

Place Services and Economic Growth Policy and Scrutiny Committee

ECC and Sustainable Transport: Safer, Greener, Healthier

24th September, 2020

Sustainable
Growth

Sustainable
Travel

Sustainable
Environment

Sustainable
Communities

CHALLENGE

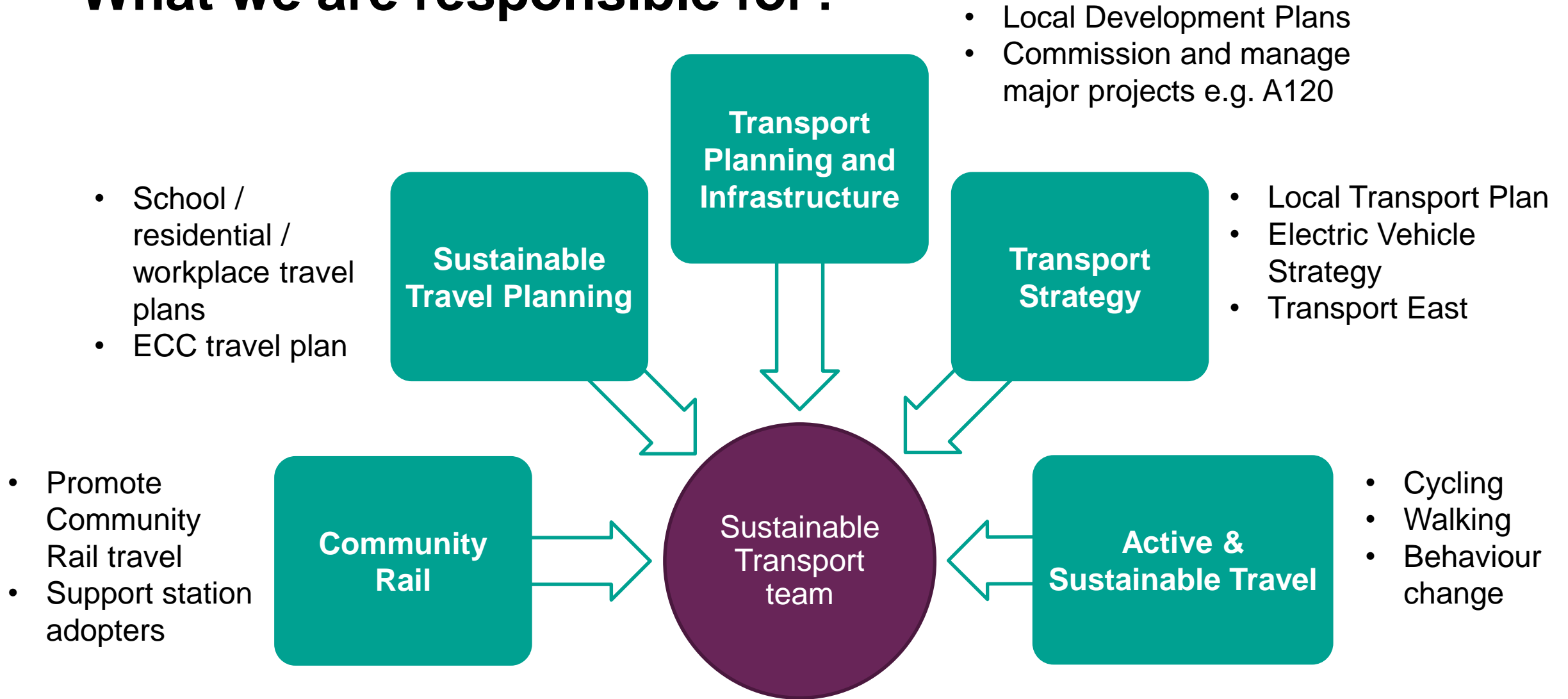
The opportunity is to achieve a shift to walking, cycling and public transport for car drivers and to improve freight journeys and deliveries for our businesses. Our transport agenda intends to increase choice for residents to travel without having to drive including more walking and cycling for very local journeys (for those who can) and more reliable bus journeys. And for business, how we can facilitate more efficient journeys and smart deliveries.

We can improve journeys by better informing travellers through smart lighting and smart parking whilst sensors can identify air pollution to reduce traffic into cities. Safer and smarter community safety and traffic management can regulate traffic flows and reduce congestion and at the same time traffic management supports the system for emergency services and police to respond to accidents and take action against poor driving.

VISION

Our vision for Sustainable Transport is “to connect residents’ starting at a neighbourhood level to walking and cycling routes, buses, shared transport and rail stations [providing more travel choices] and to better connect businesses to their markets and customers.”

What we are responsible for?



Current transport planning team activity

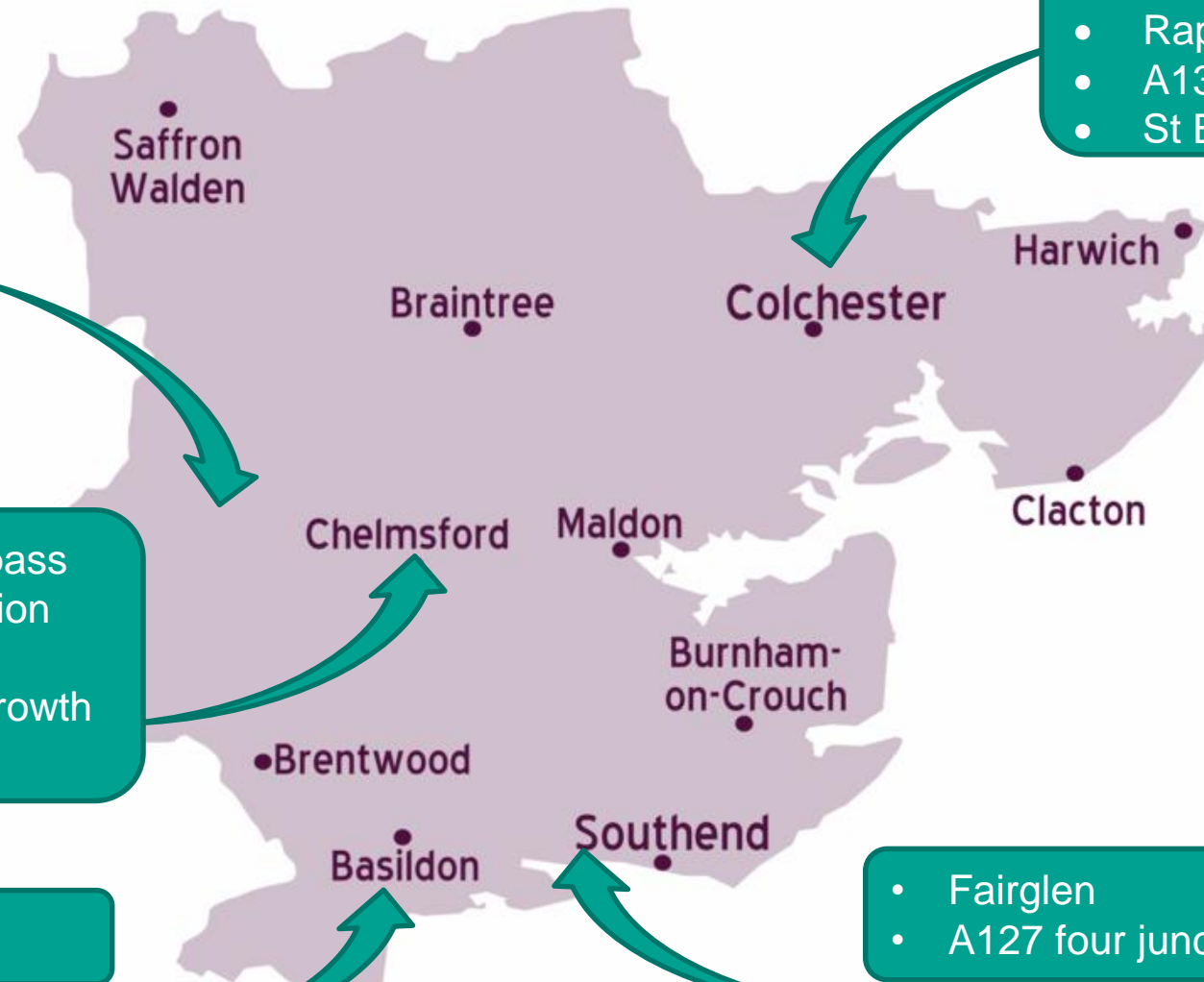
- Harlow River Way Bridge
- Harlow & Gilston Garden Town - M11 junction 7a and sustainable travel corridors

- Colchester Integrated Transport Package
- Rapid Transit System
- A133 Link Rd
- St Botolph's roundabout

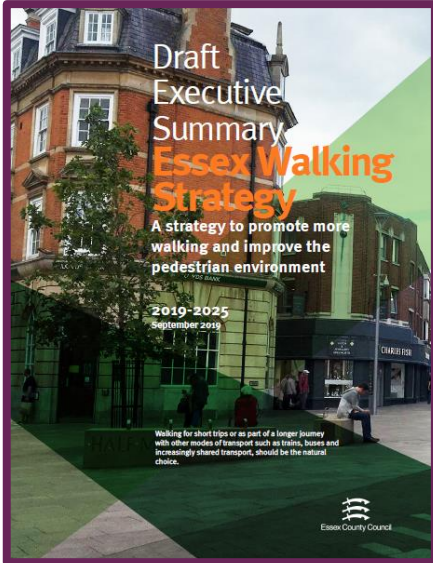
- Colchester NE Bypass
- Army & Navy junction
- Beaulieu Station
- Chelmsford City Growth Package

- Basildon Masterplan

- Fairglen
- A127 four junctions



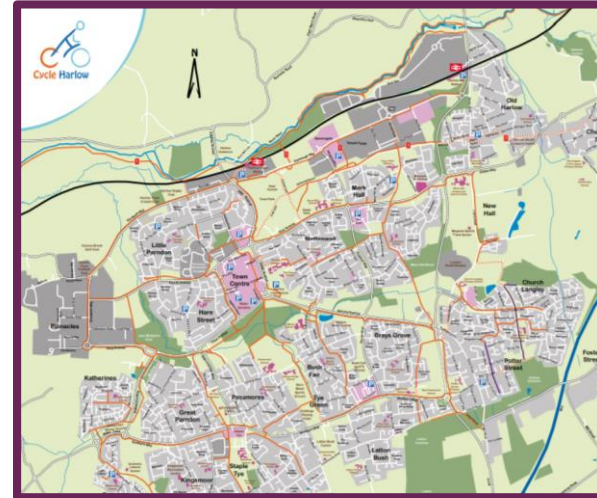
The strategy: Safer, Greener, Healthier



Walking strategy



Active travel programme



Harlow cycle audit



Stop.Swap.Go! buses

Sept

October

November

December

January



STOP.
SWAP.
GO!

***RETHINK YOUR
DAILY TRAVEL***

Essex walking strategy



Why?

- To promote walking as a mode of travel for short trips
- To align with Cycling & Walking Investment Strategy (CWIS) and funding opportunities
- To provide a framework to support Sustainable Transport
- To support Essex Climate Action Commission
- To link transport with health and wellbeing
- To link active travel and place/hyper-local perspectives



Next steps:

- Launch of strategy end of September 2020
- Development of comms plan for launch.
- Opportunity to link with Go-Jauntly App to promote curated walks in Essex
- Development of Action Plan to link to Stop.Swap.Go! – Behaviour Change and Emergency Active Travel Programme



ACTIVE TRAVEL PROPOSALS



- 26 proposals explored in total
- Strong bid totalling £9.4M and 5 transformative schemes submitted to the Department for Transport (DfT):
 - Basildon
 - Braintree
 - Brentwood
 - Chelmsford
 - Colchester



- Each distinctive scheme is designed to address the unique needs and characteristics of each town



- Focusing on making walking and cycling a meaningful alternative for short trips, or part of a longer journey.



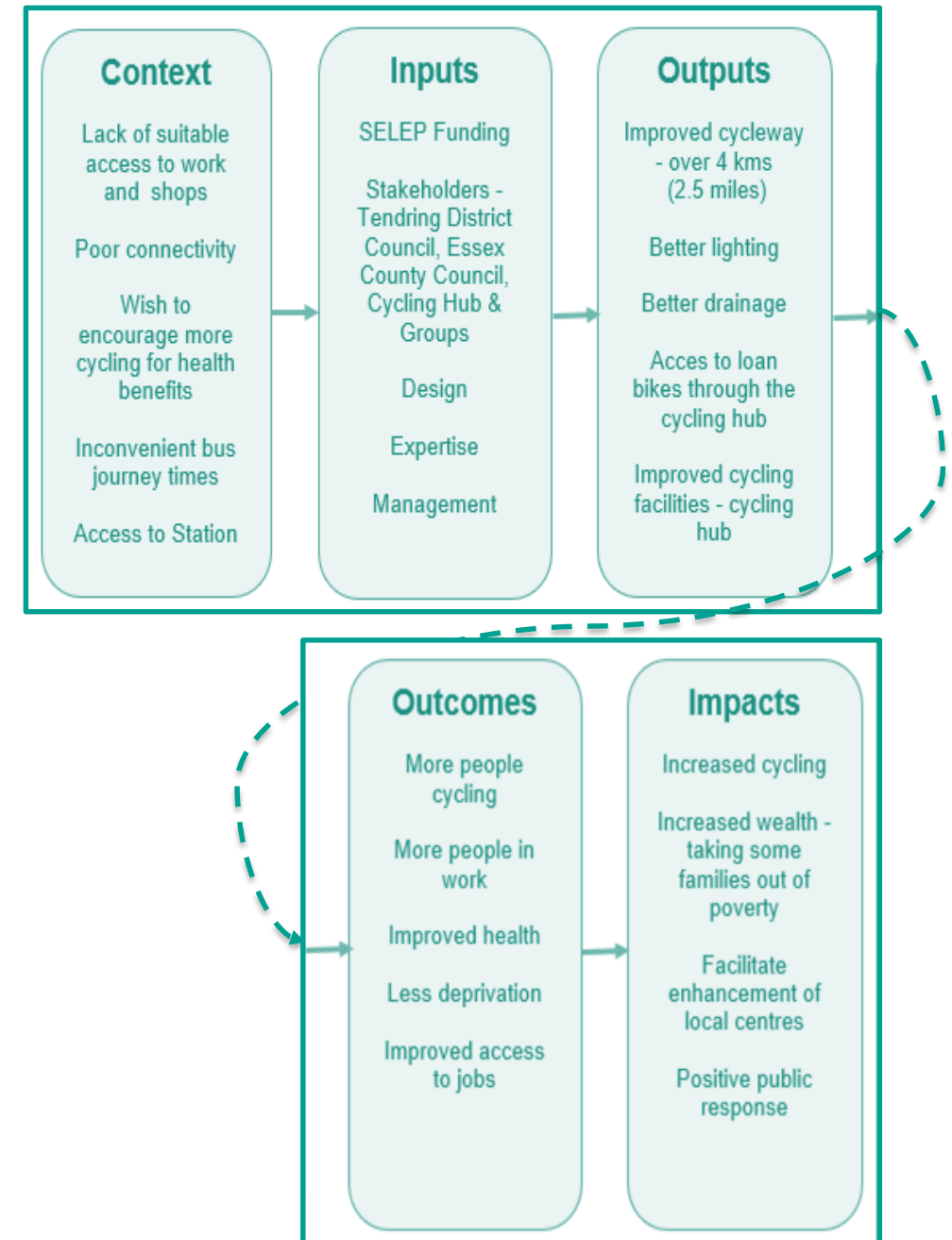
- Decision expected from the DfT in September or October
- Implementation due by the end of this financial year



- Local steering groups established and will finalise scheme details

Tendring Big Bikes

- Bespoke bike loan scheme and cycle network infrastructure improvement within Jaywick and Clacton
- Links Clacton station to business and industrial estates, and along the seafront to Jaywick
- High impact:
 - Tackling deprivation
 - Connecting to wider employment opportunities
 - Supporting economic growth in Jaywick
 - Addressing health inequalities
- Delivered rapidly, at low cost – operational by April 22
- Based on successful Birmingham scheme
- Complements Clacton Future High Street Fund proposals
- Cost £2.4m: (£2.3m from SELEP & ECC £0.1m)





DFT RURAL MOBILITY FUND

£2.575 million of funding

- Demand Responsive Transport (DRT) pilot
- Two schemes: South Braintree & Centre Essex
- Specific focus to reduce car use and provide access (or improved flexibility) for those without a car
- Fully-electric, wheelchair accessible minibus service
- Partnership with Gridserve; incorporating use of the UK's first Electric Forecourt
- Diverse target passenger groups – commuters, students, elderly
- The services will complement and support existing bus services
- Digital booking and payment (think Uber-style)
- Fares and charging will be scoped fully in Stage 2 of the process
- Pilots run for a period of 2 years, with an aim to be commercially viable thereafter

Essex Climate Action Commission

Transport Special Interest Group (SIG)

Behaviour Change Overarching Theme

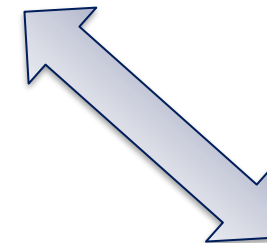
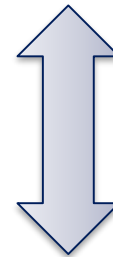
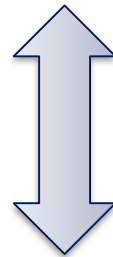
Modal shift

Reducing travel and increasing efficiency

Planning / land use

Alternative fuels

Freight / logistics



Land Use / Green Infrastructure SIG

Built Environment SIG

Energy SIG



ESSEX CLIMATE COMMISSION TRANSPORT RECOMMENDATIONS (1/4)

Increase active travel



- Introduce dedicated well-planned cycling & walking routes across all urban and rural locations, and to all rail stations
- Upgrade / expand the National Cycle Network and integrate with existing local routes
- Work with business to improve on-site facilities and develop routes

Increase low traffic neighbourhoods (LTN)



- Introduce 10 Low Traffic Neighbourhoods across Essex by the end of 2021
- Introduce 20 Low Traffic Neighbourhoods per annum to 2030

Introduce school streets



- Introduce school streets for 25 schools by 2022, and an additional 20 per year to 2050
- Promote safe and accessible public rights of way
- Expand 3 Parking Rules (3PR: care, consideration & caution) and school zones projects
- Improve cycling infrastructure





ESSEX CLIMATE COMMISSION TRANSPORT RECOMMENDATIONS (2/4)

Expand Park & Choose



- Introduce 3 new subsidy free Park & Choose (pedal, scoot, strike) sites by 2030
- Embed micromobility solutions and electric vehicle charging at all sites
- Use Park & Ride as a stepping stone to public transport
- Ringfence income for sustainable transport investment

Rebuild public transport



- Publicly state commitment to and funding for bus recovery
- Ringfence funding from car disincentives to invest in a good quality bus offer
- Kickstart innovative solutions such as electric demand responsive transport with a clear pathway to commerciality

Trial e-bikes / e-scooters



- Introduce 6 e-scooter pilot schemes across the county by the end of 2020
- Expand e-scooter and e-bikes schemes to new developments / Park & Ride
- Explore rural options





ESSEX CLIMATE COMMISSION TRANSPORT RECOMMENDATIONS (3/4)

Discourage unnecessary car use



- Introduce emissions charging / parking charges in town centres
- Introduce 5 workplace levy schemes
- Reduce town centre / city centre parking
- Explore car sharing options
- Launch county-wide National Car-Free Day
- Explore car-free town centres
- Ringfence income for sustainable transport

Expand EV charging network



- Develop detailed Electric Vehicle (EV) strategy
- Expand charging network beyond UK national average, focusing particularly on rural locations
- Electrify ECC grey fleet
- Explore options for electric vans



ESSEX CLIMATE COMMISSION TRANSPORT RECOMMENDATIONS (4/4)

First / last mile delivery



- Introduce e-cargo bike pilots in 5 locations by 2022, leading to wider introduction through 2030
- Explore other vehicle types e.g. robot, golf cart
- Explore complementary solutions e.g. retiming delivery

Pilot local delivery hubs



- Introduce 10 local delivery hubs by 2022
- Wide adoption of local delivery hubs

Behaviour change



- Underpins all other recommendations
- Build behaviour change strategy and education campaign focussing on active travel, public transport and discouraging unnecessary car use
- Recruit behaviour change expert



FUTURE COMMUNITIES / GARDEN TOWNS



- **New role:** Head of Transport for Future Communities, sitting in Sustainable Development but working closely with Highways & Transport.
- **Aim:** create sustainable exemplar, ambitious and effective transport infrastructure and designs for larger new developments
- **Focus:** placemaking and the role of transport in promoting economic growth, regeneration, housing and jobs
- **Collaboration:** Strong emphasis on partnership both within ECC and with other agencies such as Districts, and ensuring that wider cross-cutting ECC sustainable transport policies and projects are embedded and maintained in new communities
- **Working example:** Gilston Garden Village – adopting a ‘whole area’ approach to balance the needs of new and existing residents, deliver ambitious modal shift objectives, build new and upgrading existing infrastructure and develop and sustain active transport culture in Harlow.

Transforming Basildon (Wickford)

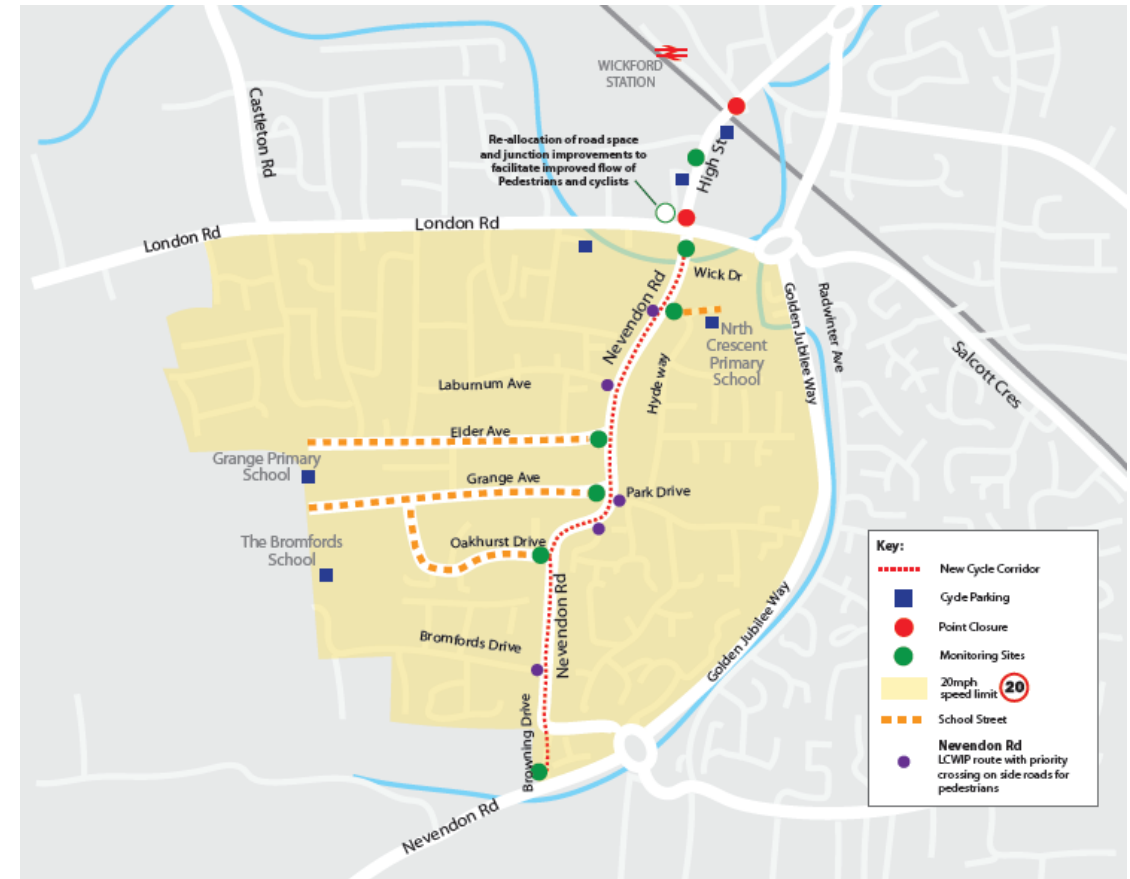
Active travel prioritisation rating: 154

Scheme summary

- Creates a cycling and walking route from Nevendon Road to the railway station

Why is transformational?

- Improved cycling and walking route 1.1 miles long
- Junction improvements and crossing improvements
- Trial of a Low Traffic Neighbourhood to improve streets to make it easier to walk and cycle
- A 'School Streets' approach
- Strong links with public transport enhancements such as improved access to bus stops, and improved bus operations.



Transforming Braintree

Active travel prioritisation rating: 104

Scheme summary

- Creates two routes to the town centre, one running from East to West and the other from South to North

Why is it transformational?

- Helps achieve the Braintree Cycling Action Plan objectives
- Creates a cohesive network that connects into the existing network of footpaths and cycle way routes to and from new developments to the main commuter, community and retail centres and recreational links
- Introduces 'School Streets' approach with 20mph limits to make streets safer for walking and cycling.
- Introduces the County's first "Dutch Style" roundabout
- Links with other public transport improvements



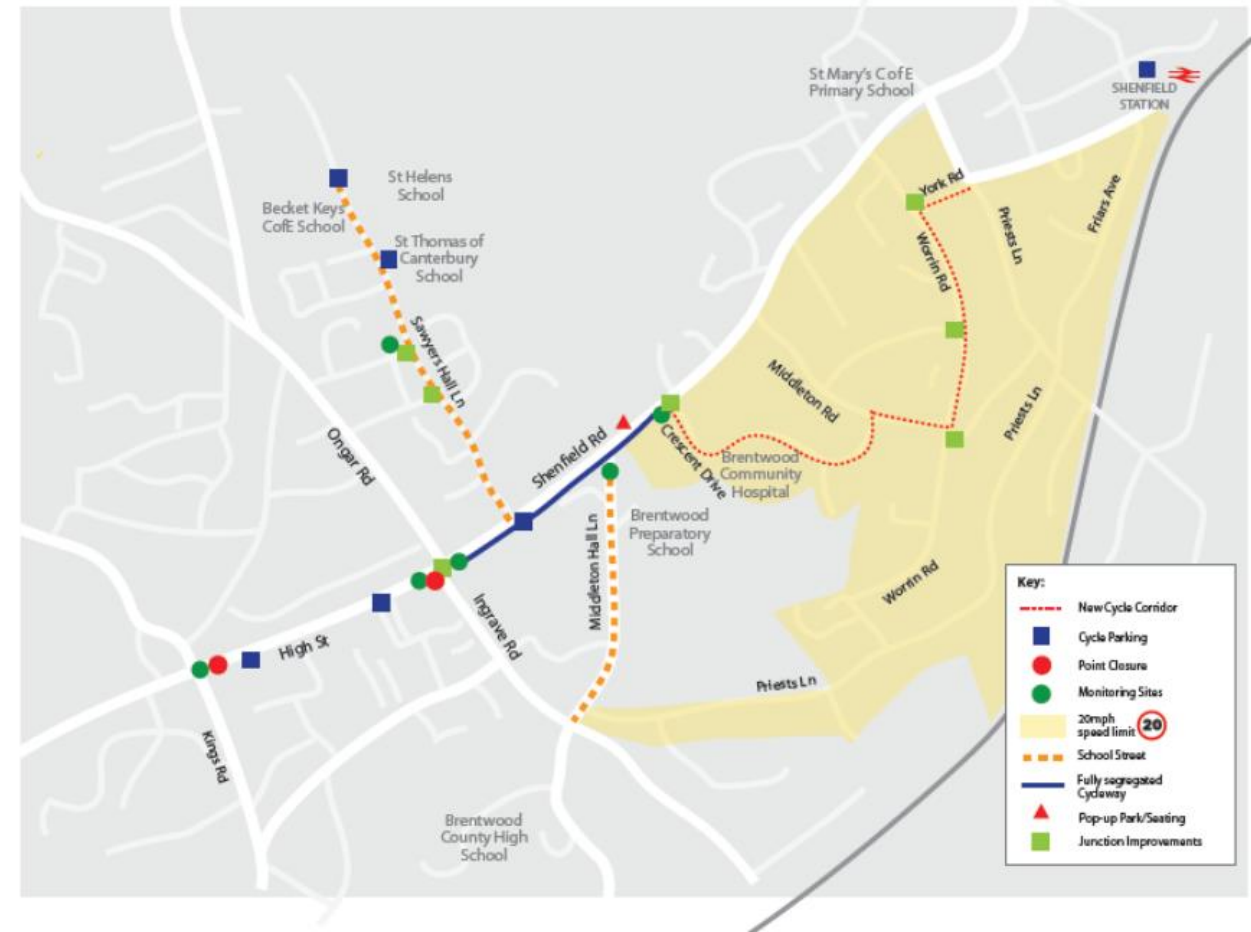
Transforming Brentwood

Scheme summary

- Links the High Street to Shenfield station with a dedicated cycle path.

Why is transformational?

- Permanent segregated cycling route on both sides of Shenfield Road.
- Connection to an existing off-road route along Chelmsford Road.
- Low Traffic Neighborhood, eastern end of corridor, near Shenfield Station.
- Designated 'School Street' zones either side of route; also streets to south of route.
- One-way system along part of Sawyers Hall Lane



Transforming Colchester

Cost: £4.015m

Active travel prioritisation rating: LCWIP R3 166

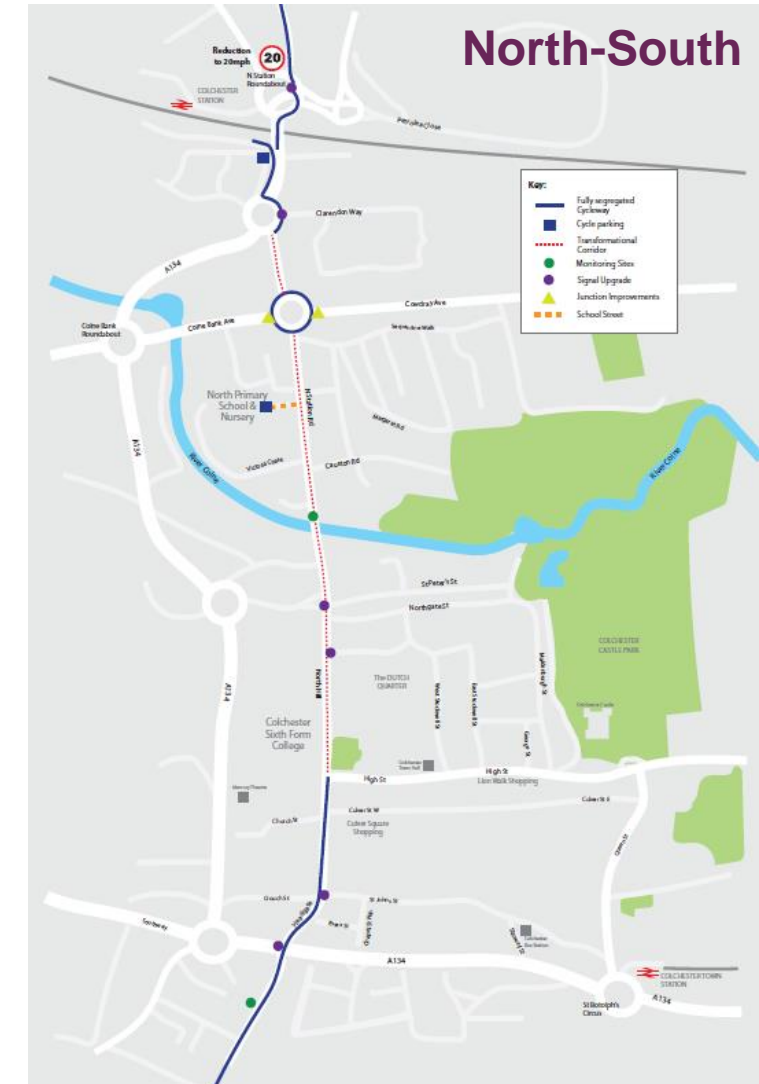
LCWIP R1 165

Scheme summary

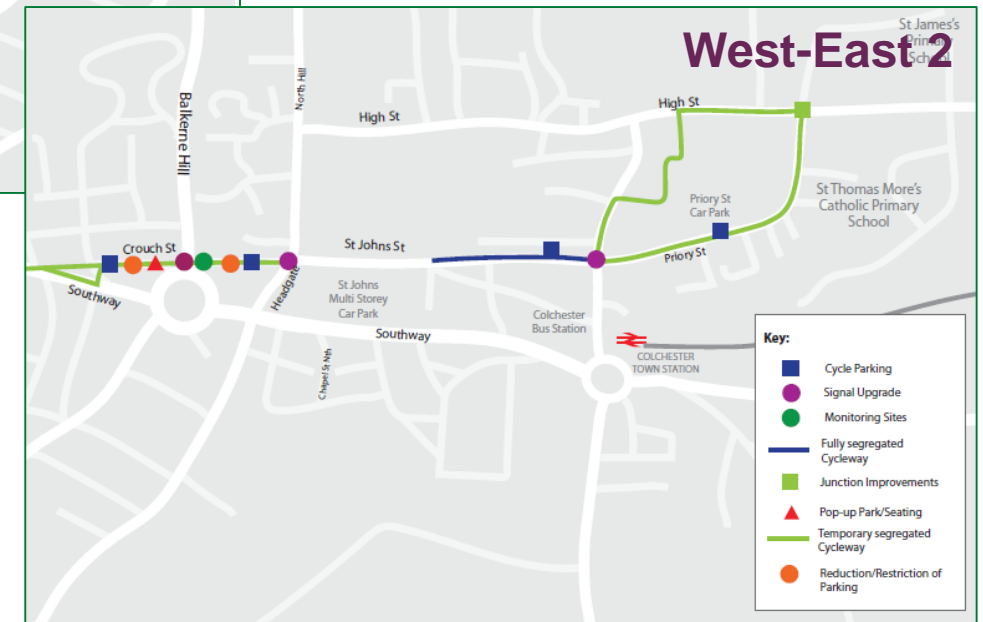
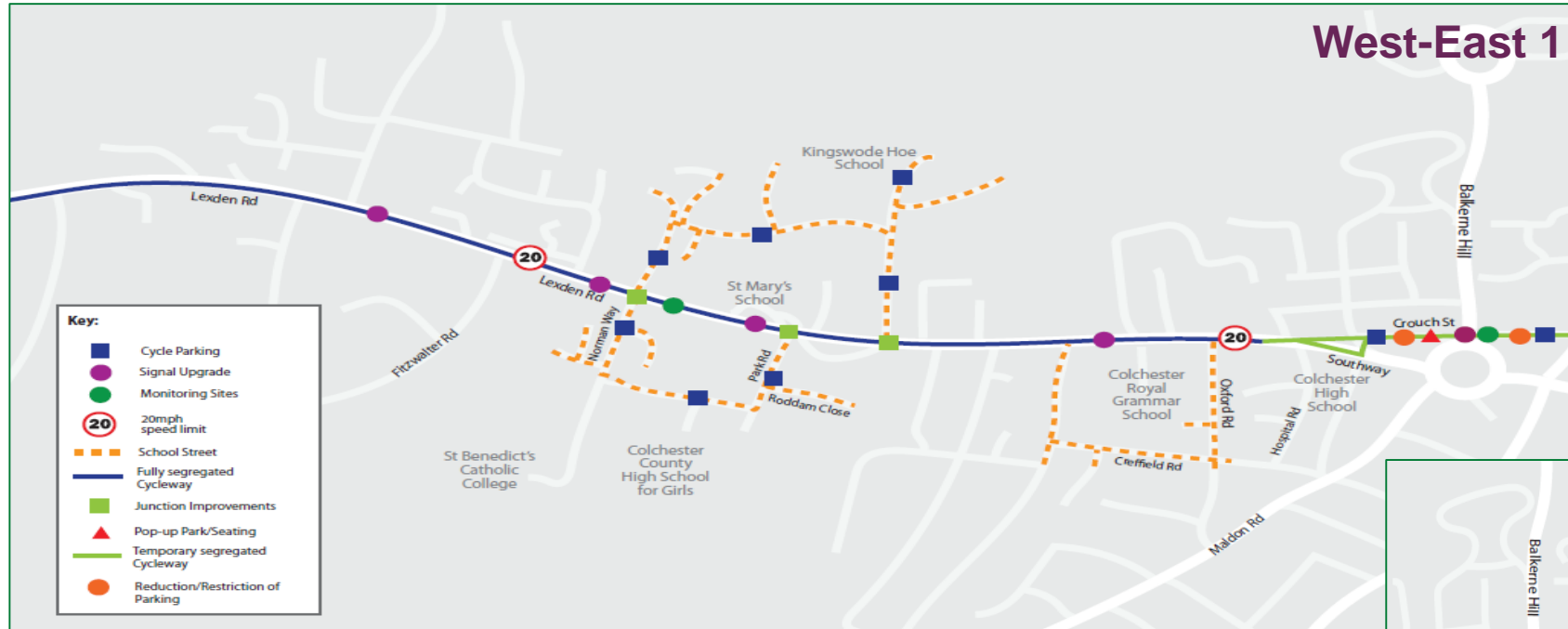
- 3 key Local Cycling & Walking Infrastructure Plan (LCWIP) routes that meet and cross in the town centre

Why is transformational?

- 5K improved cycling and walking walks
- Creates 'School Streets', segregated cycling and 20mph around Lexden road
- Improves public realm in the High Street and North Station with full segregation and 20mph zones
- Trial of a Low Traffic Neighbourhood to improve streets to make it easier to walk and cycle
- Links with existing Park and Ride to create a Park & Peddle option to align with the proposed Rapid Transit route
- Junction improvements and crossing improvements



Colchester is so transformational it needs two slides



Transforming Chelmsford

Cost: £2.942m

Active travel prioritisation rating: LCWIP R2 158

LCWIP R1A 145

Scheme summary

- Creates a 'C' shape cycle and walking route around the City centre

Why is transformational (route 1)?

- Links railway and bus stations and link existing infrastructure to connect to New Writtle Road.
- Increased footways and reduces parking
- Designates Springfield Park Road a Low Traffic Neighbourhood and Trinity Road a School Street zone
- Creates a permanent segregated cycling corridor along Victoria Road to join improved cycle & footpaths in the City Centre



Transforming Chelmsford 2

Why is transformational (route 2)?

- Creates a Low Traffic Neighbourhood in Moulsham, turning northern end of Moulsham Street into vibrant shopping destination.
- Route joins New Writtle Street to established cycle route to Baddow via upgraded toucan crossing.
- Route runs through northern Chelmsford, serving both railway and bus stations, linking existing infrastructure.

