	***	**	***	
Tendring coast bus service improvements	Develop a suite of improvements to the bus network in Tendring: ▪ Tendring Enhanced Bus Partnership, including Clacton Connect Transformational Scheme ▪ Extend operations focusing on Clacton/Walton/Frinton and Harwich ▪ Improving interurban connections to Colchester.	Improved public transport options for Tendring	***	*	*	*	**	**	*	***	**

Project	Description	Impact	Supporting People			Sustainable Place			Connecting People		
			Outcome 1	Outcome 2	Outcome 3	Outcome 4	Outcome 5	Outcome 6	Outcome 7	Outcome 8	Outcome 9
	▪ Improve bus infrastructure on street and key hubs to improve accessibility, provide a secure environment and to better passenger information, including real-time information. ▪ Explore options for developing Demand Responsive Transport										
More affordable bus fares for Tendring	Work with bus operators to develop more affordable bus fares for Tendring, considering Government's current fare cap policy,	Helping those who have difficulty affording transport such as younger people, the unemployed and the geographically isolated.	***	*	*	*	**	**	*	***	**
Local cycling and walking network delivery	Delivery of the prioritised walking and cycling network	Improved cycling and walking options encouraging people to be more active	**	***	**	*	*	**	**	**	
Freeport East to provide transport for workers	Work through the Enhanced Bus Partnership and developmental planning to develop improved access to the Freeport site.	Supports people to access job opportunities at the Freeport			*	**	**	**	***	**	
Introducing modern high quality buses to Tendring.	Working with bus operators to identify funding opportunities to introduce new high quality, 'zero	Improve local air quality in Tendring	**	*		**	*	***	**	**	

Project	Description	Impact	Supporting People			Sustainable Place			Connecting People		
			Outcome 1	Outcome 2	Outcome 3	Outcome 4	Outcome 5	Outcome 6	Outcome 7	Outcome 8	Outcome 9
	emission at exhaust' buses to the Tendring network. Offering quieter smoother rides while reducing impact on environment.										
A120 Freeport improvements	Better connections to and from Freeport (particularly Clacton), taking into account Transport East's masterplan for the Freeport.	Supports people to access job opportunities at the Freeport	**	*	*	**		*	***	*	**
Thorpe Le Soken bypass	Access improvements for North Falls energy pipeline construction site.	Supports construction of clean energy projects.		*	**	*		*		***	
Kirby Cross bus capacity improvements	Increasing bus access improvements and capacity between Kirby Cross and Clacton-on-Sea.	Enables more public transport capacity				*		*	*		
England Coast Path connection and tourist routes	England Coast Path connection and tourist routes	Provides a safe walking route encouraging physical activity improving health and wellbeing also may attract tourists to the area supporting local businesses	*	***	**	*		**	*	*	
Clacton-on-Sea and Jaywick											
Clacton Station Improvements	Improving the station environment and sustainable connectivity to the rest of the town.	Enables easier access to the station to access opportunities further afield	***	**	**	*	*	***	*	***	***

Project	Description	Impact	Supporting People			Sustainable Place			Connecting People		
			Outcome 1	Outcome 2	Outcome 3	Outcome 4	Outcome 5	Outcome 6	Outcome 7	Outcome 8	Outcome 9
Clacton town centre pedestrian and cycle improvements	Development of improved walking and cycling facilities in the town centre.	Giving people access to services, health and wellbeing, and access to employment.	**	***	**	*	*	**	**	**	*
Clacton town centre vision	Town centre regeneration, cultural space and sustainable transport links. Ambition to build transformative proposals on current activity	Improving sustainable transport links in the town centre, and improving and encouraging cultural spaces	**	***	**	**	*	**	*	*	**
Clacton rail line Improvements	Two trains per hour to London Liverpool Street and increased service to Colchester Town	Increased frequency of rail services giving people more options for travel	**	*	*	*	*	**	***	**	*
Jaywick - Broadway placemaking	Regeneration of Jaywick centre	Improves the feel of the town centre and Increases footfall for businesses	*	**	*	*	*	**	**	*	**
A133 Frating to Clacton enhancements	Longer term corridor improvement of A133 to dual carriageway standard for multi modal use	Keeps the road network moving especially in peak tourist season			*	**	*	*	**		**
Clacton bus interchange improvements	Upgrade bus interchanges in Clacton including the current bus terminus and rail station	Improved public transport options for Tendring	*		*	*		*	*	*	***

Project	Description	Impact	Supporting People			Sustainable Place			Connecting People		
			Outcome 1	Outcome 2	Outcome 3	Outcome 4	Outcome 5	Outcome 6	Outcome 7	Outcome 8	Outcome 9
Tudor Fields cycle route	New Cycleway connecting Jaywick	Improved walking and cycling options for sustainable access to services and jobs.	**	***	**	*	*	**	**	**	
Harwich and Dovercourt											
Harwich rail line Improvements	Two trains per hour to London Liverpool Street	Increased frequency of rail services giving people more options for travel	**	*	*	*	**	**	***	**	*
Dovercourt pedestrian and cycle infrastructure improvements	Public realm improvements, 20mph speed limits, improving crossing facilities.	Improving access to services, health and wellbeing, and access to employment.	**	***	**	*	*	**	**	**	
Dovercourt station footbridge / tunnel	Creation of an accessible bridge over the rail crossing. Pedestrian and cycling access are a condition of BBCT planning approval.	Improving local walking access to Freeport East	**	*	**	**		**	*	**	**
Harwich - Felixstowe foot ferry	This would create access to employment - Freeport east sites in Harwich (Bathside Bay and Felixstowe).	Improving connections to other Freeport East sites, improving journey times when compared with the road.	**	**		**	*	**	**	**	

Project	Description	Impact	Supporting People			Sustainable Place			Connecting People		
			Outcome 1	Outcome 2	Outcome 3	Outcome 4	Outcome 5	Outcome 6	Outcome 7	Outcome 8	Outcome 9
Harwich active travel corridor	Explore Station Road as a viable option for an active travel corridor for both ferry passengers and workers with cycle and pedestrian priority infrastructure.	Improving access to services, health and wellbeing, and access to employment.	**	***	**	*		**	*	**	
Improve Harwich bus network	Work through the Enhanced Bus Partnership to improve connectivity across the Harwich Town Bus Network, including improved connectivity between Harwich Town station and the port	Improved public transport options for Tendring	**	*	*	*	**	**	**	**	
Bathside Bay Container Terminal (BBCT) rail freight terminal	Build rail freight terminal with a container transfer area linked to existing rail facilities. This is included within the planning permission and will increase the percentage of container traffic travelling by rail above and beyond the rail mode share	Improving sustainable freight options, removing lorries off the road network, reducing congestion and improving local air quality.					**	**	***		*

Appendix B. Addressing the Challenges

Appendix B outlines the challenges outlined in this place-based strategy, identifies some high-level activities that we could do to address these and the potential schemes we could do to address these challenges. For scheme descriptions, please see Appendix A and the core text to understand why these schemes can address the challenges.

Those schemes in bold with an asterisk are *Countywide Initiatives – they are not in the map above

B.1 People Theme

Outcome	Challenge	High Level Activity	Schemes to address these challenges
People have inclusive and affordable access to key services	High Levels of income deprivation across the area – large areas of Tendring coast are in the top 10% most deprived areas	▪ Raise awareness of the impacts of individual travel choices and alternatives consistent with supporting sustainable growth ▪ Encourage digital innovation, such as new apps that enable the delivery of essential services, such as healthcare, in ways that are less dependent on travel ▪ Support the rollout of faster broadband and ongoing improvements to 5G mobile coverage in rural and deprived areas ▪ Implement our Bus Service Improvement Plan ▪ Support the introduction of multi operator and fully integrated smart ticketing for transport services in Essex ▪ Provide training and promote free initiatives to increase people's confidence and participation in cycling	▪ North Tendring access package ▪ Investigate opportunities for sustainable transport corridors in Tendring ▪ Clacton town centre pedestrian and cycle improvements ▪ Harwich rail Line improvements ▪ Dovercourt pedestrian and cycle infrastructure improvements ▪ Clacton rail Line improvements ▪ local cycling and walking network delivery ▪ Jaywick - Broadway placemaking ▪ Tendring coast bus service improvements ▪ Encourage Freeport East to provide transport for workers ▪ Harwich - Felixstowe foot ferry ▪ ***Better access to rail stations** ▪ ***Integrated ticketing across modes**
	Low levels of car ownership in areas with poor access to services by bus	▪ Encourage digital innovation, such as new apps that enable the delivery of essential services, such as healthcare, in ways that are less dependent on travel ▪ Support the rollout of faster broadband and ongoing improvements to 5G mobile coverage in rural and deprived areas ▪ Implement our Bus Service Improvement Plan	▪ North Tendring access package ▪ Investigate opportunities for sustainable transport corridors in Tendring ▪ Clacton town centre pedestrian and cycle improvements ▪ Harwich rail line improvements ▪ Dovercourt pedestrian and cycle infrastructure improvements

Outcome	Challenge	High Level Activity	Schemes to address these challenges
		▪ Provide attractive, safe, convenient, inclusive and high quality public transport routes and facilities, designed in line with latest design standards and guidance ▪ Explore opportunities to expand our Demand Responsive Transport network in rural areas ▪ Work with partners to promote more sustainable forms of car use, such as lift sharing and car clubs ▪ Develop and deliver long-term plans to improve our cycling and walking networks by considering our Local Cycling and Walking Infrastructure Plans ▪ Provide training and promote free initiatives to increase people's confidence and participation in cycling	▪ Clacton rail line improvements ▪ local cycling and walking network delivery ▪ Freeport East to provide transport for workers ▪ Harwich active travel corridor
	High proportion of residents aged over 65.	▪ Implement our Bus Service Improvement Plan ▪ Provide attractive, safe, convenient, inclusive and high quality public transport routes and facilities, designed in line with latest design standards and guidance ▪ Explore opportunities to expand our Demand Responsive Transport network in rural areas ▪ Design, build, operate and maintain transport infrastructure so that it is accessible, easy and safe to use for everyone ▪ Work with the bus and rail industries to secure further improvements to the accessibility of public transport and passenger assistance on buses, trains and at bus and rail stations	▪ Investigate opportunities for sustainable transport corridors in Tendring ▪ Tendring coast bus service improvements
People enjoy improved physical and mental health and wellbeing	Highest levels of adult and child inactivity	▪ Develop and deliver long-term plans to improve our cycling and walking networks by considering our Local Cycling and Walking Infrastructure Plans ▪ Widen access to Essex Pedal Power, which provides free bikes and a support service for our most disadvantaged communities	▪ Clacton town centre pedestrian and cycle improvements ▪ Dovercourt pedestrian and cycle infrastructure improvements ▪ local cycling and walking network delivery ▪ England Coast Path connection and tourist routes ▪ Harwich active travel corridor

Outcome	Challenge	High Level Activity	Schemes to address these challenges
		▪ Implement our Green Infrastructure Strategy to deliver better quality and more accessible multipurpose green spaces and links for everyone ▪ Work with landowners and other partners to ensure that public rights of way are well maintained and easy to use ▪ Improve access to, and raise awareness of, the green spaces, facilities and activities available to the public	▪ Tendring coast bus service improvements ▪ ***Behavioural change programme** ▪ ***Strategic Public Rights of Way (PROW) enhancements to form long distance routes** ▪ ***NCN package - urban**
	High obesity rate in children	▪ Develop and deliver long-term plans to improve our cycling and walking networks by considering our Local Cycling and Walking Infrastructure Plans ▪ Widen access to Essex Pedal Power, which provides free bikes and a support service for our most disadvantaged communities ▪ Implement our Green Infrastructure Strategy to deliver better quality and more accessible multipurpose green spaces and links for everyone ▪ Work with landowners and other partners to ensure that public rights of way are well maintained and easy to use ▪ Improve access to, and raise awareness of, the green spaces, facilities and activities available to the public	▪ Clacton town centre pedestrian and cycle Improvements ▪ Dovercourt pedestrian and cycle infrastructure improvements ▪ local cycling and walking network delivery ▪ Harwich active travel corridor ▪ ***Behavioural change programme**
	Affordability of bikes may be a barrier to active travel	▪ Widen access to Essex Pedal Power, which provides free bikes and a support service for our most disadvantaged communities	▪ ***Essex Pedal Power**
	Health deprivation is high across the area. Some areas must travel more than 60 minutes by bus to nearest hospital	▪ Support people and increase their confidence to travel by improving travel information, while making fares and ticketing easier and simpler to understand ▪ Promote the support we provide on mental health and wellbeing through our Essex Wellbeing Service ▪ Promote the work of the independent charity – Rural Community Council of Essex – in tackling hidden deprivation and social isolation in our villages and rural areas	▪ Investigate opportunities for sustainable transport corridors in Tendring ▪ Tendring coast bus service improvements

Outcome	Challenge	High Level Activity	Schemes to address these challenges
The transport network is safe, and feels safe	Bus stops often have limited seating and bus shelters, and lack of real time information and may not feel safe	▪ Follow a safe systems approach in designing and maintaining our highway network ▪ Collaborate with partners, such as the police and Safer Essex Roads Partnership, to improve safety ▪ Design new and improved infrastructure and promote well-designed neighbourhoods so that they feel safe and secure to use	▪ Tendring coast bus service improvements
	15 people were killed on the area's roads between 2021-2023	▪ Follow a safe systems approach in designing and maintaining our highway network ▪ Collaborate with partners, such as the police and Safer Essex Roads Partnership, to improve safety ▪ Promote training initiatives (e.g. Bystander training) and apps (e.g. Travel Guardian) to improve safety and confidence when travelling ▪ Collaborate with the police and public transport operators to reduce crime and the fear of crime when travelling on the transport network ▪ Design new and improved infrastructure and promote well-designed neighbourhoods so that they feel safe and secure to use	▪ North Tendring access package and Bathside Bay Container Terminal mitigation measures ▪ Local cycling and walking network delivery ▪ A120 improvements ▪ England Coast Path connection and tourist routes ▪ Clacton town centre pedestrian and cycle improvements ▪ A133 Frating to Clacton enhancements ▪ Tudor Fields cycle route ▪ Dovercourt pedestrian and cycle infrastructure improvements ▪ Harwich active travel corridor

B.2 Place

Outcome	Challenge	High Level Activity	Schemes to address these challenges
All places support the transport needs of all residents	Tendring coast can feel cut off from the rest of Essex with more limited access to opportunities.	▪ Introduce a 'Place and Movement' approach to help embed the principles of 'Healthy Streets' and manage the transport network effectively for both existing streets and new developments ▪ Implement our Electric Vehicle Strategy to provide suitable access to a reliable, convenient, accessible and fairly priced network of electric charge points	▪ North Tendring access package ▪ Investigate opportunities for sustainable transport corridors in Tendring ▪ Clacton Station improvements ▪ Harwich rail line Improvements ▪ Clacton rail line improvements ▪ Dovercourt Station footbridge improvements ▪ Tendring coast bus service improvements ▪ ***Better access to rail stations**

Outcome	Challenge	High Level Activity	Schemes to address these challenges
	The area currently lacks a comprehensive cycle network, particularly in key coastal towns	▪ Introduce a 'Place and Movement' approach to help embed the principles of 'Healthy Streets' and manage the transport network effectively for both existing streets and new developments ▪ Implement 'well designed neighbourhood principles' in the redesign of existing neighbourhoods	▪ Clacton town centre pedestrian and cycle improvements ▪ Dovercourt pedestrian and cycle infrastructure improvements ▪ local cycling and walking network delivery ▪ Harwich active travel corridor ▪ ***Cycle quietways in residential areas**
New developments are designed to be sustainable from the start	A Local Plan Review for Tendring District has started based on new government targets for the period up to 2041 and this needs to plan for a minimum of 1,062 homes every year	▪ Introduce a 'Place and Movement' approach for planning all new developments ▪ Adopt a vision-led approach to planning for new growth and its transport needs, including through all new Local Plans and the identification of monitoring measures ▪ Adopt an 'Avoid-Shift-Improve' approach to plan transport and development from the earliest stages of development planning ▪ Use connectivity planning to help locate new homes, jobs and essential services in sustainable places that align with our vision for transport ▪ Work with Local Planning Authorities (LPAs) and other partners to allocate developments in Local Plans and deliver new Garden Communities to help meet the significant housing targets set for Essex by the Government ▪ Work with LPAs to ensure that measures proposed in large developments and Garden Communities to promote sustainable transport are deliverable and sufficient to meet the vision for active and sustainable mode share ▪ Set up Transport Review Groups for larger developments to help the ongoing management of transport impacts ▪ Require effective travel plans for all new homes, new and existing workplaces and schools, including Garden Communities and other large-scale developments in line with our travel plan guides for	▪ Investigate opportunities for sustainable transport corridors in Tendring ▪ Tendring coast bus service improvements ▪ local cycling and walking network delivery ▪ ***Residential Travel Planning** ▪ ***Business and School Travel Planning** ▪ ***Behavioural change programme** ▪ ***Provision of Cycling equipment in new development**

Outcome	Challenge	High Level Activity	Schemes to address these challenges
		residential, workplace, school, and large-scale developments and garden communities ▪ Monitor the delivery of active and sustainable mode share targets through the Travel Plan with permission for latter phases of development linked to the achievement of modal split targets for early phases in line with our travel plan guide for large-scale developments and garden communities ▪ Work with LPAs to embed inclusive design principles into all new developments ▪ Promote tools, guidance and best practice documents, such as A New Street Types Model for Essex, EPOA 2024 Parking Guidance, Mobility Hubs as part of the Essex Design Guide and the Highways Technical Manual, to help plan all new developments sustainably ▪ Implement 'well designed neighbourhood principles' in the design of new communities ▪ Require planning applications to be supported by a Health Impact Assessment (HIA) considering the Essex Healthy Places Checklist	
Transport has a reduced impact on the environment and adverse impacts on natural habitats are avoided	Tendring coast is susceptible to the impacts of climate change – sea level rise and coastal erosion.	▪ Deploy approaches such as sustainable drainage and natural flood management to promote greater flood resilience on the highway network ▪ Create and deliver a highways water pollution reduction strategy to improve water quality with partners ▪ Adopt an 'Avoid-Shift-Improve' approach to plan transport and development from the earliest stages of development planning ▪ Implement the Essex Air Quality Strategy to reduce exposure to poor quality air ▪ Develop effective and deliverable Air Quality Action Plans with partners ▪ Avoid adverse effects from new transport projects on the integrity of internationally important habitat sites.	▪ Clacton town centre vision ▪ Tendring coast bus service improvements ▪ Harwich active travel corridor ▪ Jaywick - Broadway placemaking ▪ ***Promotion of Synthetic Fuels** ▪ ***Roll out of EV Infrastructure** ▪ ***Behavioural change programme**

B.3 Connectivity

B.3.1 Outcome -> Issue -> Activity -> data

Outcome	Challenge	High Level Activity	Schemes to address these challenges
The business potential of Essex is maximised	Tourism is important to the Tendring coast and is important for job creation, local business and the quality of life for local people	▪ Prioritise journey time reliability for all modes of transport, including freight and passenger transport ▪ Work in partnership to implement our Rail Strategy to influence the delivery of nationalised rail services and plan rail improvements ▪ Work with the rail industry to explore how Essex stations can be served by a minimum of two trains per hour ▪ Work with partners to secure better public spaces and access around stations and bring underutilised station buildings into community use	▪ Clacton Station improvements ▪ Clacton town centre vision ▪ Harwich rail line improvements ▪ Clacton rail line improvements ▪ Jaywick - Broadway Placemaking ▪ A133 Frating to Clacton enhancements ▪ Clacton bus interchange improvements ▪ Harwich - Felixstowe foot ferry ▪ Thorpe Le Soken bypass ▪ England Coast Path connection and tourist routes ▪ Tendring coast bus service improvements ▪ ***Smart junctions** ▪ ***Strategic Public Rights of Way (PROW) enhancements to form long distance routes**
	Supporting Freeport East development in Harwich will be vital for the economic success of Tendring	▪ Adopt a vision-led approach to planning for new growth and its transport needs, including through all new Local Plans ▪ Prioritise journey time reliability for all modes of transport, including freight and passenger transport ▪ Work with partners to make the case for investment in our strategic road and rail links, including to the airports and ports to provide enhanced capacity for freight ▪ Work with partners to make the case for investment in better facilities for lorry drivers ▪ Work with the Government to explore how their plans for local government finance, devolution and wider policy objectives can enable Essex to play its full part in supporting national economic growth	▪ North Tendring access package ▪ Harwich rail line improvements ▪ Dovercourt Station footbridge improvements ▪ Encourage Freeport East to provide transport for workers ▪ A120 Freeport improvements ▪ A133 Frating to Clacton enhancements ▪ Harwich - Felixstowe foot ferry ▪ Tendring coast bus service improvements ▪ BBCT Rail Freight Terminal ▪ BBCT Mitigation Measures - junction and links ▪ Improve Harwich bus network ▪ ***Business and School Travel Planning**

Outcome	Challenge	High Level Activity	Schemes to address these challenges
		▪ Work with partners and the freight industry to reduce the impact of freight and delivery vehicles on communities and the environment	
People have inclusive and affordable access to employment, education and training	Harwich, Frinton and Walton all have poor bus service access to employment sites	▪ Tackle barriers to travel, such as accessibility, complexity and security, to support greater use by everyone ▪ Work with organisations such as bus operators and active travel organisations and funders to make the case for new investment ▪ Work with partners to improve walking, cycling and public transport connections between residential and employment areas ▪ Work with partners to secure better facilities at stations for onward travel via all modes of transport, including step-free access ▪ Work in partnership to provide attractive, safe, convenient, inclusive, and high quality walking, cycling and public transport routes and facilities ▪ Deliver high quality rapid transit networks where feasible ▪ Support the introduction of multi operator and fully integrated smart ticketing for transport services in Essex	▪ North Tendring access package ▪ Investigate opportunities for sustainable transport corridors in Tendring ▪ Harwich Rail Line Improvements ▪ Tendring coast bus service improvements ▪ Encourage Freeport East to provide transport for workers ▪ Harwich - Felixstowe foot ferry ▪ Kirby Cross Capacity Improvements ▪ Improve Harwich bus network
	Currently easier to travel to Colchester than between north and south Tendring	▪ Tackle barriers to travel, such as accessibility, complexity and security, to support greater use by everyone ▪ Work with organisations such as bus operators and active travel organisations and funders to make the case for new investment ▪ Work with partners to improve walking, cycling and public transport connections between residential and employment areas	▪ North Tendring access package ▪ Investigate opportunities for sustainable transport corridors in Tendring ▪ Tendring coast bus service improvements

Outcome	Challenge	High Level Activity	Schemes to address these challenges
		▪ Work with partners to secure better facilities at stations for onward travel via all modes of transport, including step-free access ▪ Work in partnership to provide attractive, safe, convenient, inclusive, and high quality walking, cycling and public transport routes and facilities ▪ Deliver high quality rapid transit networks where feasible ▪ Support the introduction of multi operator and fully integrated smart ticketing for transport services in Essex	
	Employment deprivation is high on the Tendring coast with Jaywick, Clacton-on-Sea, Walton-on-the-Naze and Harwich having high levels of employment deprivation. A higher proportion of residents claim benefits than the England and Essex average with only Harlow higher in Essex.	▪ Tackle barriers to travel, such as accessibility, complexity and security, to support greater use by everyone ▪ Work with organisations such as bus operators and active travel organisations and funders to make the case for new investment ▪ Work with partners to improve walking, cycling and public transport connections between residential and employment areas ▪ Work with partners to secure better facilities at stations for onward travel via all modes of transport, including step-free access ▪ Work in partnership to provide attractive, safe, convenient, inclusive, and high quality walking, cycling and public transport routes and facilities ▪ Deliver high quality rapid transit networks where feasible ▪ Support the introduction of multi operator and fully integrated smart ticketing for transport services in Essex	▪ North Tendring access package ▪ Investigate opportunities for sustainable transport corridors in Tendring ▪ Tendring coast bus service improvements ▪ Clacton rail line improvements ▪ local cycling and walking network delivery ▪ Jaywick - Broadway Placemaking ▪ Encourage Freeport East to provide transport for workers ▪ Harwich - Felixstowe foot ferry ▪ Harwich active travel corridor ▪ Harwich rail line improvements ▪ ***Better access to rail stations**

Outcome	Challenge	High Level Activity	Schemes to address these challenges
		▪ Deliver locally relevant training programmes to address skills gaps holding people back and stopping firms from investing	
	Access to further education is poor	▪ Tackle barriers to travel, such as accessibility, complexity and security, to support greater use by everyone ▪ Work with organisations such as bus operators and active travel organisations and funders to make the case for new investment ▪ Work with partners to secure better facilities at stations for onward travel via all modes of transport, including step-free access ▪ Work in partnership to provide attractive, safe, convenient, inclusive, and high quality walking, cycling and public transport routes and facilities ▪ Deliver high quality rapid transit networks where feasible ▪ Support the introduction of multi operator and fully integrated smart ticketing for transport services in Essex ▪ Deliver locally relevant training programmes to address skills gaps holding people back and stopping firms from investing ▪ Provide measures to enable more children to walk and cycle to school via safe, direct routes	▪ Investigate opportunities for sustainable transport corridors in Tendring ▪ Tendring coast bus service improvements ▪ Harwich rail line improvements ▪ Clacton rail line improvements ▪ ***Better access to rail stations**
	High number of residents with no qualifications	▪ Tackle barriers to travel, such as accessibility, complexity and security, to support greater use by everyone ▪ Work with organisations such as bus operators and active travel organisations and funders to make the case for new investment	▪ North Tendring access package ▪ Investigate opportunities for sustainable transport corridors in Tendring ▪ Harwich rail line improvements ▪ Clacton rail line Improvements ▪ local cycling and walking network delivery ▪ Tendring coast bus service improvements

Outcome	Challenge	High Level Activity	Schemes to address these challenges
		▪ Work with partners to secure better facilities at stations for onward travel via all modes of transport, including step-free access ▪ Work in partnership to provide attractive, safe, convenient, inclusive, and high quality walking, cycling and public transport routes and facilities ▪ Deliver high quality rapid transit networks where feasible ▪ Support the introduction of multi operator and fully integrated smart ticketing for transport services in Essex ▪ Deliver locally relevant training programmes to address skills gaps holding people back and stopping firms from investing ▪ Provide measures to enable more children to walk and cycle to school via safe, direct routes	▪ ***Better access to rail stations**
The transport network has a secure and long-term future	We may see changes to our natural environment in the future that may pose risks to the area. Heavier rainfall and hotter summers which will have an impact on the transport network, these transport networks need to be resilient to ensure the safe, efficient movement of people and goods.	▪ Implement our Highways Infrastructure Asset Management Plan and supporting plans and strategies to maintain our transport infrastructure to appropriate standards which offer value for money to the Essex taxpayer ▪ Proactively monitor the condition of our road, cycle and pedestrian networks and other pieces of infrastructure ▪ Manage, maintain and improve our network by considering our Climate Adaptation Plan Framework, Decarbonisation Strategy and our Strategy for managing the Green Estate ▪ Develop our own ability as a Council to adapt to climate-related risk ▪ Deliver suitable actions that enable our transport network to adapt to change	▪ North Tendring access package ▪ Investigate opportunities for sustainable transport corridors in Tendring ▪ Clacton town centre pedestrian and cycle improvements ▪ Clacton town centre vision ▪ Harwich rail line improvements ▪ Dovercourt pedestrian and cycle infrastructure improvements ▪ Clacton rail line improvements ▪ local cycling and walking network delivery ▪ Tendring coast bus service improvements ▪ A120 Freeport improvements ▪ A133 Frating to Clacton enhancements ▪ Thorpe Le Soken bypass ▪ Harwich active travel corridor ▪ Introducing modern high quality buses to Tendring. ▪ ***Business and School Travel Planning**

Outcome	Challenge	High Level Activity	Schemes to address these challenges
		▪ Deploy approaches such as Sustainable Drainage and Natural Flood Management to promote greater flood resilience on the highway network ▪ Play an active role in flood defence, coastal protection, and conservation to reduce the risks and impacts on our coastal communities and transport network ▪ Work with National Highways and neighbouring local transport authorities to provide a common approach to innovation ▪ Accurately digitise our highway networks and traffic regulation orders to support future use of our networks by autonomous vehicle systems ▪ Manage the introduction of appropriate alternative fuel infrastructure to encourage cleaner zero-emission travel ▪ Support the pilot and where appropriate the adoption of new technology which enables more sustainable travel	▪ ***Smart junctions**

Appendix C. References

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