

The Essex Local Transport Plan Consultation



Introduction

We all need to travel. Transport has a vital role to play in helping us to provide the best quality of life for Essex residents and supporting the growth of the Essex economy.

Providing highway and transportation related services is one of the Council's key roles and we currently spend over £100 million on transport each year. This includes:

- Maintaining and managing the county's roads
- Supporting local bus services and community transport services
- Providing public transport infrastructure (including bus stations and bus stops)
- Improving the safety of our roads
- Investing in and encouraging the greater use of low carbon forms of travel (including walking and cycling)
- Providing up-to-date travel information

The Essex Local Transport Plan

Every local highway authority must produce a Local Transport Plan for its area. The Local Transport Plan will set out what Essex County Council wants to achieve by investing in transport over the next 15 years. It will identify how transport provision will help to achieve sustainable economic growth in Essex. The strategy will also set out how we will provide transport services (including those listed above).

We know that the condition of the road network and the need to improve transport in Essex are areas of particular concern for Essex residents, as demonstrated by our recent countywide survey

which identified road maintenance, journey time reliability and improving transport as the most popular priorities. The Local Transport Plan will set out a vision for the future for transport in Essex and set a path to get us there.

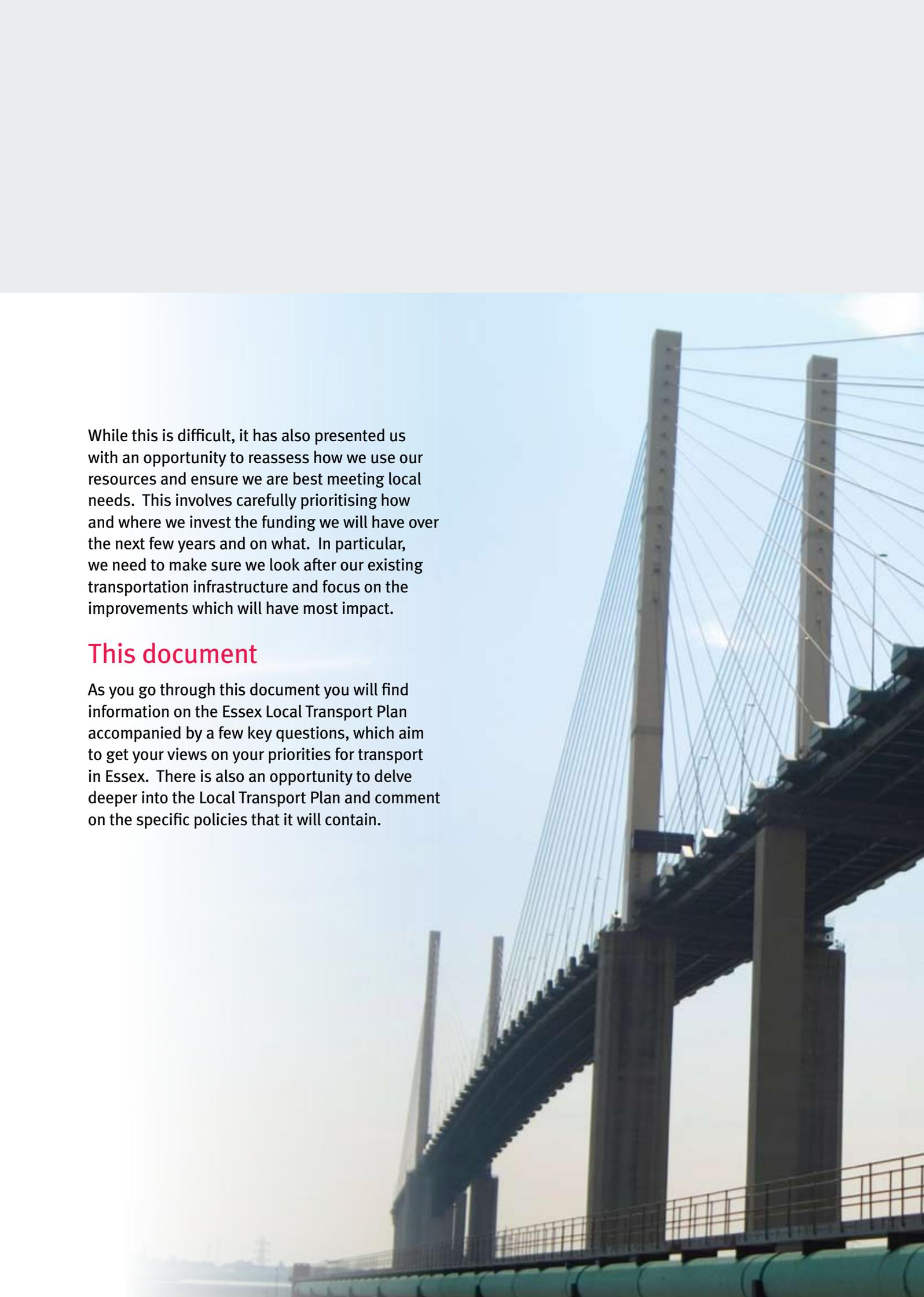
We must also recognise that we are currently in a period where there is limited funding for local transport, particularly for investment in major improvements. In the short-term, at least, we need to focus on what we can achieve with the funding which is available, taking the right steps to help us meet our longer-term ambitions as funds become available in the future.

This consultation

We would like you to tell us what is most important to you in terms of transport throughout Essex, and in your local area in particular. Please fill out this questionnaire so that your views can help us to write and deliver an effective transport plan for the county. Then return it to the address on the back page by **11 February 2011**.

Last year we asked you about the objectives for transport in Essex and the key issues you have with transport in your area. The results of this are summarised on the next page.

Since the last consultation we have had a change of government and significant spending cuts.



While this is difficult, it has also presented us with an opportunity to reassess how we use our resources and ensure we are best meeting local needs. This involves carefully prioritising how and where we invest the funding we will have over the next few years and on what. In particular, we need to make sure we look after our existing transportation infrastructure and focus on the improvements which will have most impact.

This document

As you go through this document you will find information on the Essex Local Transport Plan accompanied by a few key questions, which aim to get your views on your priorities for transport in Essex. There is also an opportunity to delve deeper into the Local Transport Plan and comment on the specific policies that it will contain.

Previous Consultation - what you've already told us is important to you

In Autumn 2009 the County Council consulted on the development of the Local Transport Plan. This was carried out through workshops with those most involved in delivering transport services in Essex and an online questionnaire for Essex residents.

We asked for your views on the problems the Local Transport Plan should address. We held workshops with representatives of approximately 40 organisations. We also contacted other key stakeholders and used EssexWorks and the press to advertise an online questionnaire. There were almost eight hundred responses to the consultation.

From a choice of six possible goals for the Local Transport Plan, supporting the economy was identified as the most important. Other goals which had significant backing included: good access to services; better safety and health; reducing transport emissions; protecting the environment, and providing people with a say on transport provision.

In response to the new Government's approach to transport, which gives local government more freedom to use their Local Transport Plan to address local challenges, we have changed the emphasis of the Local Transport Plan and identified five outcomes we want to achieve (these are listed later). Responding to the current economic climate and our earlier consultation, supporting the economy remains the key priority for the Local Transport Plan, and is emphasised throughout.

Our earlier consultation also asked you to consider the most significant issues that the Local Transport

Plan would need to overcome (the challenges) and the ways in which we should do so (the options). In addition to the earlier consultation, we have also made use of other wider public satisfaction surveys undertaken by the Council during the last year. Our findings indicate that:

- Lack of funding is recognised as a significant challenge
- The condition of highways and pavements has been identified as a priority by Essex residents
- Congestion of the road network affects productivity and discourages investment in Essex. (Urban and interurban networks within and between our main towns have been highlighted.)
- It is important that we continue to work to improve road safety
- Our ports and airports are drivers of the economy, but need infrastructure to support their growth
- There is a need for improved rail and bus services; (of higher quality, greater reliability and better value for money) to attract passengers from their cars. Improved rail services to London for commuters and better public transport links across Essex are also priorities
- There is support from the public and business community for "smarter choices" such as flexible working, car sharing/car clubs, travel planning and remote working to relieve congestion during peak travel periods.

What is your opinion of travel in Essex?

Essex County Council manages a transport network that supports more than a million trips every day, ranging from a daily commute to work or trips to the shops, to the movement of goods headed for destinations across the UK and beyond. To ensure we meet the demands of different journeys, it is important to understand people's views of travelling in Essex.

To begin the questionnaire, we would like to know a little bit more about how you usually travel and how you generally find travelling in this way.

Q1

How often do you use each of the following forms of transport to get about? Please tick the appropriate boxes.

	Most days	2-3 times a week	Weekly	Monthly	Rarely	Never
Car (or van)	<input type="checkbox"/>					
Bus	<input type="checkbox"/>					
Train	<input type="checkbox"/>					
Motorcycle or moped	<input type="checkbox"/>					
Cycle	<input type="checkbox"/>					
Walking	<input type="checkbox"/>					
Taxi or mini-cab	<input type="checkbox"/>					
Community Transport	<input type="checkbox"/>					

Q2

In your household, how many cars or vans do you own, or have access to?

- No access to a car or van
- 1 car or van
- 2 cars or vans
- 3 or more cars or vans

Q3

If you are in full or part-time employment, or full-time education how far do you live from your place of work/ education?

- I mainly work at home
- Less than 1 mile
- 1 mile to less than 3 miles
- 3 miles to less than 5 miles
- 5 miles to less than 10 miles
- 10 miles to less than 20 miles
- 20 miles to less than 50 miles
- 50 miles and over
- No fixed place of work
- Not applicable

Q4

In general terms, how satisfied or dissatisfied are you with local transport or highway services?

- Very satisfied
- Fairly satisfied
- Neither satisfied nor dissatisfied
- Fairly dissatisfied
- Very dissatisfied
- Doesn't apply / Don't know

What do we want the Essex Local Transport Plan to achieve?

The evidence prepared in developing the Essex Local Transport Plan has identified Essex as a county where:

- The economy is strong but has underperformed in recent years but there is great potential for regeneration and growth
- Most people are able to enjoy a prosperous and healthy lifestyle, but there are growing inequalities in terms of people being able to access vital services, amenities and job opportunities
- It is generally relatively easy to get around by car, but there is less choice for travel by other forms of transport

Our vision is for a transport system that supports sustainable economic growth and helps deliver the best quality of life for the residents of Essex.

In order to achieve this we have identified five outcomes that the plan must deliver.

1. Provide reliable connectivity for international gateways and Essex communities to support sustainable economic growth, regeneration and well-being

Essex has a strong economy, but as we emerge from the current turbulent economic climate, we will need to provide businesses with the opportunity to grow and support the revitalisation of our towns. The transport network has a key role in this, by providing access to markets and enabling the efficient movement of people and goods. We need to ensure that it is easy to travel between the main towns, to access major routes

(including the M11, M25 and A12) and to access Essex ports and airports. We must also ensure that there is provision for low carbon transport (including walking, cycling and public transport).

2. Reduce carbon dioxide emissions and improve air quality through lifestyle changes, innovation and technology

Whilst this varies between districts, carbon emissions per person from transport in Essex as a whole are higher than the national average. We therefore need to enable greater travel choice, and support initiatives to make car travel more sustainable if we are to help the UK meet its challenging target for carbon reduction.

3. Improve safety on the transport network and enhance and promote a safe travelling environment

Road safety has improved markedly in recent years thanks to the excellent work of the Essex Casualty Reduction Board which has helped to halve the number of people killed or seriously injured on Essex's roads. However, persistent safety issues remain (including speeding, drink driving and drug driving) and inexperienced drivers and motorcyclists continue to be at a greater risk of being involved in serious accidents.

4. Maintain all transport assets to an appropriate standard and maximise network availability and resilience

As budgets for new transport infrastructure tighten, it is vital that we make the best use of what we already have. The recent Highways

Maintenance Initiative has shown that tackling defects before major works are required reduces costs significantly. Wherever appropriate, this will form the basis of our approach to maintenance.

We must also balance the needs of the Essex economy with those of local communities. The introduction of the Local Highway Panels, which include Essex districts and boroughs, has increased the opportunity for local decision making. 'Localism' will be a key theme as we look to put customers at the heart of everything we do.

5. Provide sustainable access and travel choice for Essex residents to help create sustainable communities

Being able to get to work and access local services is something many of us take for granted. But for those without a car or unable to drive, including the increasing number of older residents who can no longer drive, being unable to access the services they need can have a significant impact on their quality of life.

To achieve our vision of sustainable growth, we need to promote the take-up of more sustainable forms of travel, for instance by encouraging the 30% of Essex residents who travel less than 3 miles to work to walk, cycle or travel by bus.



What approach should we take?

The types of transport investment we provide, how we deliver and support transport infrastructure and services, and where we provide them will help to define Essex. We want to provide a transport system that helps make Essex the best place to live and work in Britain.

While the outcomes we have identified for the Essex Local Transport Plan provide us with a clear idea of what we want to achieve in the long-term, there are several ways in which these can be met and we need to ensure that our approach reflects what you want us to focus on.

Putting aside the money we spend on highway maintenance for the moment (we'll come on to that shortly), we'd like you to think about what approach to investment in transport you believe is most appropriate to Essex. To support this, we've identified three options. All three include similar expenditure on safety and maintenance but then focus the remaining funding in different ways:

- **Option 1 - Investing in growth:** This option will see spending focussed on improving transport connections within and between our main towns where investment is likely to have the greatest benefit to the economy. This option will see expenditure focussed on outcome 1 (economic growth) to improve the reliability of journey times with less spent on outcome 2 (reduced CO₂) and outcome 5 (sustainable access)
- **Option 2 - A better place to live:** This option spreads spending more evenly across Essex and across all of the outcomes with the aim of making Essex a better place to live and work by improving access to work, education and leisure activities. It will see a balanced spread of expenditure across outcomes 1 (economic growth), 2 (reduced CO₂) and 5 (sustainable access)
- **Option 3 - A low carbon future:** This option focuses spending on providing travel choice and encouraging less car use to reduce CO₂ emissions from transport. Option 3 will prioritise expenditure towards outcomes 2 (reduced CO₂) and 5 (sustainable access), with less expenditure directed towards outcome 1 (economic growth).

Q5

Which of the options do you prefer? Please choose 1 answer.

- Option 1 Investing in growth
- Option 2 A better place to live
- Option 3 A low carbon future

Why did you choose this option? (this question is optional)

Do you prefer another approach? If so, please tell us what it is and why it would be more appropriate:

What should be our spending priorities?

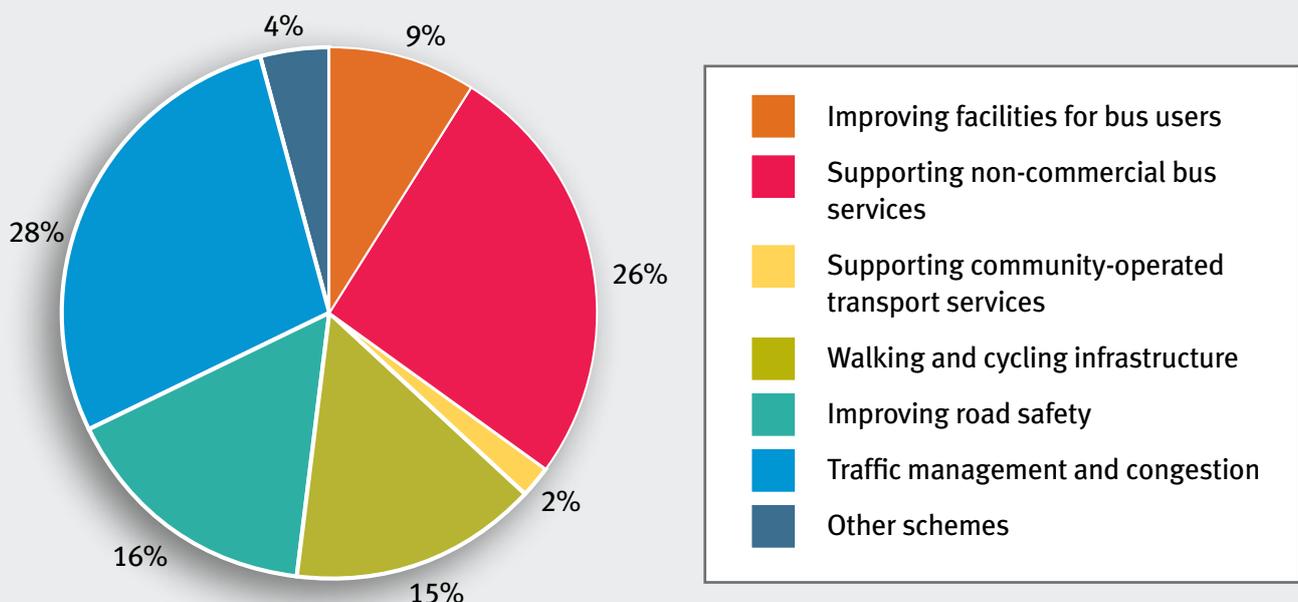
Having told us what approach you'd like us to take, we'd now like your views on the types of transport we should be investing in.

Transport Services and Improvements

The Council's expenditure on transport covers a broad range of services, including maintaining, managing and improving local roads, supporting socially necessary bus services, road safety measures, providing facilities for public transport users, walkers and cyclists. Investment in transport is split between a number of different "services" or types of transport.

An indication of how we currently allocate spending on transport services other than maintenance is shown below:

Division of Transport Spend (not including maintenance)



Q6

Do you think this division is about right?

Yes

No

Q6a

If you do not agree, how would you divide the spending?

Imagine you had £100 and divide it between the seven types of transport infrastructure and services

Improving facilities for bus users	£ _____
Supporting non-commercial bus services	£ _____
Supporting community-operated transport services	£ _____
Walking and cycling infrastructure	£ _____
Improving road safety	£ _____
Managing traffic and improving journey time reliability	£ _____
Other	£ _____
Total	£100

Q7

Are there any other areas you would like to see investment in? If so please specify.

Q8

Maintenance

Responsibility for maintaining the road network in Essex is divided between the County Council and the Government. The Highways Agency (a Government body) maintains the M11, M25, A12 and A120. Essex County Council maintains the rest of the roads and bridges, footpaths and cycleways, street lights, signs and other street furniture.

Thinking of the highway network that Essex County Council maintains, which sections of it do you think should be our priority?

Please state your top 3 using numbers 1 - 3

- Main roads between towns
- Minor roads between towns and villages
- Local roads in residential areas
- Pedestrian pavements (alongside roads)
- Public footpaths
- Cycleways
- Street lighting
- Street furniture (including signs and bus stops)

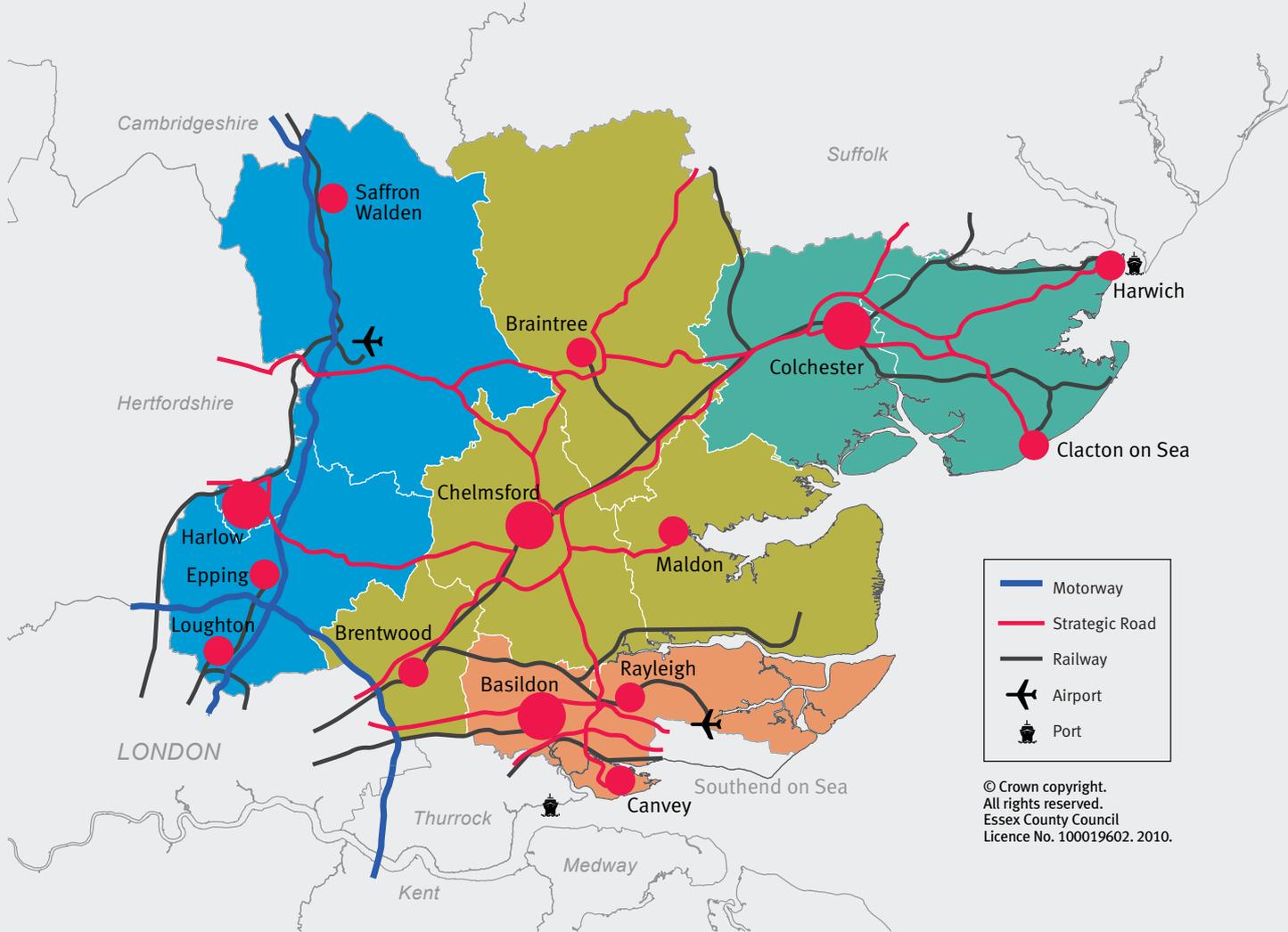
Transport networks in Essex operated by other agencies

In Essex, the Government is responsible for the A12, A120, M11 and M25. Network Rail is responsible for the rail network and currently National Express East Anglia, National Express C2C and Cross Country operate passenger services in the County. Essex County Council works closely with these organisations, to try and get the best services possible for the people of Essex.

We are particularly concerned about the reliability of journeys using the A120, A12 and the Dartford Thames Crossing, as well as the current poor access to Harlow from the M11. The Council is committed to working with government to identify solutions to these problems.



Are there any issues that concern you about the rail or the trunk road network (M25, M11, A12, A120)



What are the priorities for the area of Essex which is most important to you?

Essex is a large and diverse county and there are significant variations between areas within it. Each area has its own local economy, travel patterns and transport needs.

The new Integrated County Strategy for Essex identifies four distinct areas which are shown on the map above.

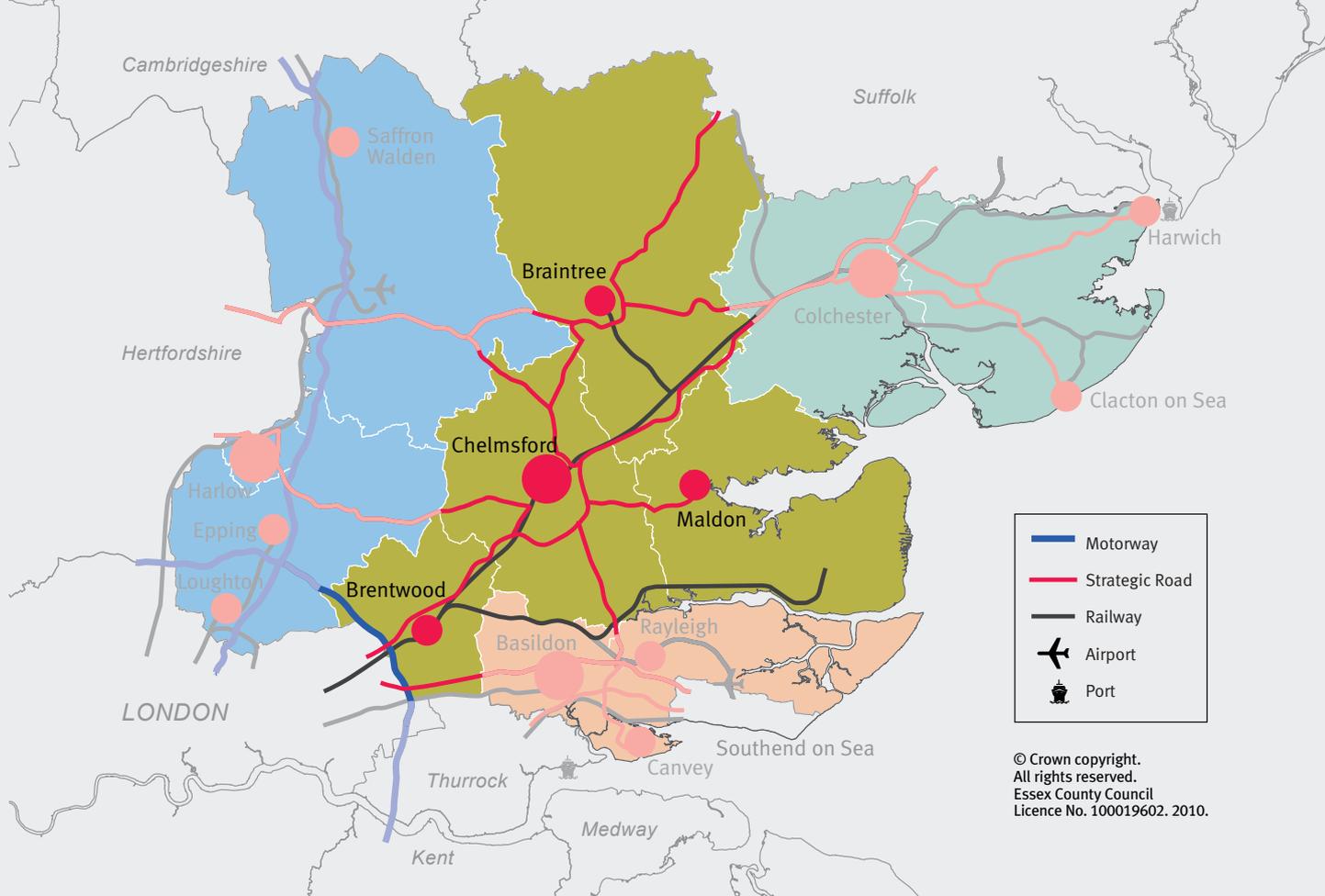
- **The Thames Gateway** is a densely populated area along the Thames Estuary and includes the districts of Basildon, Castle Point and Rochford.
- **The Haven Gateway** is centred on the town of Colchester and the port at Harwich and includes Colchester Borough and Tendring District Councils
- **The Heart of Essex** forms the core of the county centred on Chelmsford and covers four

districts: Chelmsford, Braintree, Brentwood and Maldon.

- **West Essex** includes the districts of Epping Forest, Harlow and Uttlesford with the town of Harlow as its centre, and includes London Stansted International Airport

The Local Transport Plan will be structured around these four areas. Each area is centred on a main town and the Local Transport Plan will contain an Implementation Plan for that town and the surrounding areas.

Outlined overleaf are summaries of the approach we wish to take to each area. We would like you to comment on the area(s) which are most important to you in terms of your travel, and tell us what you think we should be prioritising in those areas.



Introducing the Heart of Essex

The Heart of Essex forms the core of the county and covers four districts: Chelmsford, Braintree, Brentwood and Maldon.

The growth within the Heart of Essex will be around 40,000 new jobs to drive the economy of the area.

Chelmsford is the major centre and has been identified as a regional growth point. It is poised to develop further as the economic and growth focus for the Heart of Essex with 16,000 new homes and 20,000 new jobs.

There will also be strategic growth in Braintree with more limited growth in Brentwood, Witham and the more rural areas such as Maldon and other settlements.

Issues for the Heart of Essex

Major Centre

- Key corridors into Chelmsford are congested, especially during the peak periods, with specific problems experienced at junctions
- Poor journey time reliability is experienced on bus corridors into the town centre

- The cycling network is incomplete and barriers to cycling include a lack of connection between routes to key services and a general lack of promotion
- The railway station is at capacity at peak times and in need of environmental improvements

Interurban routes

Key routes are congested including the A12, A120 and the A130. Improved connectivity between Maldon and the strategic network is also important for that town.

Local Centres

Braintree – The Braintree branch line offers limited frequency of train services. Pockets of the town are in need of regeneration

Brentwood – Suffers from significant congestion, with an air quality issue at Wilson's corner. Crossrail will increase the importance of Brentwood and Shenfield railway stations

All – Local centres have limited cycle and bus networks, specifically evening and weekend bus services

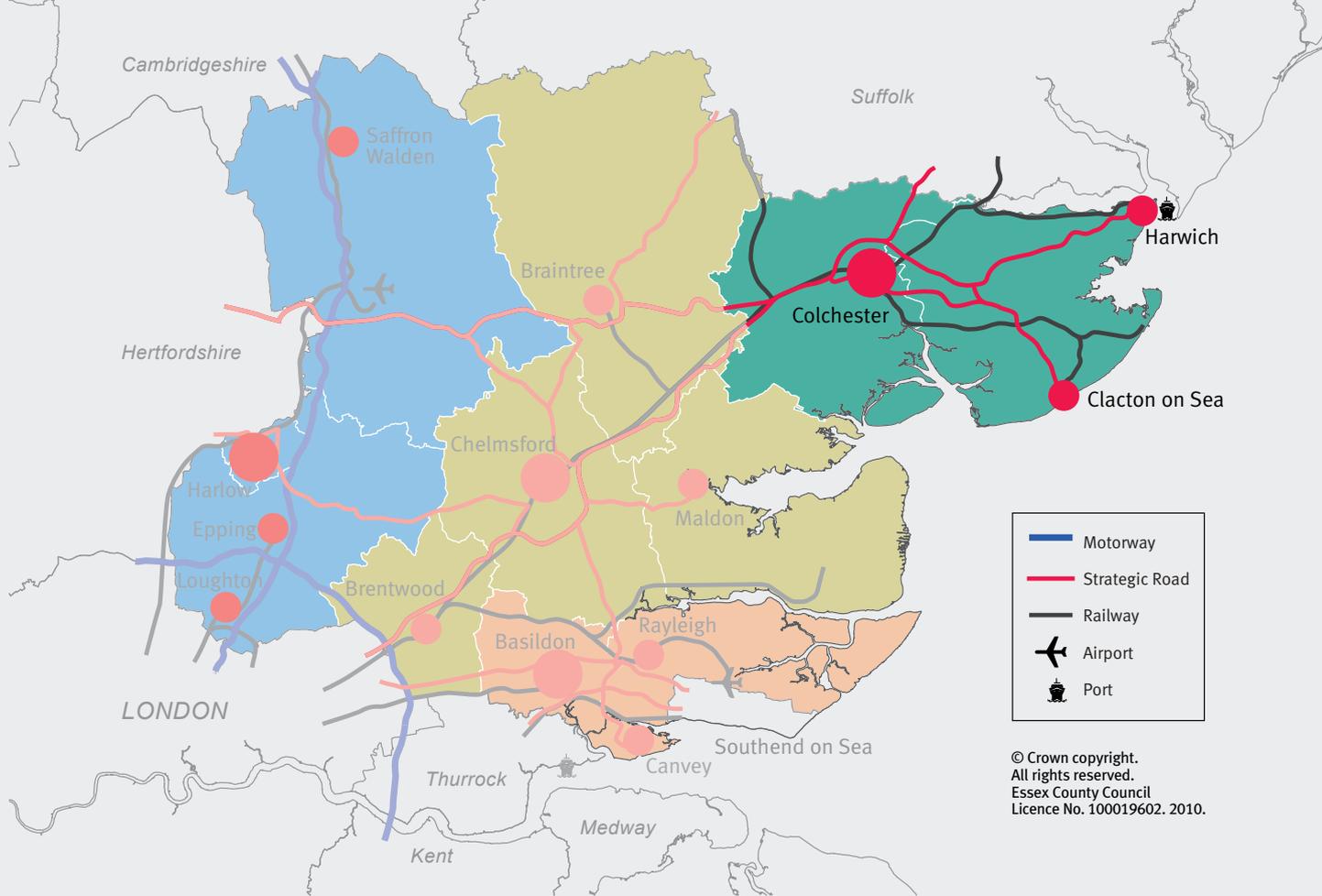
Q10

In order to address the issues summarised above we have identified a number of priorities, shown below. Please tell us which 3 you think are the most important, selecting 3 priorities and labelling them 1, 2 or 3.

Priorities for the Heart of Essex

- Improving the reliability and punctuality of bus services along key transport corridors in Chelmsford; including enhancements to local bus services and to Park & Ride routes.
- Integrated bus and cycling packages for local centres with improved links to serve the centres, bus and rail stations, key public services (including hospitals and retail centres), and surrounding communities.
- Improving the attractiveness of streets and public spaces within the centre of Chelmsford, to include improving access to Chelmsford railway station for pedestrians and cyclists.
- Supporting housing and employment growth in Chelmsford by providing transport access to development sites which encourages low carbon and low congestion travel choices (including bus, walking and cycling facilities)
- Improving journey time reliability on key routes into Chelmsford and on roads linking to the A12, A120 and A130.
- Improving journeys for commuters travelling to London from Chelmsford and Braintree - particularly by improving access to railway stations, improving facilities for passengers, and lobbying government for increased capacity and frequency of rail services
- Extending and upgrading the Chelmsford cycle network and promoting its use.

Do you have any other priorities for this area:



Introducing the Haven Gateway

The Haven Gateway extends inland from the coast of Essex, to include Colchester Borough and Tendring District Councils. Harwich, one of the UK’s most important ports for passengers and freight, is situated in Haven Gateway.

The Haven Gateway is expected to accommodate growth of up to 25,000 houses and 21,000 jobs. Colchester is the main centre in the Haven Gateway and will accommodate most of this growth.

Issues for Haven Gateway

Major Centre

A number of key corridors into and around the town centre suffer from congestion; this affects the public transport reliability and leads to certain locations having poor air quality. Innovative transport measures will be required in order to support and facilitate this growth in a sustainable way.

Gateways

Planning approval has been granted for the construction of the Bathside Bay Container Terminal (BBCT) at Harwich to provide a major increase in the UK container handling capacity, and the area is a key focus for the development of renewable energy industries.

Interurban Routes

The A12, A120 and A133 are key interurban routes; these can suffer from congestion at peak times and substantial delays when incidents occur. The East Anglia main line servicing this area is at capacity closer to London.

Local Centres

The local centres perform a variety of different roles; including key areas for tourism, providing accessible services and delivery of some of the growth planned for the Haven Gateway. Growth in Tendring will be accommodated primarily in Clacton, but regeneration is important for the coastal towns and their environs.

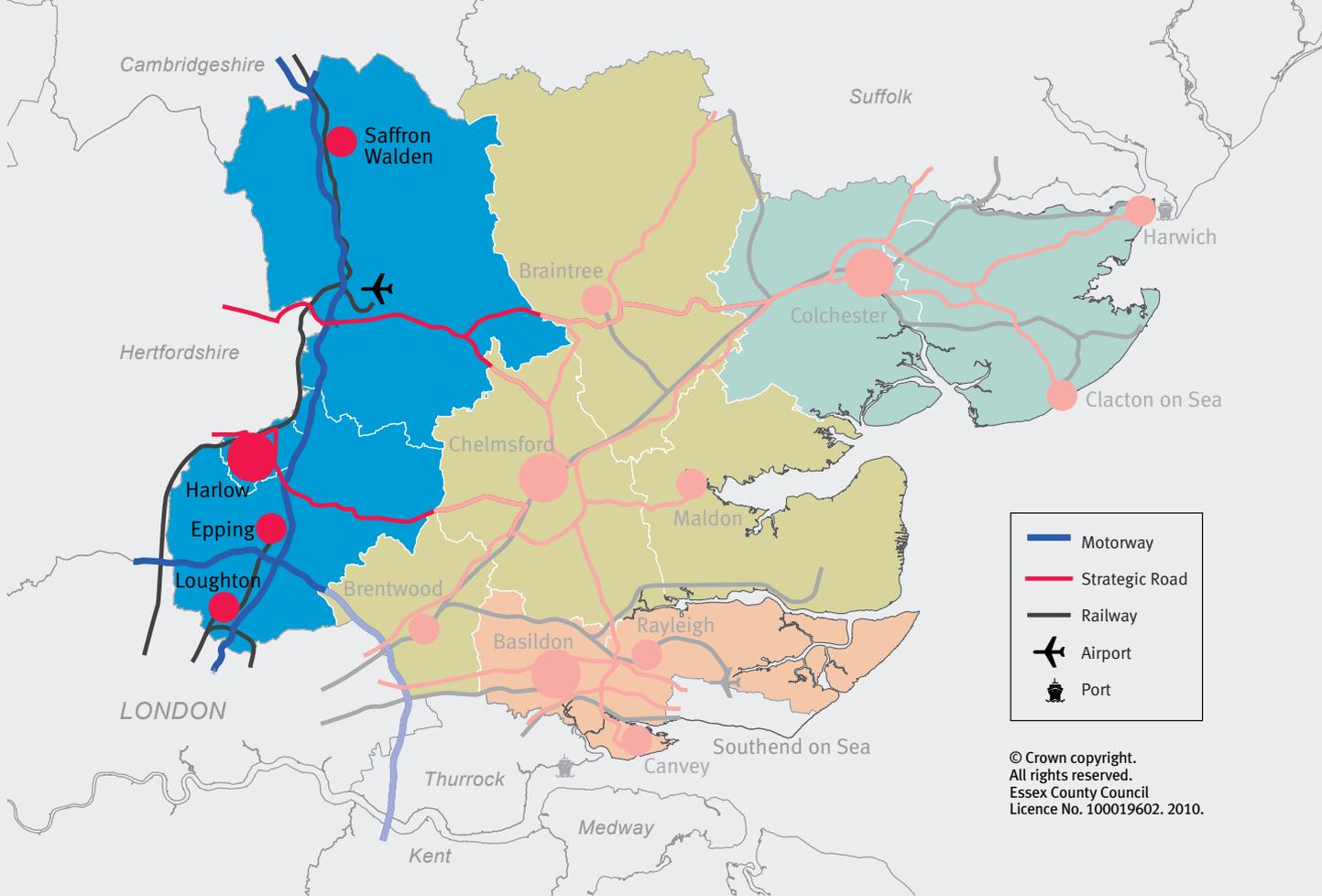
Q11

In order to address the issues summarise above we have identified a number of priorities, shown below. Please tell us which 3 you think are the most important, selecting 3 priorities and labelling them 1, 2 or 3.

Priorities for the Haven Gateway

- Improving the reliability and punctuality of bus services along key transport corridors in Colchester; including enhancements to local bus services and the planned Park & Ride routes.
- Improving bus and rail public transport links between the Haven Gateway centres to improve access to employment and essential services (including healthcare, retail and leisure activities)
- Supporting regeneration initiatives within Colchester and coastal town centres by improving the attractiveness of streets and public spaces.
- Supporting housing and employment growth and regeneration in Colchester and the local centres by providing transport access to development sites which encourages low carbon and low congestion travel choices (including bus, walking and cycling facilities).
- Improving journey time reliability for those travelling between the Haven Gateway and London (particularly along the A12).
- Improving transport access to Harwich to enable the low carbon expansion of the port and wind port
- Further extending the upgrades and improvements being made to the Colchester cycle network as part of the Colchester Cycling Town initiative

Do you have any other priorities for this area:



Introducing West Essex

West Essex includes the districts of Epping Forest, Harlow and Uttlesford and contains the M11, M25 and London Stansted International Airport as well as the internationally important, Epping Forest. It shares boundaries with the London Boroughs of Redbridge and Waltham Forest and the counties of Hertfordshire and Cambridgeshire. Substantial growth within the area is centred on Harlow where 16,000 new homes and over 12,000 new jobs are proposed. Smaller scale growth is proposed for the other districts.

Issues for West Essex

Major Centre

Harlow is situated close to the M25, M11 and Stansted Airport but has only one access to the strategic network. The town is congested along key routes and improvements to key transport hubs are required. Major regeneration is required and sustainable transport is key to supporting its growth.

Gateways

London Stansted Airport - Improved access to the airport by public transport is needed, particularly from local centres.

Interurban Routes

The nationally important M11 and M25 suffer from congestion, as does the A414 which links with Chelmsford and into Hertfordshire. The London to Cambridge Rail mainline is at capacity during the peak period.

Local Centres

Saffron Walden – Improved public transport and other non-based car links to key local centre, Stansted Airport and Audley End. Air Quality is also an issue.

Loughton – Town Centre improvements are required to support local businesses. There are issues around the parking associated with underground stations in both Loughton and nearby Epping.

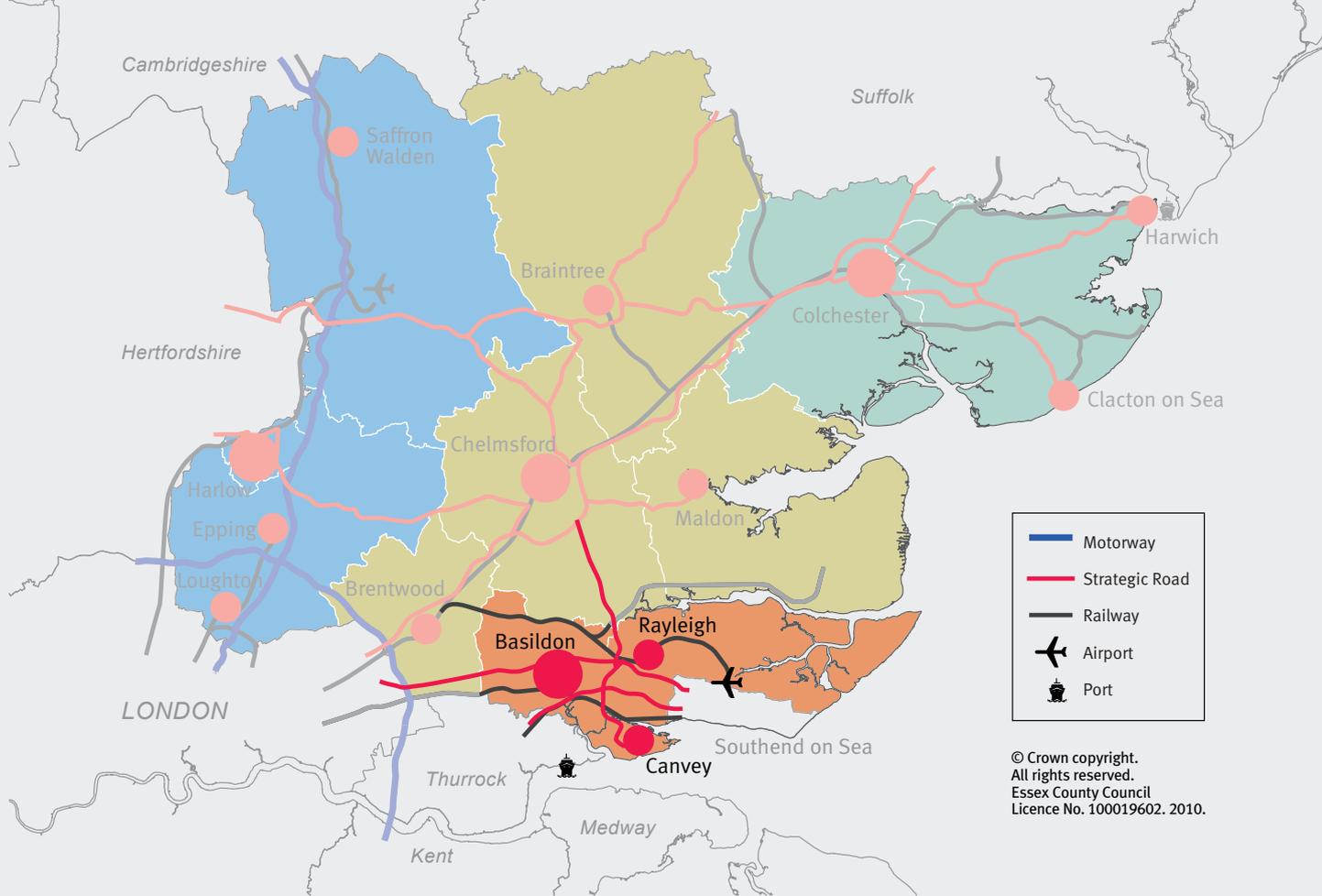
Q12

In order to address the issues summarise above we have identified a number of priorities, shown below. Please tell us which 3 you think are the most important, selecting 3 priorities and labelling them 1, 2 or 3.

Priorities for West Essex

- Improving the attractiveness bus services to and within Harlow through packages of improvements to facilities for buses at the busiest sites (including the bus station, railway station and hospital).
- Improving bus and rail public transport links to and between the West Essex centres - particularly from surrounding rural areas.
- Supporting regeneration initiatives within Harlow and local centres by improving the attractiveness of streets and public spaces.
- Supporting housing and employment growth and regeneration initiatives in Harlow and the local centres by providing transport access to development sites which encourages low carbon and low congestion travel choices (including bus, walking and cycling facilities).
- Improving access to Harlow from the M11, particularly to improve journey time reliability.
- Improving access to Stansted Airport by low carbon forms of transport - particularly from Saffron Walden.
- Upgrading and improving cycling and walking networks in Harlow to encourage greater use.

Do you have any other priorities for this area:



Introducing the Thames Gateway

The Thames Gateway is the most densely populated area along the Thames Estuary and is comprised of the districts of Basildon, Castle Point and Rochford. The region has a population of 331,000. It is expected to accommodate 19,300 new homes and 16,000 new jobs by 2021. This development will be concentrated in existing urban centres and will be combined with extensive Town Centre regeneration.

Basildon has been identified as an area of business excellence and is expected to accommodate the majority of this housing and jobs in the Thames Gateway.

Southend Airport is expected to expand and the associated development of the business park will provide a large number of jobs in Rochford.

The development of the London Gateway in the adjacent authority of Thurrock will see the creation of a major deep-sea container port and Europe's largest logistics park, providing 12,000 new jobs.

20,000 people a day commute to London by train. The area is served by two rail lines, one to Liverpool Street via Shenfield and the other to Fenchurch Street.

Hadleigh in Castle Point is to host the Olympic Mountain Biking Event. The legacy of this event will play an important part in the lives of the residents of Castle Point.

Issues for the Thames Gateway

Major Centre - Basildon

Basildon Town Centre is in need of regeneration, and is currently not perceived to be well linked to the walking a cycling network. Congestion is an issue on the key bus and car routes into the Town Centre. Much of the business area is only accessible by car and is congested.

Major Gateways

Southend Airport and London Gateway Port must be served by robust rail and road links and the effect of the growth mitigated as far as possible by sustainable travel.

Interurban Routes

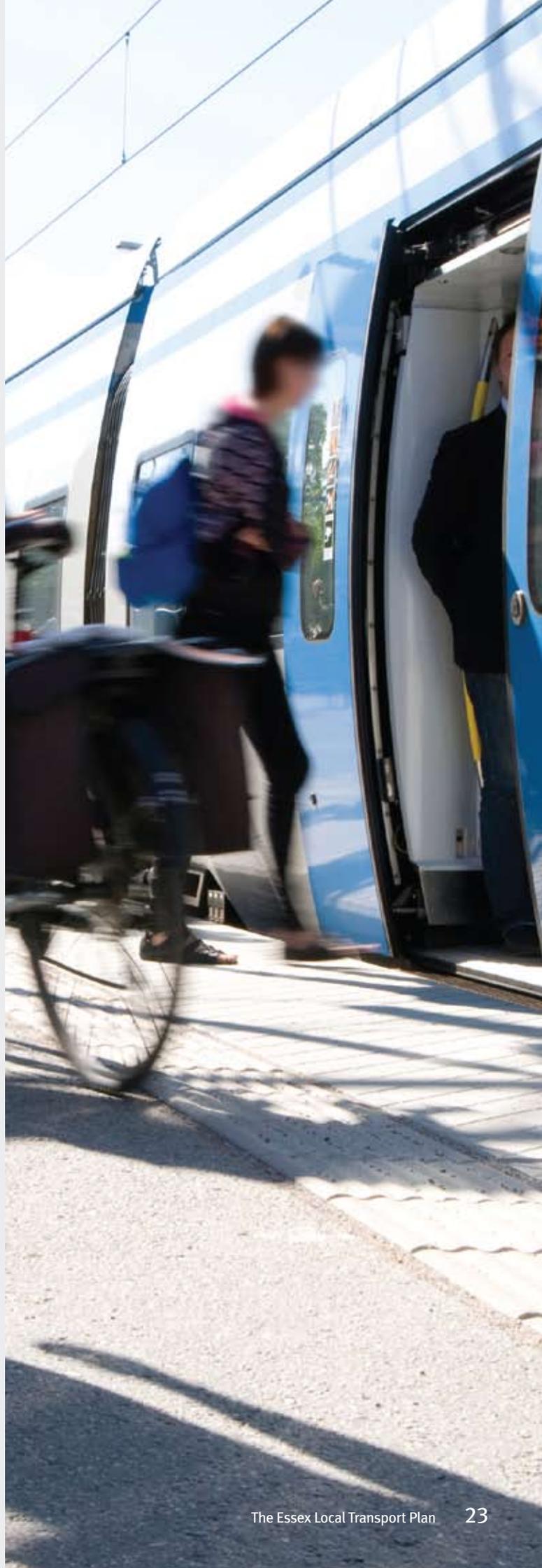
- Much of the interurban road network is congested in the peak periods. This results in the unreliable journey times for car and bus users. Particularly on the A127 and the A13 that act as strategic routes through the Thames Gateway
- The rail network is at capacity towards London, and the journey times are longer than the equivalent distance elsewhere. The rail stations often lack good bus and cycle links
- The strength of the road network for interurban trips is not currently matched by the interurban bus network, leading to poor journey times on these routes

Local Centres

Canvey Island – Access on and off of the Island is an issue for residents and businesses due to congestion and lack of choice. The Town Centre requires regeneration.

Rayleigh and Rochford – Both suffer from peak period congestion and pockets of poor air quality. Improved sustainable links into the Town Centres and station are necessary.

Hadleigh – suffers from congestion and requires regeneration.



Q13

In order to address the issues summarise above we have identified a number of priorities, shown below. Please tell us which 3 you think are the most important, selecting 3 priorities and labelling them 1, 2 or 3.

Priorities for the Thames Gateway

- Improving bus services to and within Basildon town centre, to include measures to improve reliability and travel information for passengers.
- Improving bus and rail inter-urban public transport links between Thames Gateway centres to provide credible alternatives to the car for inter-urban journeys.
- Supporting regeneration initiatives across the Thames Gateway by improving the attractiveness of streets and public spaces.
- Supporting housing and employment growth and regeneration in Basildon and the local centres by providing transport access to development sites which encourages low carbon and low congestion travel choices (including bus, walking and cycling facilities).
- Improving journey time reliability on major inter-urban routes, including the A127, A129 and A13.
- Improving access to London Gateway Port and Southend Airport.
- Addressing maintenance, signing and broken links in the cycle network to improve conditions for cyclists and create a safer atmosphere for cycling in Basildon
- Individualised travel planning within Basildon and the local centres to help residents make informed choices in order to reduce car use.

Do you have any other priorities for this area:

General Information

Completing this section will help us to identify the transport needs of the many different groups of people who live in Essex.

Q14

Are you representing an organisation?

PLEASE TICK ✓ ONE BOX ONLY

Yes

No

If yes please give details, then go directly to policy section.

If no - please fill in details below.

Q15

Are you male or female?

PLEASE TICK ✓ ONE BOX ONLY

Male

Female

Q16

What was your age on your last birthday?

Please write in the box below

Q17

Do you have any long-standing illness, disability or infirmity?
(long-standing means anything that has troubled you over a period of time or that is likely to affect you over a period of time)

PLEASE TICK ✓ ONE BOX ONLY

Yes (please continue to Q18)

No (please go to Q19)

Q18

Does this illness or disability limit your activities in any way?

PLEASE TICK ✓ ONE BOX ONLY

Yes

No

Q19

To which of these groups do you consider you belong to?

PLEASE TICK ✓ ONE BOX ONLY

White

British

Irish

Any other White background

(✓ AND WRITE IN BELOW)

Black or Black British

Caribbean

African

Any other Black background

(✓ AND WRITE IN BELOW)

Mixed

White & Black Caribbean

White & Black African

White & Asian

Any other Mixed background

(✓ AND WRITE IN BELOW)

Asian or Asian British

Indian

Pakistani

Bangladeshi

Any other Asian background

(✓ AND WRITE IN BELOW)

Chinese and other ethnic groups

Chinese

Other ethnic group

(✓ AND WRITE IN BELOW)

Q20

What is your religion, even if you are not currently practising?

PLEASE TICK ✓ ONE BOX ONLY

- | | | |
|--|--------------------------|---|
| None | <input type="checkbox"/> | 1 |
| Christian (including Church of England, Catholic, Protestant, and all other Christian denominations) | <input type="checkbox"/> | 2 |
| Buddhist | <input type="checkbox"/> | 3 |
| Hindu | <input type="checkbox"/> | 4 |
| Jewish | <input type="checkbox"/> | 5 |
| Muslim | <input type="checkbox"/> | 6 |
| Sikh | <input type="checkbox"/> | 7 |
| Any other religion (PLEASE WRITE IN BELOW) | <input type="checkbox"/> | 8 |
-

Q21

Do you consider yourself to be..?

PLEASE TICK ✓ ONE BOX ONLY

- | | | |
|--------------------------|--------------------------|---|
| Heterosexual or straight | <input type="checkbox"/> | 1 |
| Gay or lesbian | <input type="checkbox"/> | 2 |
| Bisexual | <input type="checkbox"/> | 3 |
| Other | <input type="checkbox"/> | 4 |
| Prefer not to say | <input type="checkbox"/> | 5 |

Q22

What is your full postcode?

Please write in box

Thank you for completing the main part of our Local Transport Plan questionnaire. If you would like to answer some additional questions on the 15 policies that will help deliver the plan please continue overleaf.

Otherwise, if you have completed a printed version of the questionnaire please return it to: **Local Transport Team, Essex County Council, County Hall Chelmsford CM1 1QH**

If you would like to contact us, please e-mail us at **LocalTransportplan@essex.gov.uk** or write to us at the address above.

TP1

The Policies (Optional)

In order to deliver the vision and outcomes of the Essex Local Transport Plan we are developing 15 policies to guide the delivery of transport in Essex. If you would like comment on the policies please see below. Otherwise please just return the questionnaire to us at the address below. Thank you.

Customer Experience

Essex County Council will endeavour to improve the experience of all users of the transport network in Essex, putting our customers at the heart of service delivery.

Do you agree with this policy? Yes No

On a scale of 1 – 5 how important do you think this policy is? (1 being the most important, 5 the least) PLEASE TICK ✓ ONE BOX ONLY

1 2 3 4 5

Do you have any comments?

TP2

Integrated Planning

New developments should be promoted in a way which integrates transport and land-use planning to ensure the most appropriate and sustainable locations are identified.

Do you agree with this policy? Yes No

On a scale of 1 – 5 how important do you think this policy is? (1 being the most important, 5 the least) PLEASE TICK ✓ ONE BOX ONLY

1 2 3 4 5

Do you have any comments?

TP3

Connectivity

Transport and communications networks will be strengthened to support the delivery of the wider policy agenda and priorities of Essex

Do you agree with this policy? Yes No

On a scale of 1 – 5 how important do you think this policy is? (1 being the most important, 5 the least) PLEASE TICK ✓ ONE BOX ONLY

1 2 3 4 5

Do you have any comments?

TP4

Carbon Reduction

Essex County Council will support and encourage lower carbon travel.

Do you agree with this policy? Yes No

On a scale of 1 – 5 how important do you think this policy is? (1 being the most important, 5 the least) PLEASE TICK ✓ ONE BOX ONLY

1 2 3 4 5

Do you have any comments?

TP5

Promoting Sustainable Travel Choices

The County Council will promote and encourage the use of more sustainable forms of travel to minimise the impact of transport on the environment.

Do you agree with this policy? Yes No

On a scale of 1 – 5 how important do you think this policy is? (1 being the most important, 5 the least) PLEASE TICK ✓ ONE BOX ONLY

1 2 3 4 5

Do you have any comments?

TP6

Access to Services

The County Council will work with partners to ensure that Essex residents have access to essential services, with a particular focus on isolated or disadvantaged people

Do you agree with this policy? Yes No

On a scale of 1 – 5 how important do you think this policy is? (1 being the most important, 5 the least) PLEASE TICK ✓ ONE BOX ONLY

1 2 3 4 5

Do you have any comments?

TP7

The Natural, Built and Historic Environment

We will seek to protect the natural, built and historic environment from the harmful affects of transport and through our planning and design of future transportation provision, we will similarly seek to integrate improvement measures into street scenes and the landscape in a way that promotes biodiversity and creates quality street environments.

Do you agree with this policy? Yes No

On a scale of 1 – 5 how important do you think this policy is? (1 being the most important, 5 the least) PLEASE TICK ✓ ONE BOX ONLY

1 2 3 4 5

Do you have any comments?

TP8

Asset Management

The transport network is one of Essex’s largest assets and will be maintained to a standard which enables it to be used safely and efficiently.

Do you agree with this policy? Yes No

On a scale of 1 – 5 how important do you think this policy is? (1 being the most important, 5 the least) PLEASE TICK ✓ ONE BOX ONLY

1 2 3 4 5

Do you have any comments?

TP9

Maintenance

Routine maintenance will ensure that the transport network (including highways, footways, cycleways and bridleways) is resilient, safe to use, and fit for purpose, especially during periods of adverse weather.

Do you agree with this policy? Yes No

On a scale of 1 – 5 how important do you think this policy is? (1 being the most important, 5 the least) PLEASE TICK ✓ ONE BOX ONLY

1 2 3 4 5

Do you have any comments?

TP10

Congestion and Network Resilience

The Council will endeavour to make best use of its transport network to ensure journey times are predictable and reliable.

Do you agree with this policy? Yes No

On a scale of 1 – 5 how important do you think this policy is? (1 being the most important, 5 the least) PLEASE TICK ✓ ONE BOX ONLY

1 2 3 4 5

Do you have any comments?

TP11

Road Safety

The County Council will endeavour to reduce the incidence and severity of Road Traffic Collisions on Essex Roads.

Do you agree with this policy? Yes No

On a scale of 1 – 5 how important do you think this policy is? (1 being the most important, 5 the least) PLEASE TICK ✓ ONE BOX ONLY

1 2 3 4 5

Do you have any comments?

TP12

Public Transport

The County Council will develop and support a good public transport network, focusing on supporting economic growth and improving access to essential services.

Do you agree with this policy? Yes No

On a scale of 1 – 5 how important do you think this policy is? (1 being the most important, 5 the least) PLEASE TICK ✓ ONE BOX ONLY

1 2 3 4 5

Do you have any comments?

TP13

Cycling

The County Council will encourage cycling for short trips to reduce congestion and to encourage healthier lifestyles.

Do you agree with this policy? Yes No

On a scale of 1 – 5 how important do you think this policy is? (1 being the most important, 5 the least) PLEASE TICK ✓ ONE BOX ONLY

1 2 3 4 5

Do you have any comments?

TP14

Walking and Public Rights of Way

The County Council will maintain, plan, improve, develop and publicise walking routes as a means of sustainable transport and in rural areas develop a cohesive rights of way network for walkers, cyclists and equestrians.

Do you agree with this policy? Yes No

On a scale of 1 – 5 how important do you think this policy is? (1 being the most important, 5 the least) PLEASE TICK ✓ ONE BOX ONLY

1 2 3 4 5

Do you have any comments?

TP15

Freight Movement

The movement of freight and logistics will be managed to ensure that significant freight movements use the most appropriate routes.

Do you agree with this policy? Yes No

On a scale of 1 – 5 how important do you think this policy is? (1 being the most important, 5 the least) PLEASE TICK ✓ ONE BOX ONLY

1 2 3 4 5

Do you have any comments?

Are there any areas you would like to see covered that are not covered by the 15 policies above? Please specify.

This pack is issued by
Essex County Council, Highways and Transportation

You can contact us in the following ways:

By post:

Essex County Council
Highways and Transportation
County Hall
Market Road
Chelmsford
Essex
CM1 1QH

By telephone:

0845 743 0430

By fax:

01245 280356

By email:

localtransportplan@essex.gov.uk

Visit our website:

www.essex.gov.uk/LTP

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

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