



# ECAC TRANSPORT WORKSTREAM INITIAL RECOMMENDATIONS

Place & Public Health

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8th September 2020



# AGENDA

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## **1 Introductions and Current Activity**

## **2 Transport Workstream Approach**

## **3 Initial Recommendations**

## **4 Evidence Base (Pre Read)**

## **Appendices**



# TRANSPORT WORKSTREAM

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## Commissioners

- Catherine Cameron (Aguilhas Applied Knowledge)
- Natalie Chapman (FTA)
- Toddington Harper (Gridserve)
- Cllr Ivan Henderson (ECC)
- John Lippe (Ford Motor Company)
- Cllr Robert Mitchell (ECC)
- Jenni Wiggle (Living Streets)

## ECC

- Jo Boyd-Wallis (Senior Strategy Adviser)
- David Claydon (Programme Manager)
- Sam Kennedy (Director for Environment and Climate Action)
- Helen Morris (Integrated Passenger Transport Unit)
- Julian Sanchez (Commissioning Delivery Manager)
- Alastair Southgate (Transport Strategy Lead)
- Tracey Vickers (Head of Sustainable Transport)



## CURRENT 'NET ZERO' INITIATIVES

### Active travel

- Cycling strategies
- Covid19 measures
- Cycle path maintenance / expansion
- Building new walking routes
- School streets
- Business / residential and school travel planning
- Local Delivery pilot on active travel encouragement
- E-bikes & E-scooters (\*)
- Safer Greener Healthier
- Stop Swap Go behaviour change

### Public transport

- Bus priority routes
- DRT pilot
- H2S car share scheme
- Bus towns
- Great Eastern and West Anglia "task force" to expand capacity of our rail lines
- New rail capacity (Beaulieu)

### Decarbonisation

- LED street lighting
- Gridserve electric forecourts
- Sustainable transport corridors
- Warm tarmac
- EV strategy with EST
- Cargo bikes
- Electrifying EH fleet (\*)

### Place-based

- Garden communities and Local plans: creating new hubs to promote local active travel
- Broadband: access goods and services in another way
- CV19 experience with home working and air quality information
- Congestion charging, work place parking and road pricing to reduce travel impacts (\*)
- Pedestrianisation plans around CV 19 High Streets

(\*) scoping exercise



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# DFT DECARBONISING TRANSPORT APPROACH



## Accelerating modal shift to public and active transport

- Help make public transport and active travel the natural first choice for daily activities
- Support fewer car trips through a coherent, convenient and cost-effective public network; and explore how we might use cars differently in future
- Encourage cycling and walking for short journeys
- Explore how to best support the behaviour change required



## Place-based solutions

- Consider where, how and why emissions occur in specific locations
- Acknowledge a single solution will not be appropriate for every location
- Address emissions at a local level through local management of transport solutions
- Target support for local areas, considering regional diversity and different solutions



## Decarbonisation of road vehicles

- Support the transition to zero emission road vehicles through:
  - regulatory framework
  - strong consumer base
  - market conditions
  - vehicle supply
  - refuelling and recharging infrastructure
  - energy system readiness
- Maximise benefits through investment in innovative technology development and development of sustainable supply chains



## UK as a hub for green transport technology and innovation

- Utilise the UK's world-leading scientists, business leaders and innovators to position the UK as an internationally recognised leader of environmentally sustainable technology and innovation in transport
- Build on expertise in the UK for technology developments and capitalise on near market quick wins



## Decarbonising how we get our goods

- Consider future demand and changing consumer behaviour for goods
- Transform 'last-mile' deliveries – developing an integrated, clean and sustainable delivery system
- Optimise logistics efficiency and explore innovative digitally-enabled solutions, data sharing and collaborative platforms

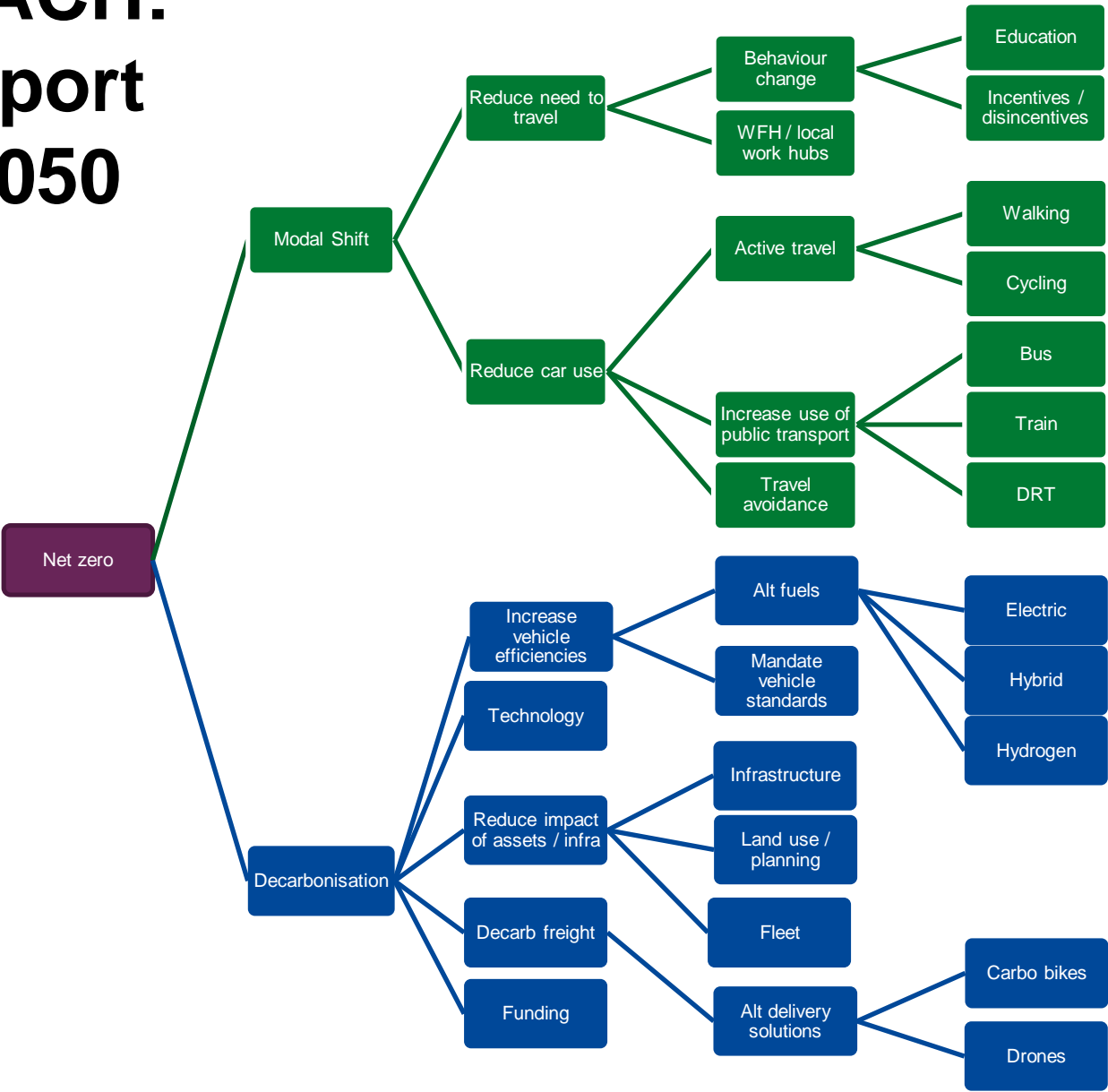


## Reducing carbon in a global economy

- Lead international efforts in transport emissions reduction
- Recognise aviation and maritime are international by nature and require international solutions
- Harness the UK as a global centre of expertise, driving low carbon innovation and global leadership, boosting the UK economy

# ECC APPROACH: Making transport net zero by 2050

illustrative

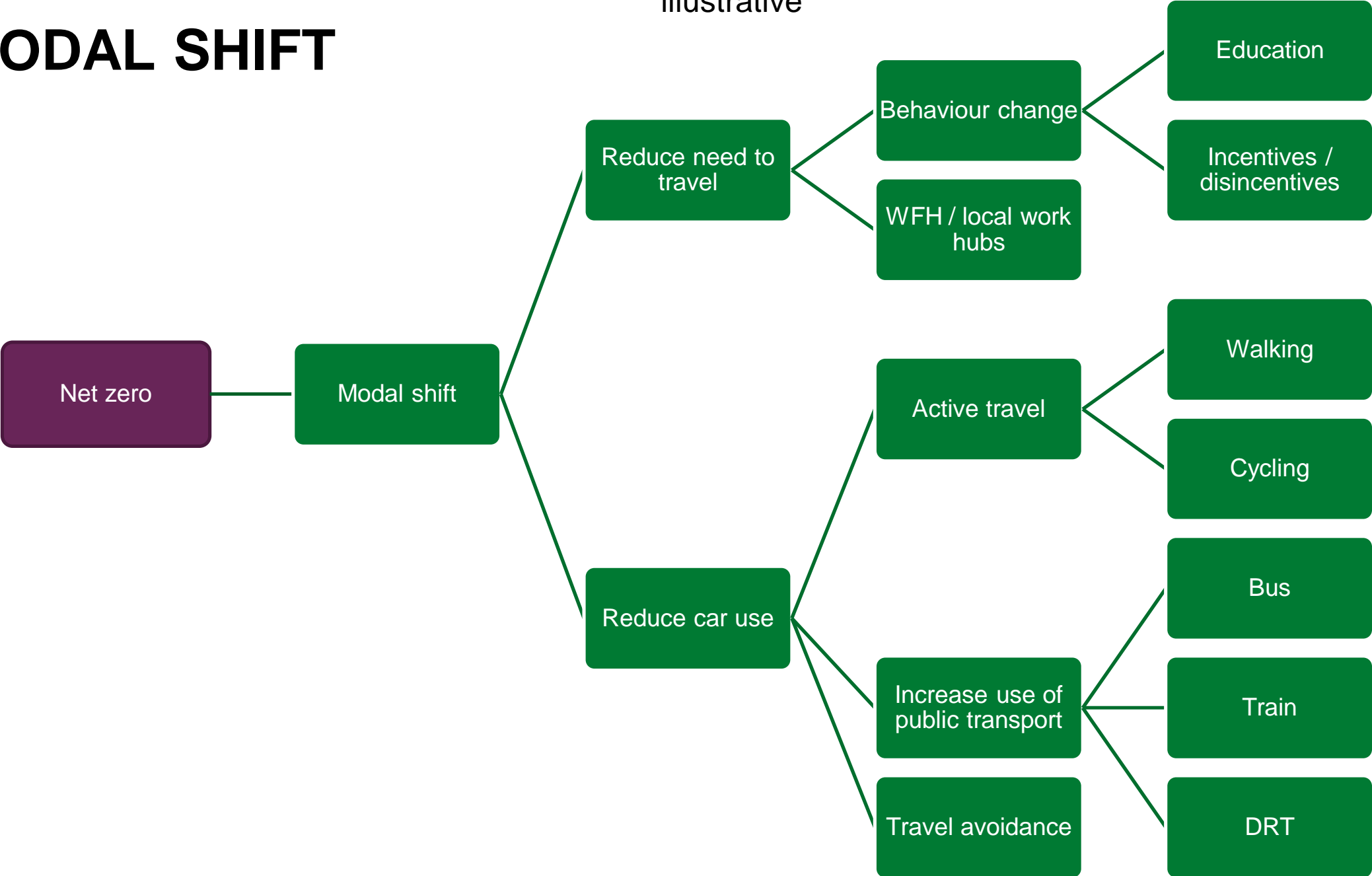


See next slides  
for more detail



# MODAL SHIFT

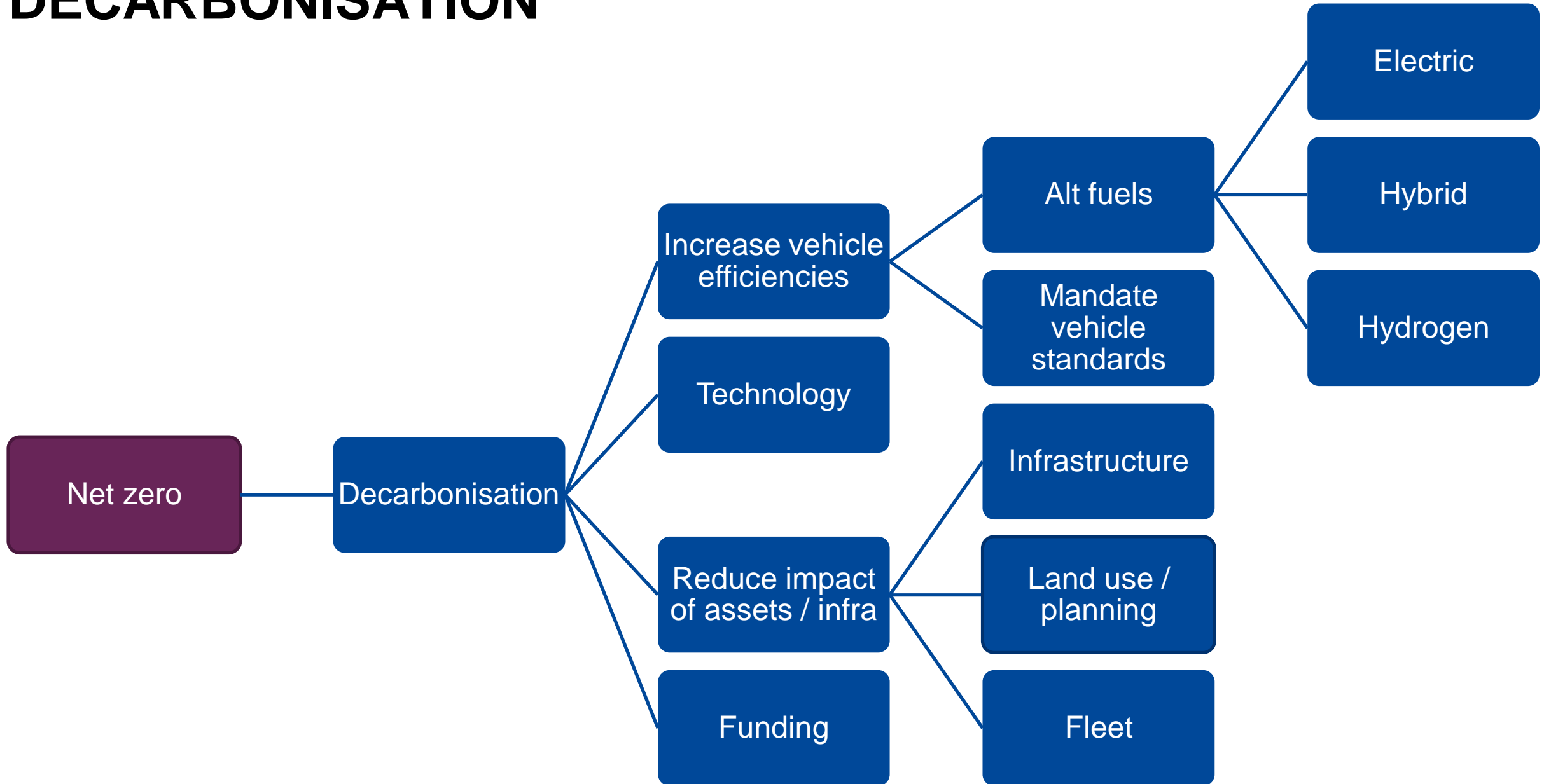
illustrative





# DECARBONISATION

illustrative





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# Recommendation 1: Increase active travel

## Objectives



- Enabling the shift to more sustainable and active modes of transport – namely walking and cycling

## Lead



- SIG sponsor: TBC
- SIG team lead: Julian Sanchez
- SIG team: TBC

## Recommendations



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

## Issues



- Low incidence of walking and cycling
- Quality of the network
- Public acceptance

## Delivery Risks



- Low public acceptance - particularly from motorists
- Funding

## Data sources



- National Travel Survey
- ECC Cycling Strategy
- Public attitudes survey

## Resource requirements



- Existing from ST team plus PT.
- Additional shared resource(s) to support expansion of work

## Timeline



- Short-medium term

## Outcomes



- Increased physical exercise
- Reduced congestion
- Improved air quality

# Recommendation 2: Low Traffic Neighbourhoods (LTN)

draft

## Objectives



- Reduce congestion – make low traffic the norm
- Changing travel habits
- Build local economies / communities
- Change design around new ways of living

## Lead



- SIG sponsor: Jenni Wiggle?
- SIG team lead: Tracey Vickers
- SIG team:

## Recommendation



- **Introduce 10 LTNs across Essex by the end of 2021**
- **Introduce 20 LTNs per annum to 2030**

## Issues



- Dependence on the car for local travel
- Lack of awareness

## Delivery Risks



- Opposition from motorists
- District involvement
- Funding
- Lack of support from developers

## Data sources



- Living Streets
- Public attitudes survey

## Resource requirements



- Existing from ST team plus PT
- Additional shared resource(s) to support expansion of work

## Timeline



- Short-medium term

## Outcomes



- Reduced congestion and pollution
- Build local economies
- Encourage active travel

# Recommendation 3: Walkable schools / school streets

## Objectives



- Reduce congestion around schools
- Increase physical activity of young people
- Embed good habits with young people - nagging value with parents

## Lead



- SIG sponsor: Jenni Wiggle?
- SIG team lead: Nick Hill
- SIG team:

## Recommendations



- **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 3PR and school zones projects**
- **Improve cycling infrastructure**

## Issues



- Short term - Cars seen as "Covid safe"
- Convenience – especially when multi-tripping
- Safety concerns

## Delivery Risks



- Needs to be lead by districts
- Funding / resources do not match high demand
- Safety / Facilities

## Data sources



- Living Streets
- School Streets Initiative
- Sustrans
- Hackney / Camden

## Resource requirements



- Existing from ST team plus PT.
- Additional shared resource(s) to support expansion of work

## Timeline



- Medium – long term


## Outcomes



- Reduced congestion and pollution
- Increase physical activity of young people


# Recommendation 4: Park & Ride / Stride / Pedal / Scoot

draft


**Objectives**  


- Reduce congestion
- Increase physical activity
- Pilot new modes


- Simple and deliverable changes to encourage people to think differently about travel

**Lead**  



- SIG sponsor: TBC
- SIG team lead: Katie Pudney
- SIG team:

**Recommendations**  


- **Introduce 3 new subsidy-free Park & Choose sites by 2030**
- **Embed micromobility solutions and EV charging at all sites**
- **Use P&R as a stepping stone to public transport**
- **Ringfence income for sustainable transport investment**

**Issues**  


- Lack of support by motorists
- Limited by destination

**Delivery Risks**  


- Site locations / land acquisition
- Site and maintenance costs
- Onward travel

**Data sources**  


- ??

**Resource requirements**  


- Existing from ST team plus PT.
- Additional shared resource(s) to support expansion of work

**Timeline**  


- Medium term

**Outcomes**  


- Reduced congestion and pollution
- Modal shift for travelling to work
- Increased use of public transport / active travel

# Recommendation 5: Rebuild passenger transport

draft

## Objectives



- Rebuild and invest in passenger transport network, post-COVID, to provide high quality alternative to the car

## Lead



- SIG sponsor: TBC
- SIG team lead: Helen Morris
- SIG team: TBC

## Recommendations



- **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**

## Issues



- Wholesale market collapse
- Health concerns around public transport
- Social distancing measures

## Delivery Risks



- Ongoing health concerns / social distancing measures
- Funding pressures

## Data sources



- National Travel Survey
- Public attitudes survey

## Resource requirements



- Existing from PT, plus additional shared from other stream
- Innovation fund to kickstart new delivery models

## Timeline



- Short-medium term

## Outcomes



- Increased modal shift from car to bus
- Bus continues to exist as a sustainable travel choice for the future



# Recommendation 6: Pilot e-scooters

## Objectives



- Enable smooth introduction of new modes of transport
- Address concerns related to unfamiliar modes of travel

## Lead



- SIG sponsor: TBC
- SIG team lead: Tracey Vickers
- SIG team:

## Recommendations



- **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**

## Issues



- Public acceptance
- Safety concerns

## Delivery Risks



- DfT approval
- DfT's timelines
- No suitable bidder
- District support

## Data sources



- Minimal as mode not currently legal
- CoMoUK

## Resource requirements



- Schemes are self financing
- Resources required to manage programme and maximise potential lessons learned – EH?

## Timeline



- Short term

## Outcomes



- Reduced congestion and pollution
- Modal shift for travelling to work
- Increased use of public transport / active travel

# Recommendation 7: Disincentivize unnecessary car use

## Objectives



- Electrifying current travel patterns does not deliver zero carbon
- Incentives need to be supported by disincentives to drive significant change

## Lead



- SIG sponsor: Catherine Agulhas ?
- SIG team lead: Alastair Southgate
- SIG team:

## Recommendations



- **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**

## Issues



- Public / business opposition
- Need to change car dependent design / planning
- Convenience

## Delivery Risks



- No credible alternative
- Perceived political risk

## Data sources



- ???

## Resource requirements



- Current resources + help from corporate strategy (0.5 FTE) and behavioural insights team
- Leverage Jacobs - needs funding.

## Timeline



- Medium-Long term



## Outcomes




- Reduced congestion and pollution
- Modal shift for travelling to work
- Increased use of public transport / active travel

# Recommendation 8: Expanding charging network



draft

<div>Objectives</div> <div></div> <div><ul style="list-style-type: none"><li>• Build sustainable Essex charging network</li><li>• Support the electrification of the vehicle fleet</li><li>• Support job creation</li></ul></div>	<div>Team</div> <div></div> <div><ul style="list-style-type: none"><li>• SIG sponsor: Toddington Harper?</li><li>• SIG team lead: Alastair Southgate</li><li>• SIG team:</li></ul></div>
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<div>Recommendations</div> <div></div> <div><ul style="list-style-type: none"><li>• Develop detailed EV strategy</li><li>• Expand charging network beyond UK national average, focusing particularly on rural locations</li><li>• Electrify ECC grey fleet</li><li>• Explore options for electric vans</li></ul></div>
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<div>Issues</div> <div></div> <div><ul style="list-style-type: none"><li>• “Chicken and egg”</li><li>• Differing technological solutions – ‘Betamax’</li><li>• Range anxiety</li><li>• Costs</li><li>• Immature market</li></ul></div>	<div>Delivery risks</div> <div></div> <div><ul style="list-style-type: none"><li>• Lamp column charging not appropriate in Essex</li><li>• Developer interest</li><li>• Immature market</li></ul></div>
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<div>Data sources</div> <div></div> <div></div>	<div>Resource requirements</div> <div></div> <div><ul style="list-style-type: none"><li>• Support from corp strategy</li><li>• £10K required for strategy</li></ul></div>
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<div>Timeline</div> <div></div> <div><ul style="list-style-type: none"><li>• Medium-Long term</li></ul></div>	<div>Quick wins</div> <div></div> <div><ul style="list-style-type: none"><li>• Reduced emissions</li><li>• Job creation</li><li>• Improved health outcomes – specifically respiratory</li></ul></div>
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# Recommendation 9: First / last mile delivery vehicles

## Objectives



- Reduce pollution and congestion impact of local deliveries

## Team



- SIG sponsor: Natalie Chapman
- SIG team lead: Ben Fryer
- SIG team:

## Recommendations



- 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

## Issues



- Well developed and efficient market
- Opposition from existing operators
- Perceived weight / volume restrictions
- Suitable last mile delivery products

## Delivery risks



- Districts will need to lead
- Existing cycle/ road infrastructure
- Chamber of Commerce

## Data sources



- ??

## Resource requirements



- Resource required to collate option and prepare proposal for trial – could be served from current team

## Timeline



- Medium

## Impact



- Reduced congestion and pollution
- Increased support for local businesses

# Recommendation 10: introduce local delivery hubs

## Objectives



- Reduces the impact of local deliveries by introducing local hubs
- Mitigates future impacts of increased online shopping

## Team



- SIG sponsor: ?
- SIG team lead: ?
- SIG team:

## Recommendation



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

## Issues



- Inertia – need burning platform
- Opposition from existing commercial operators
- Technology
- Delivery system for how we live now

## Delivery risks



- Districts will need to lead
- Property

## Data sources



- ??

## Resource requirements



- Resource required to collate option and prepare proposal for trial – could be served from current team

## Timeline



- Medium

## Impact



- Reduced congestion and pollution
- Increased support for local businesses

# Recommendation 11: behaviour change / education

## Objective



- Generate wholesale behaviour change across Essex residents on why, what, when, how of transport and climate change

## Leads



- SIG sponsor:
- SIG team lead:
- SIG team:

## Recommendation



- 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

## Issues



- Inertia and reluctance to change
- Disconnect between 'what I say vs what I do'
- Identifying suitable 'disruption event's

## Delivery Risks



- Changing behaviour is extremely difficult
- Challenge in providing high quality alternatives

## Evidence base



- Stop.Swap.Go!
- IPTU behavioural study
- Public attitudes in transport

## Resource requirements



- Current resources + support from Corporate Insights
- 1 FTE across behaviour change workstreams

## Timeline



- Short-medium term

## Impact



- Widespread understanding of transport's role in climate change
- Willingness to increase use of sustainable transport modes



## SHORT TERM TRANSPORT RECOMMENDATIONS (1/4)

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### 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

- Introduce 10 LTNs across Essex by the end of 2021
- Introduce 20 LTNs 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 3PR and school zones projects
- Improve cycling infrastructure





## SHORT TERM TRANSPORT RECOMMENDATIONS (2/4)

### Expand Park & Choose

- Introduce 3 new subsidy free Park & Choose (pedal, scoot, strike) sites by 2030
- Embed micromobility solutions and EV charging at all sites
- Use P&R 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-scooters / e-bikes

- 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



## SHORT TERM 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 EV strategy
- Expand charging network beyond UK national average, focusing particularly on rural locations
- Electrify ECC grey fleet
- Explore options for electric vans



## SHORT TERM TRANSPORT RECOMMENDATIONS (4/4)

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### 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

- Recruit transport behaviour change expert
- Develop behaviour change strategy and campaign



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# ESSEX IN NUMBERS



**1.4** million  
population (2<sup>nd</sup> in  
England)

**1,300** miles of road

**12** districts

**4** main towns / cities: Basildon, Chelmsford,  
Colchester & Harlow

**4** strategic roads: M11, M25, A12 and A120

**4** major roads A13, A127, A130 and A414

**2** International Gateways: Stansted  
airport and Harwich sea port

**3** main rail lines from London + **1** tube line

**58** railway stations + **8** tube stations

**9** miles average commuting distance  
(2.5miles) above the national average

**60%** live in urban areas

**30%** live less 3 miles from their job

**150,000** commute into London daily

**806,200** cars

**6%** of traffic is HGV

**49%** Co2 emissions from transport

**9.59** bn vehicle miles travelled on roads

**10** AQMA sites

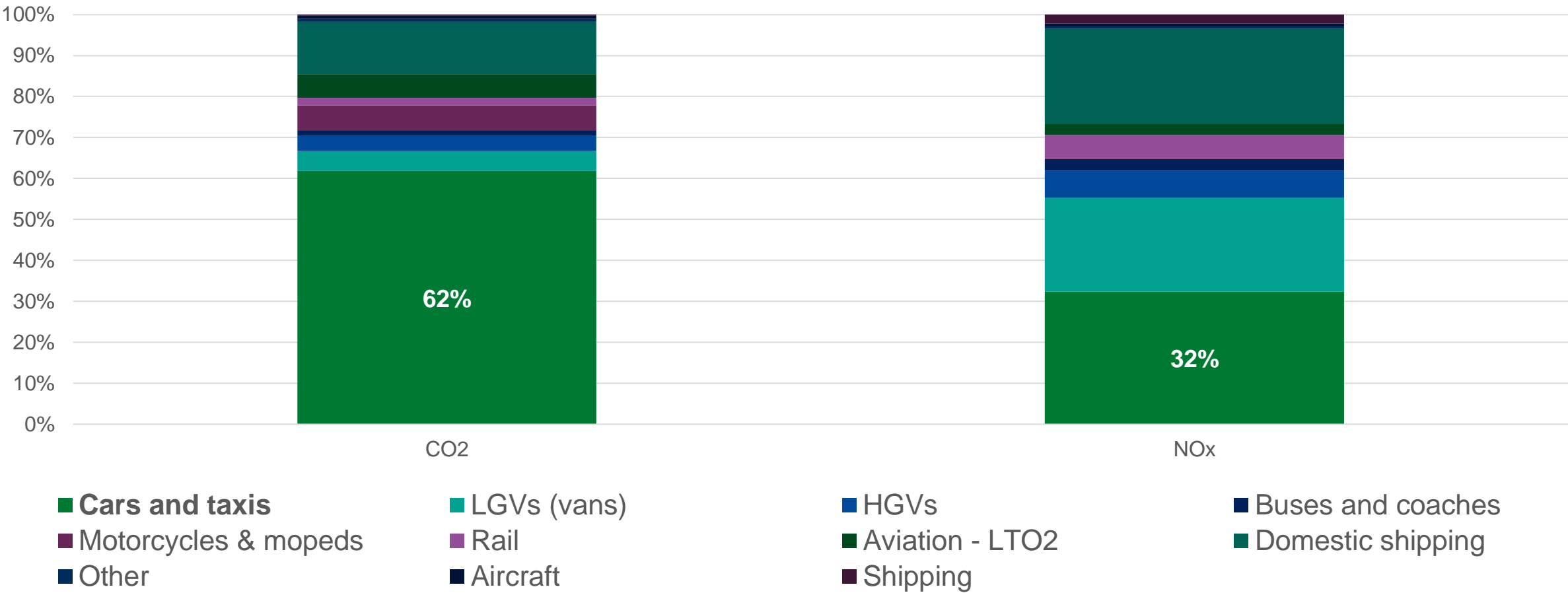
**60** public EV charge points

**3,636** electric /plug-in cars



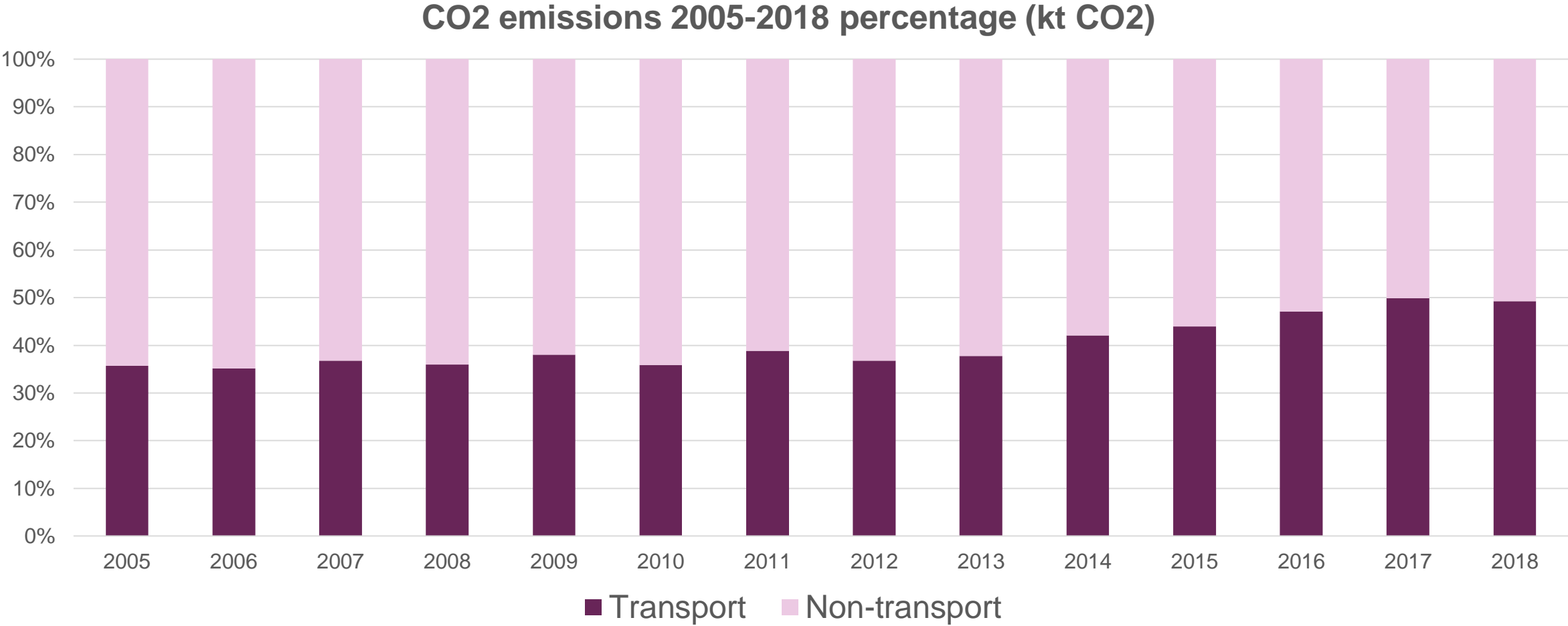
# 2017 UK EMISSIONS BY TRANSPORT MODE

CO2 and NOx Emissions by Transport Mode





# EMISSION FROM TRANSPORT IN ESSEX ARE INCREASING







# IMPACTS OF CONGESTION

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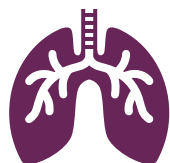
The UK ranked in the **top ten most congested countries** in the world, the third most congested in Europe behind Russia and Turkey (Inrix)



The average amount of **CO2 emitted by new cars has risen** for the third year in a row – by 2.7% to 127.9g/km (SMMT)



Direct and indirect **costs of congestion is £37.7 billion**, an average of £1,168 per driver. (IPPR)







People in the UK are **64 times as likely to die** of air pollution as those in Sweden and twice as likely as those in the US (WHO)



Poor air quality causes **40,000 to 50,000 early deaths** in the UK and the cost of these health impacts is estimated at £20 billion every year

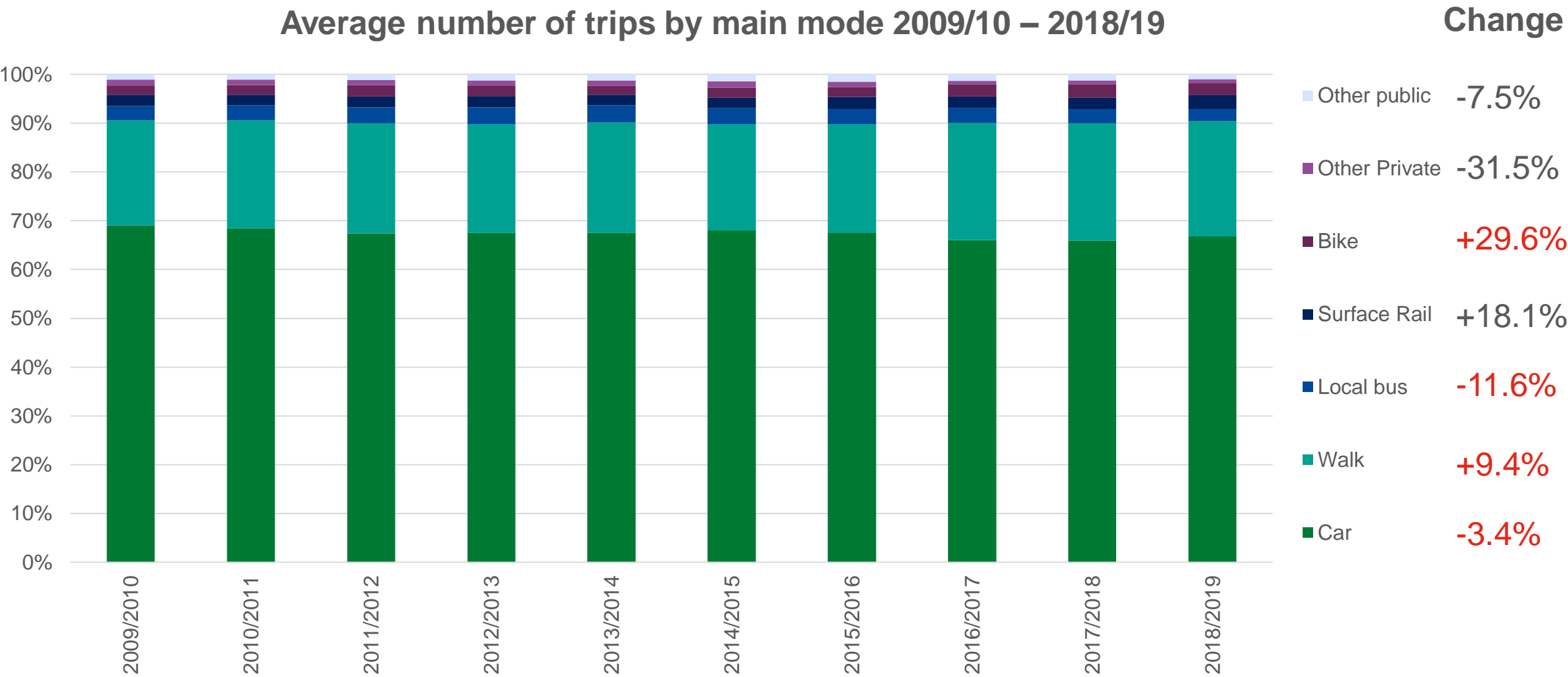


# CAR OWNERSHIP IS INCREASING IN EAST OF ENGLAND

	 No car		 1 car / van		 2 cars / vans		 Average	
Year	2002/03	2018/19	2002/03	2018/19	2002/03	2018/19	2002/03	2018/19
Number of households (%)	20	15	42	44	38	42	1.26	1.38
Growth	-37%		+3%		+9%		+9%	



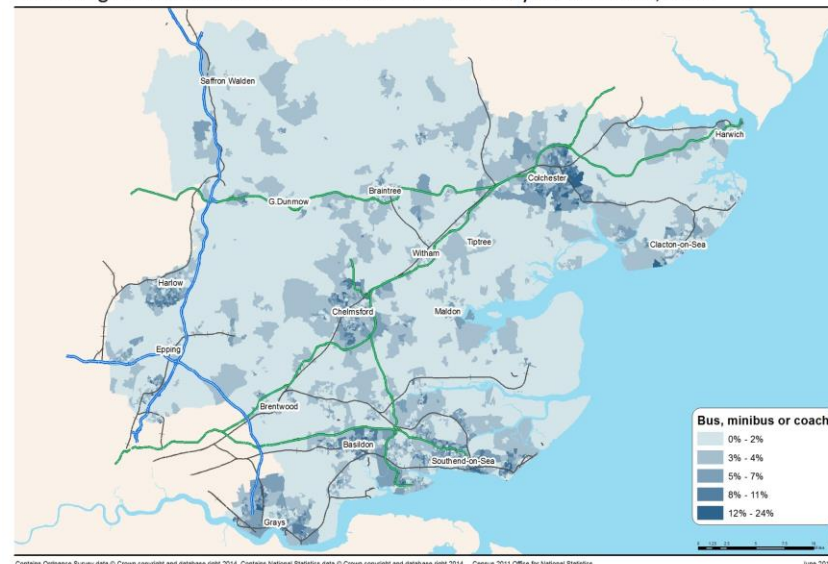
# BUT USING THE CAR SLIGHTLY LESS





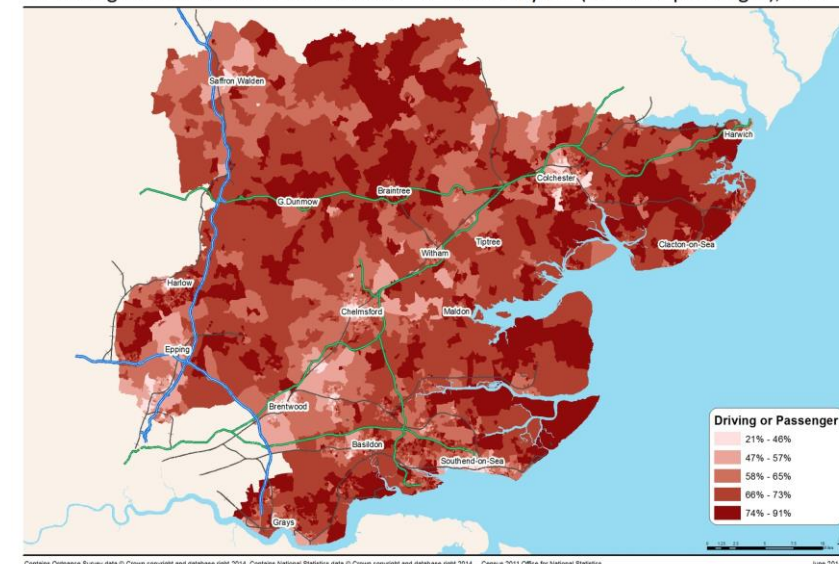
# ESSEX RESIDENTS MOSTLY COMMUTE BY CAR

Percentage of Essex residents who travelled to work by bus or coach, 2011



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Percentage of Essex residents who travelled to work by car (driver or passenger), 2011



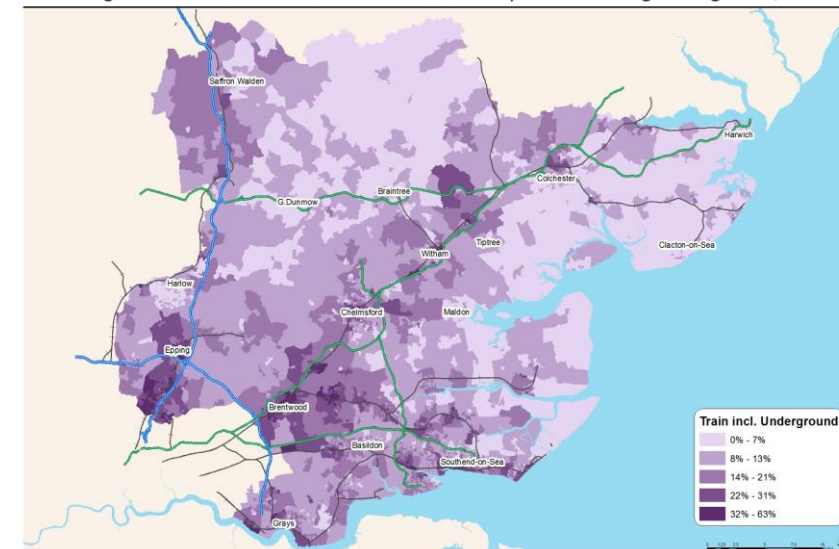
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Percentage of Essex residents who travelled to work by bicycle or on foot, 2011



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Percentage of Essex residents who travelled to work by train including underground, 2011

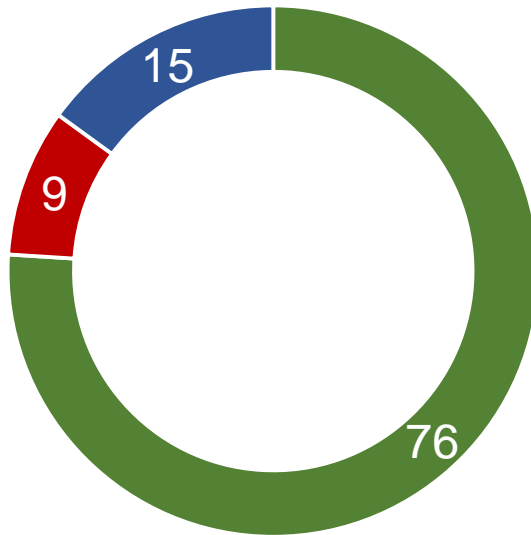


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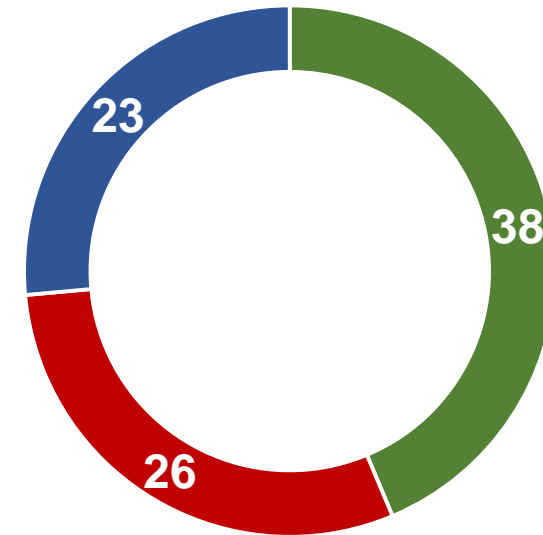
## PUBLIC ATTITUDES TO CLIMATE CHANGE AND CAR USE (OR WHAT PEOPLE BELIEVE VS WHAT THEY DO)

For the sake of the environment, everyone should reduce how much they use their cars



■ Agree ■ Disagree ■ Neither agree nor disagree

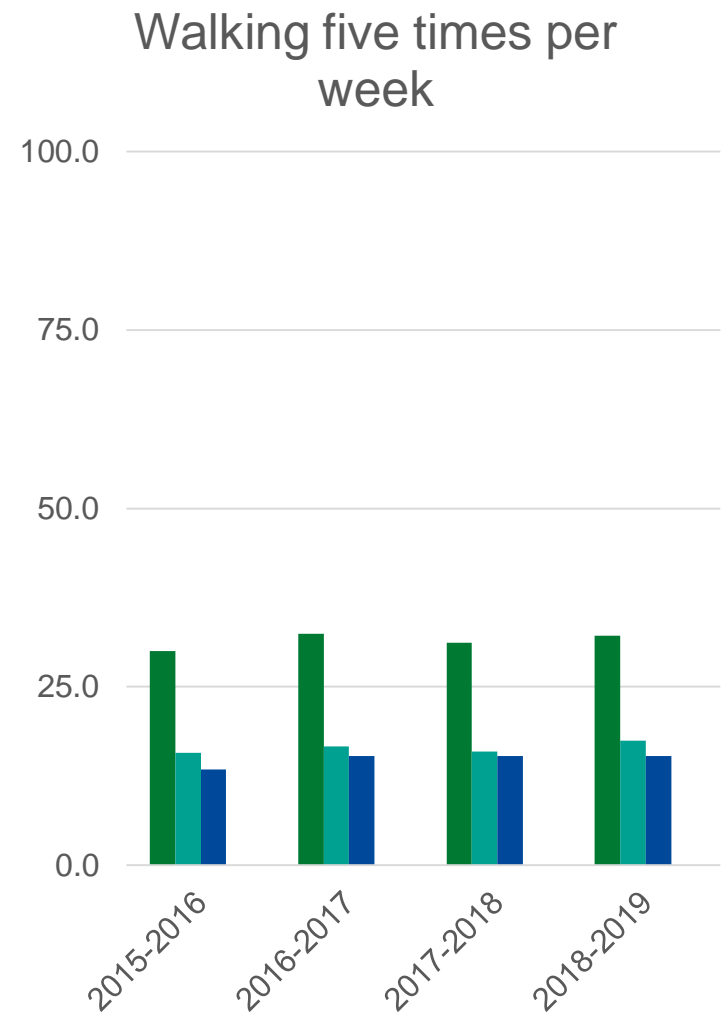
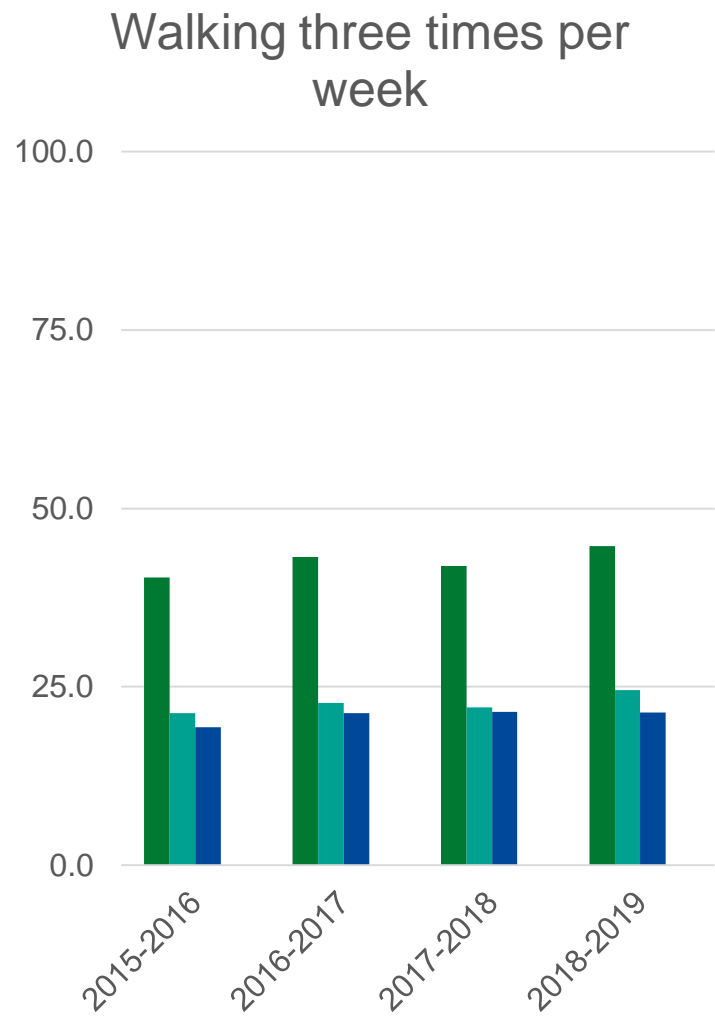
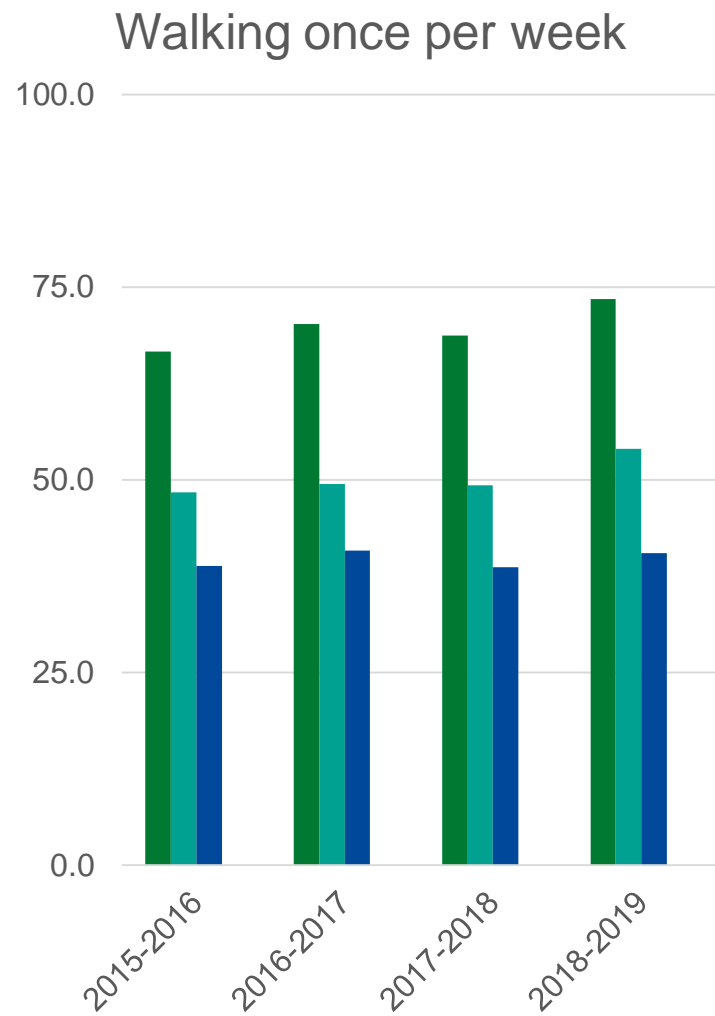
I am willing to reduce the amount I travel by car, to help reduce the impact of climate change



■ Agree ■ Disagree ■ Neither agree nor disagree

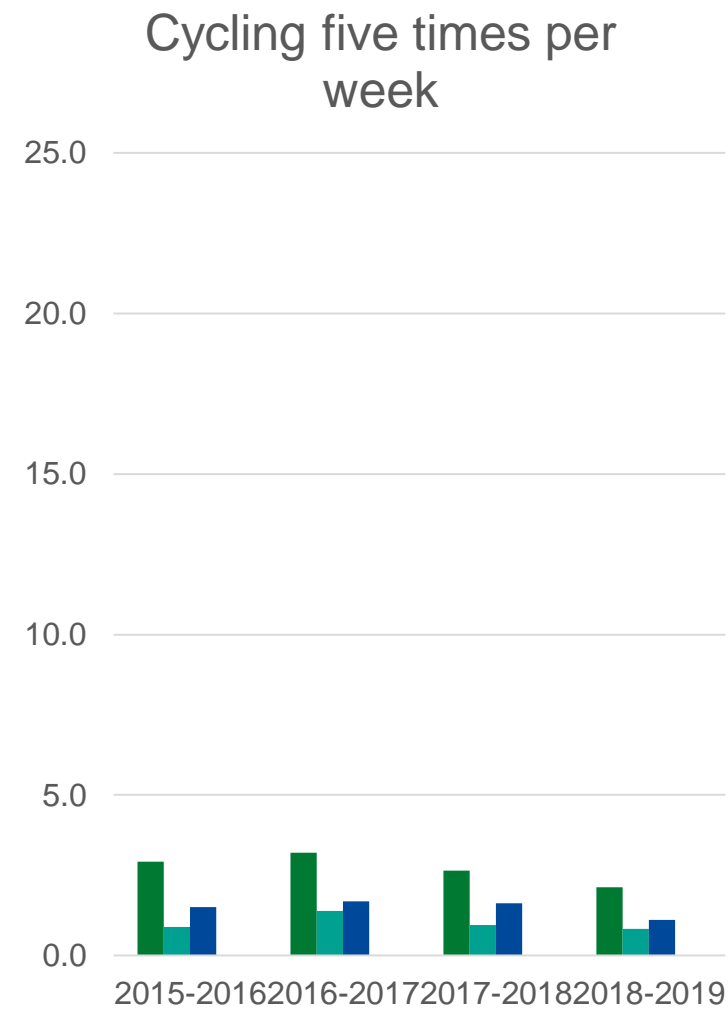
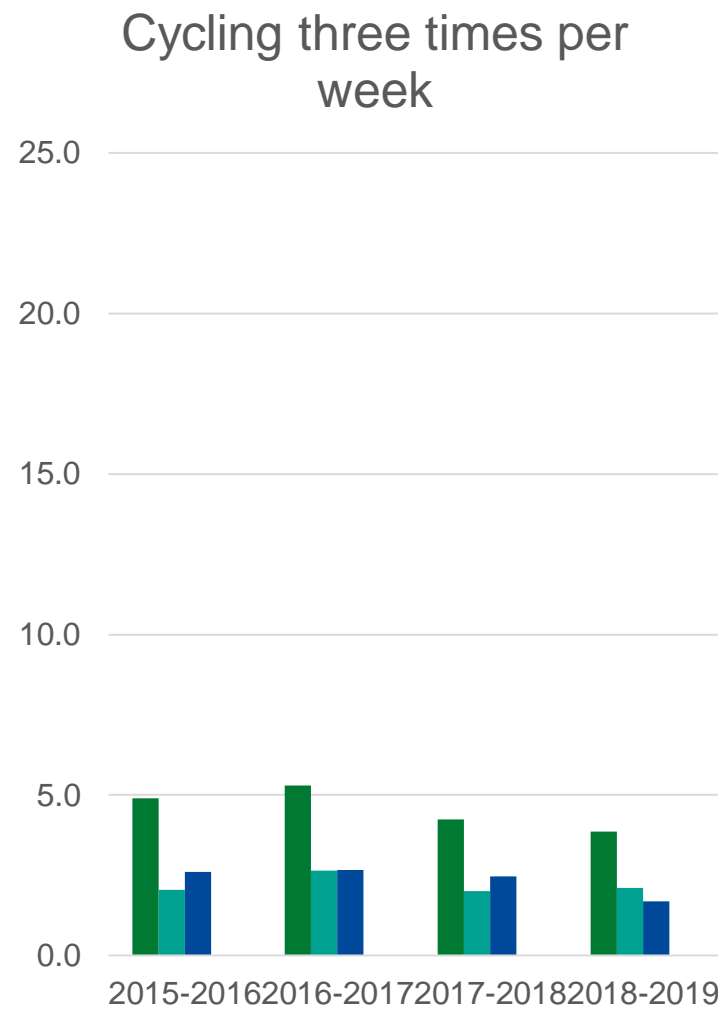
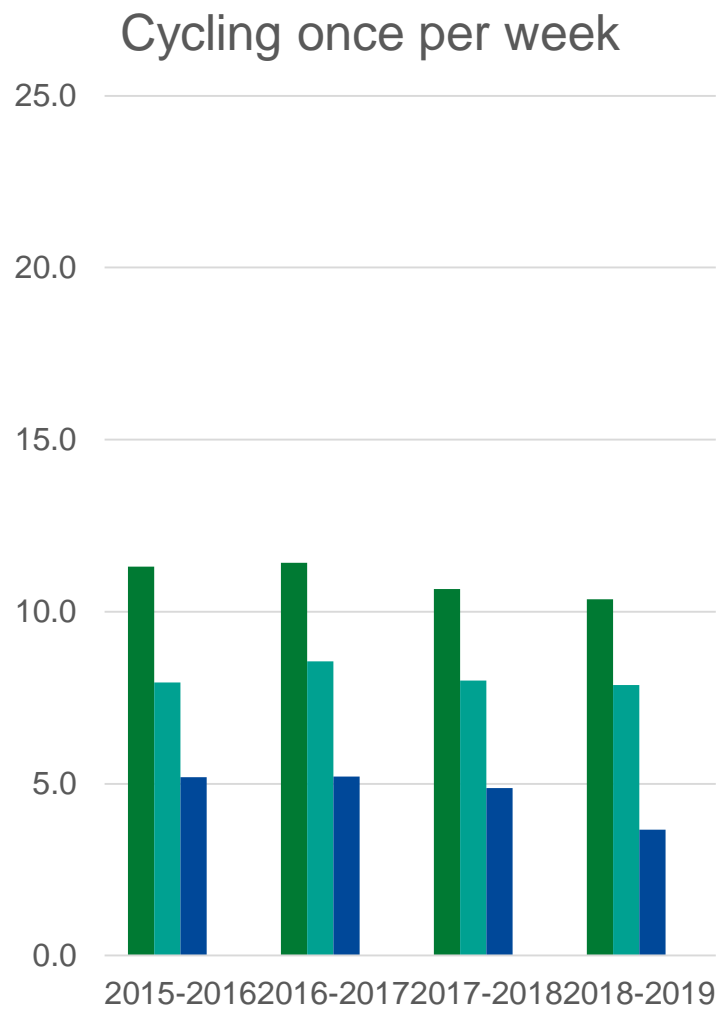


# WALKING IN ESSEX HAS SEEN A SIGNIFICANT INCREASE





# CYCLING IN ESSEX HAS SEEN NO CHANGE

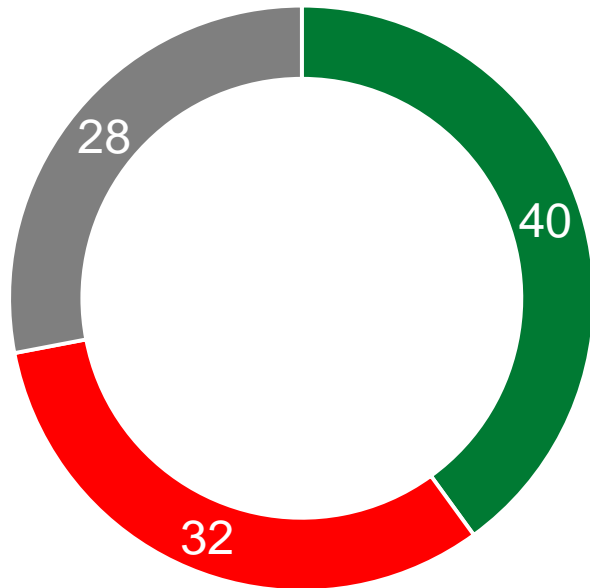






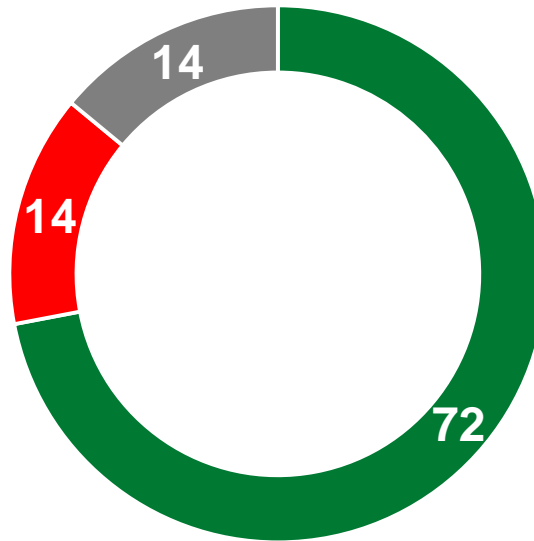
## PUBLIC ATTITUDES TO LOW TRAFFIC NEIGHBOURHOODS

To what extent are you in favour of closing residential streets to through traffic?



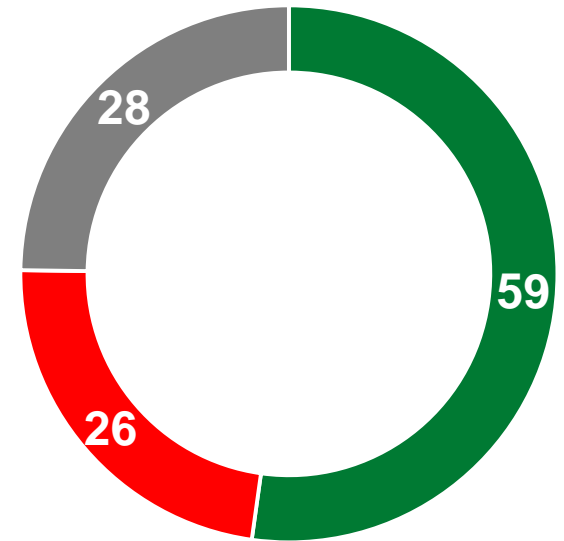
■ In favour ■ Against ■ Neutral

To what extent are you in favour of having speed limits of 20 miles per hour in residential streets?



■ In favour ■ Against ■ Neutral

To what extent are you in favour of having speed bumps to slow down traffic in residential streets?

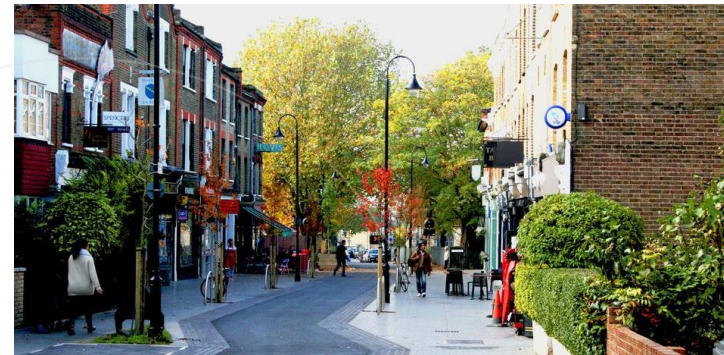


■ In favour ■ Against ■ Neutral



# WALTHAM FOREST LOW TRAFFIC NEIGHBOURHOOD

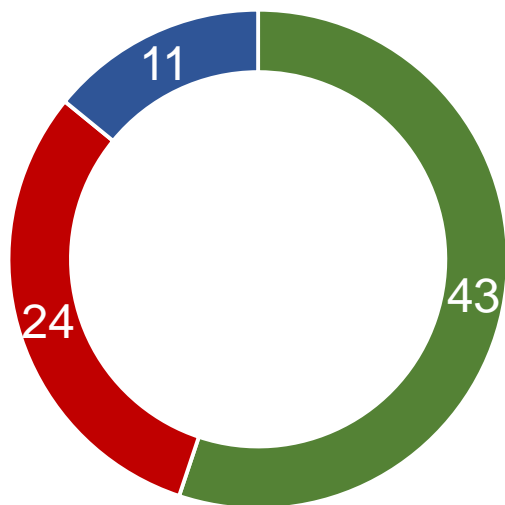
- ↓ **10,000** fewer car journeys per day
- ↓ Motor traffic levels fall by **over half** inside the residential area
- ↓ Collision rates reduced
- ↑ Residents walking and cycling more
- ↓ Vehicles **speeds reduced from 21.6mph to 9.5mph**





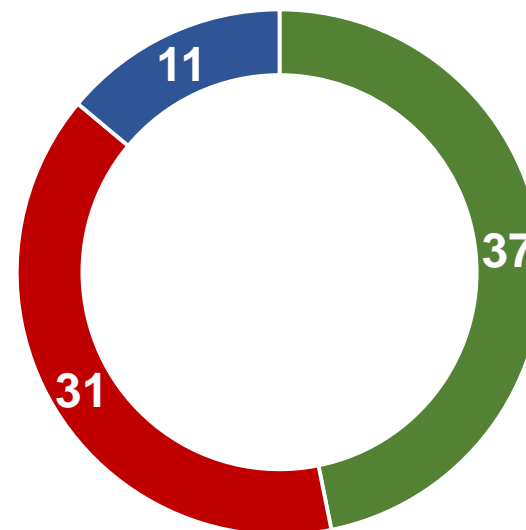
## PUBLIC ATTITUDES TO WALKING AND CYCLING

Many of the journeys of less than two miles that I now make by car I could just as easily walk



■ Agree ■ Disagree ■ Neither agree nor disagree

Many of the journeys of less than two miles that I now make by car I could just as easily cycle, if I had a bike



■ Agree ■ Disagree ■ Neither agree nor disagree



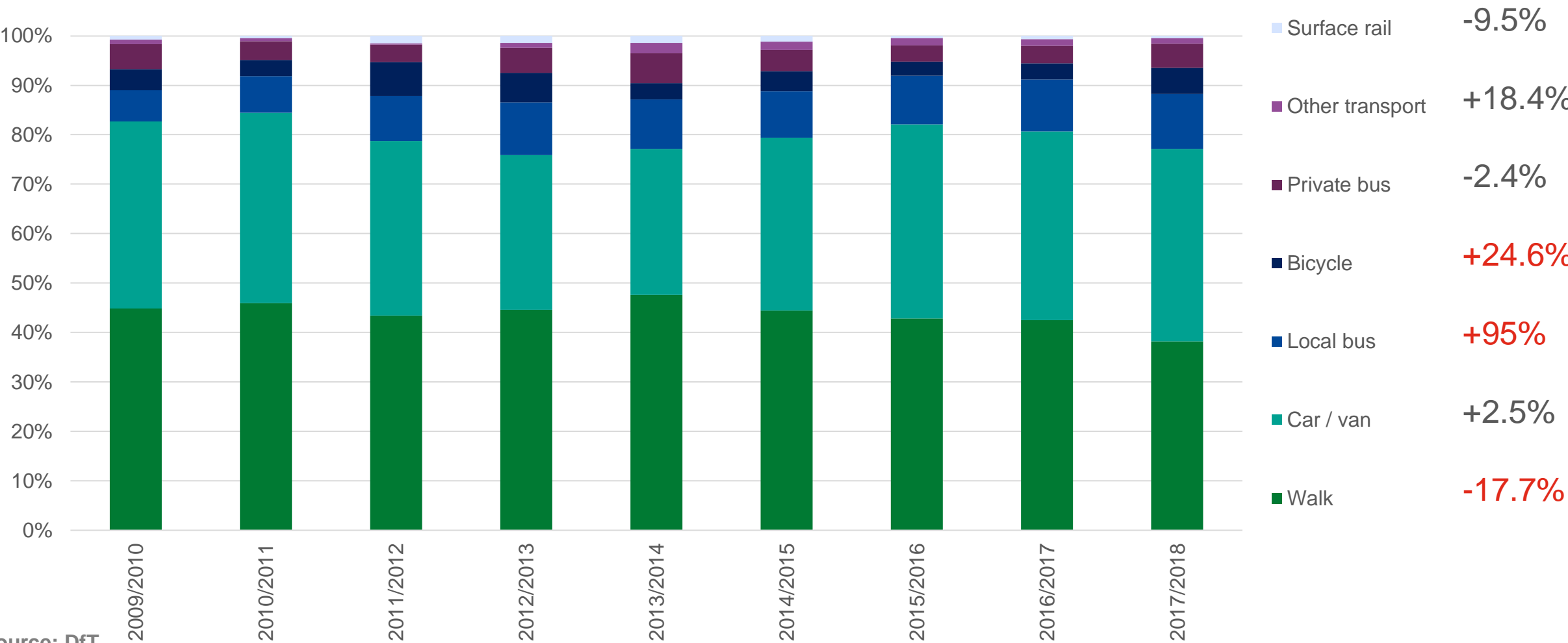
# REASONS WHY CHILDREN DON'T WALK TO SCHOOL...





# CYCLING TO SCHOOL IS INCREASING IN EAST OF ENGLAND BUT WALKING IS DECREASING

Average number of trips to and from school by main mode  
2009/10 – 2018/19







## CLEAR NEED FOR SCHOOL STREETS IN ESSEX

- Travelling to school by car is increasing – and is likely to further increase with Covid. Pre Covid- 25% cars at am peak time run
- 58% of primary pupils came to school by car compared with 52% in 2011. (Essex)
- 43% of secondary pupils came to school by car compared with 30% in 2011. (Essex)
- 2 in 5 parents of primary school children say they worry about pollution levels around their school
- A 2014 survey showed that an equal number of parents (32%) found driving the school run as stressful as their job (YouGov, 2014)
- Direct and indirect costs of congestion for all drivers amounted to more than £37.7 billion in 2017, an average of £1,168 per driver

**80% BOYS**  
**72% GIRLS**  
ARE PHYSICALLY  
INACTIVE

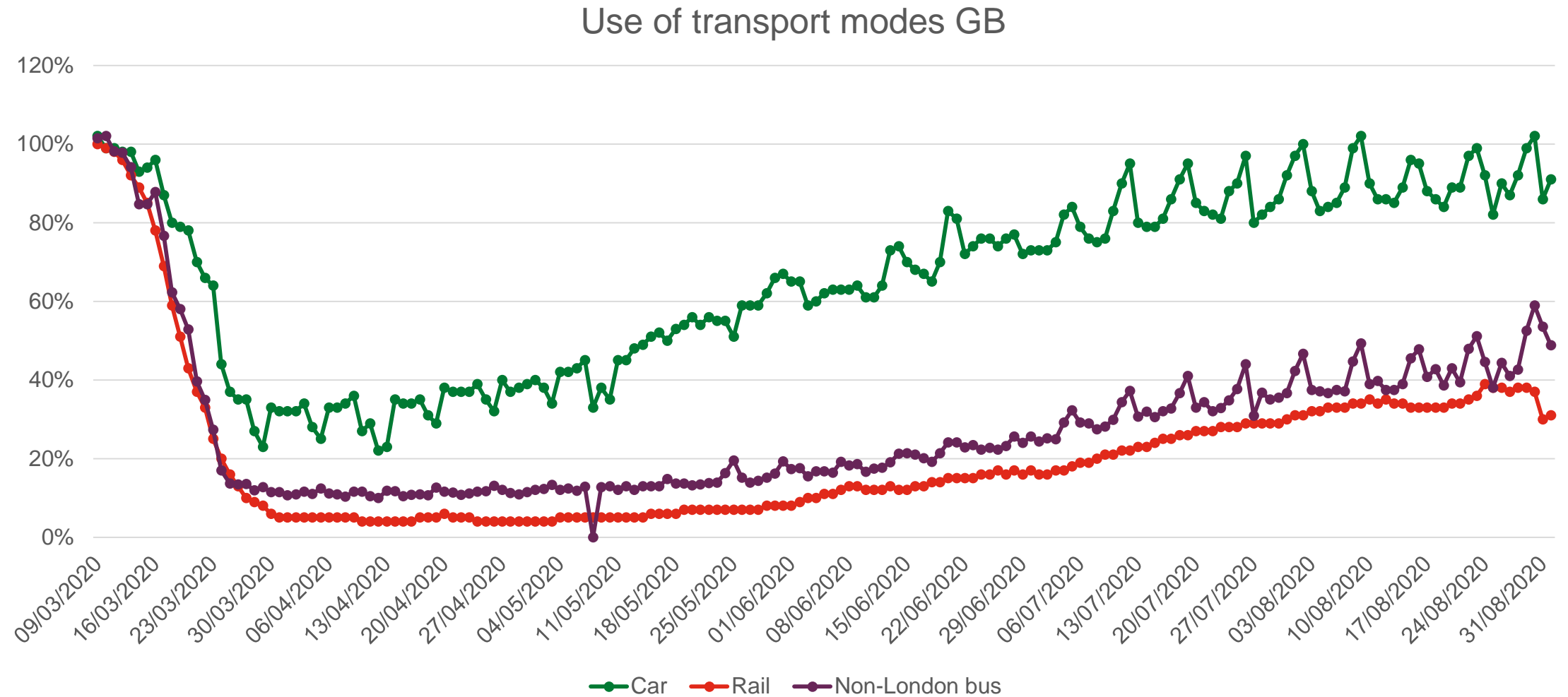
**30%**  
CHILDREN ARE  
OVERWEIGHT  
OR OBESE

**15%**  
OF CHILDREN  
DEMONSTRATE  
SYMPTOMS OF  
MENTAL ILL-HEALTH



Figures are percentages of an equivalent day or week.

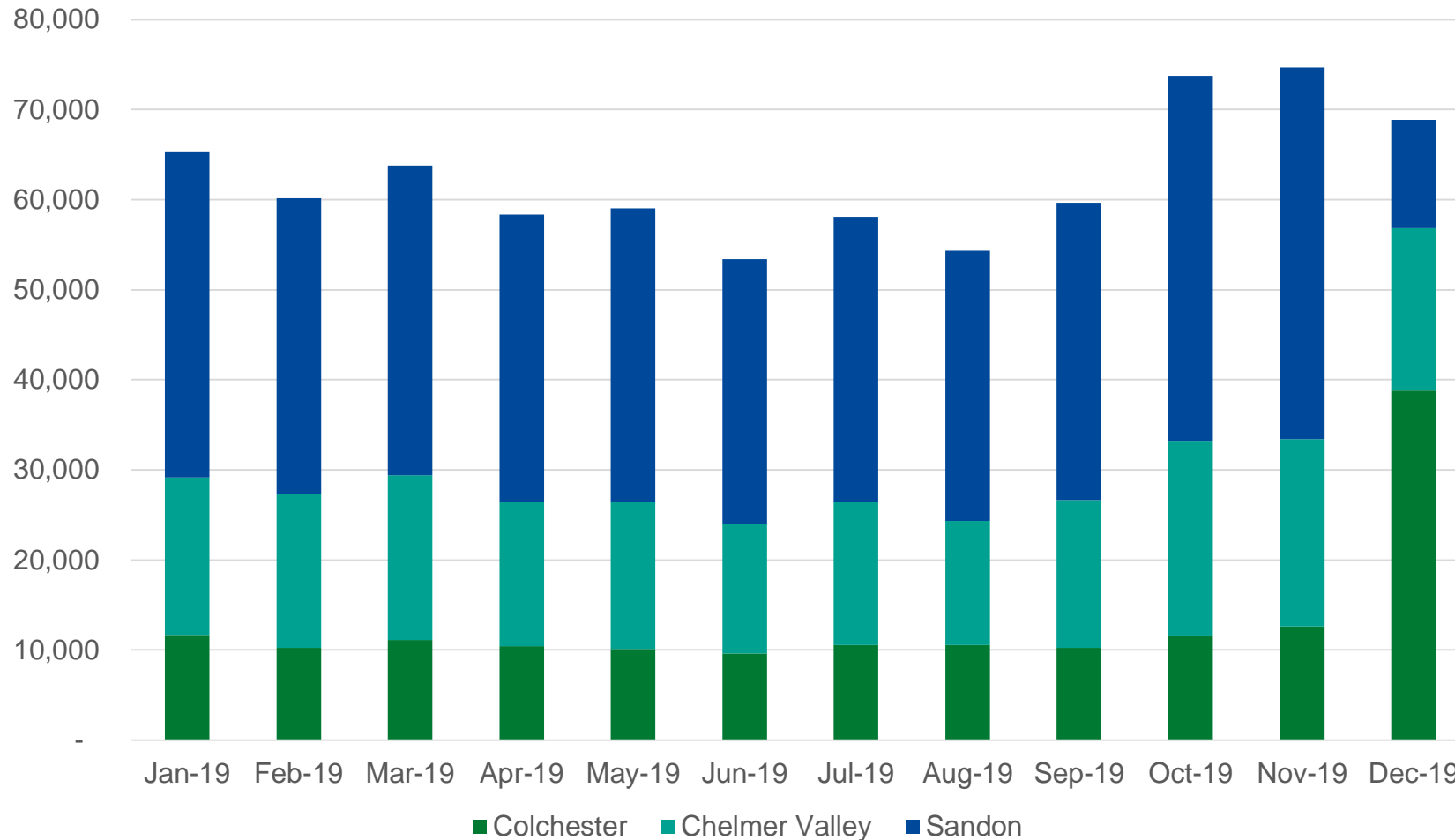
## THE BUS INDUSTRY IS IN INTENSIVE CARE





## ESSEX PARK & RIDE DATA

Passenger numbers at Essex P&R sites



**749K**

annual  
passengers trips  
shifted onto other  
modes of  
transport





## NOTTINGHAM WORKPLACE LEVY REDUCES TRAFFIC AND GENERATES REVENUE

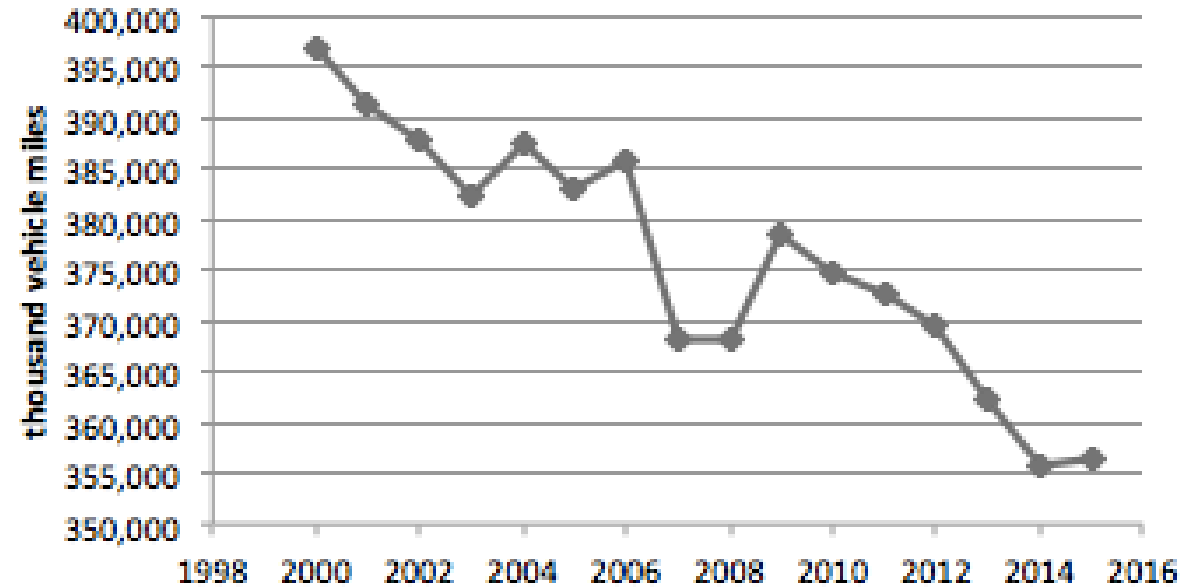
- It applies to all workplaces with 10+ parking spaces
- There are around 24,800 spaces affected, approximately 60% of the total available.

### Scheme costs and benefits

- 2013 £7.8 million
- 2014 £8.4 million
- 2015 £9.1 million
- 2016: £9.3 million

**Economic benefit of £10 delivered for each £1 raised by the WPL. £3 of external funding generated for every £1 raised by WPL.**

### Nottingham car traffic





## BENEFITS OF CONGESTION CHARGING



- Introduced October 2002
- Traffic has reduced by 90%
- Pedestrian numbers increased by 11%.
- Expected 50% drop in vehicles.
- Revenues £300,000 per annum
- 50% reduction in HGV/LGV activity
- Increase in bus patronage.

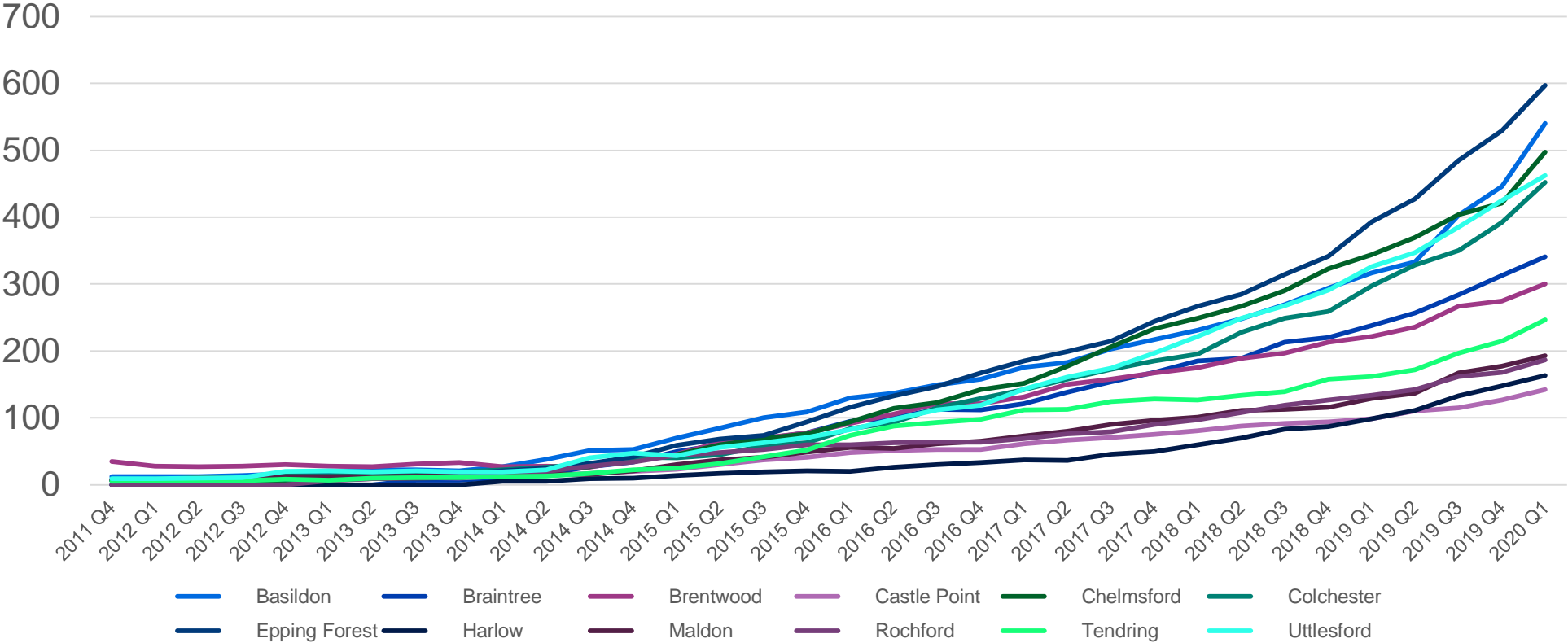


- Introduced Sept 2003
- Congestion cut by 30 %
- Traffic cut by 15 %
- Co2 cut by 19%
- NOx cut by 12%
- Housing values increased around 5%
- £230m revenue in 18/19



# 4,121 EV REGISTERED IN ESSEX

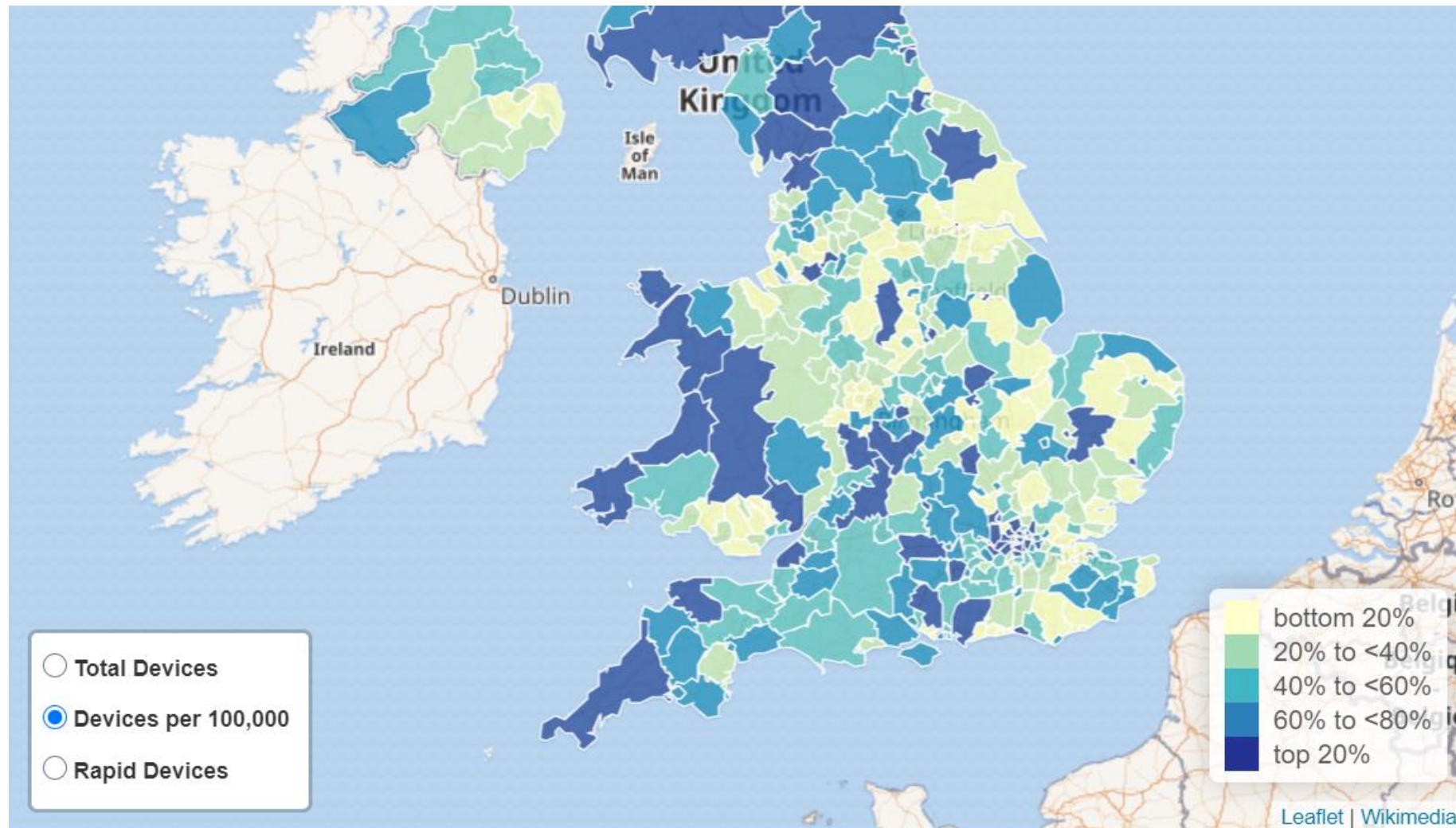
Plug-in Cars, Vans and Quadricycles in Essex



**Fore-  
cast  
196k  
EV Cars  
by 2030**



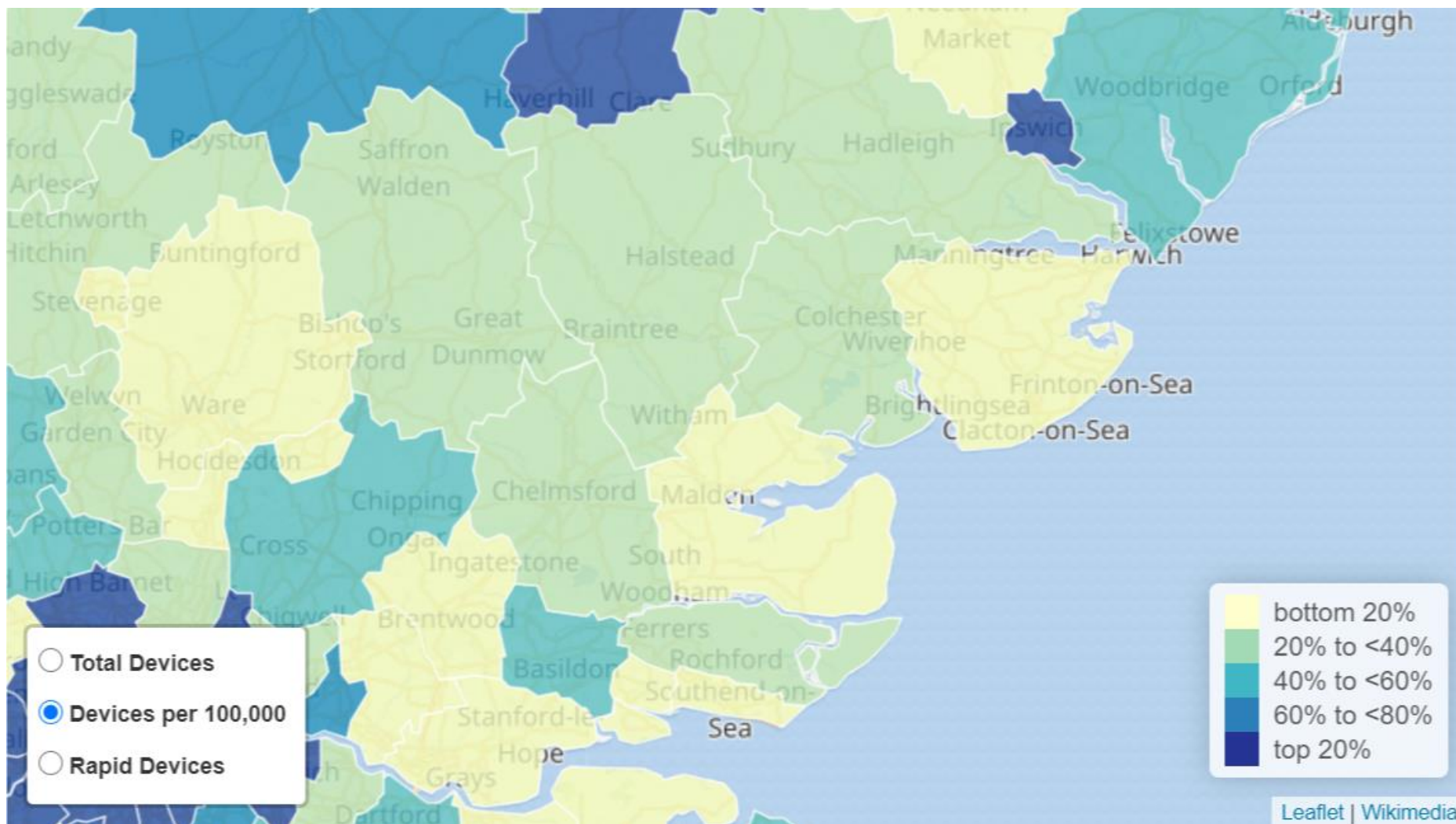
## CHARGEPOINT DATA: DEVICES PER 100,000 POPULATION





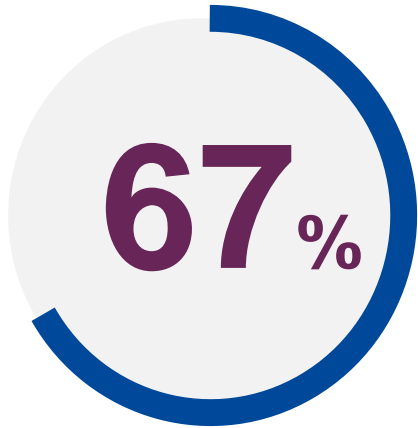


## ESSEX HAS LOW PROVISION OF CHARGEPOINTS





## EV DATA FOR ESSEX



of existing EV drivers  
**would not have bought  
an EV** if they did not have  
access to overnight  
charging



of charging by current EVs  
drivers is done **at home**



**said they would be  
encouraged** to make their  
next car an EV if they were  
**offered access to a  
parking space** where they  
could charge their EV  
while it is parked

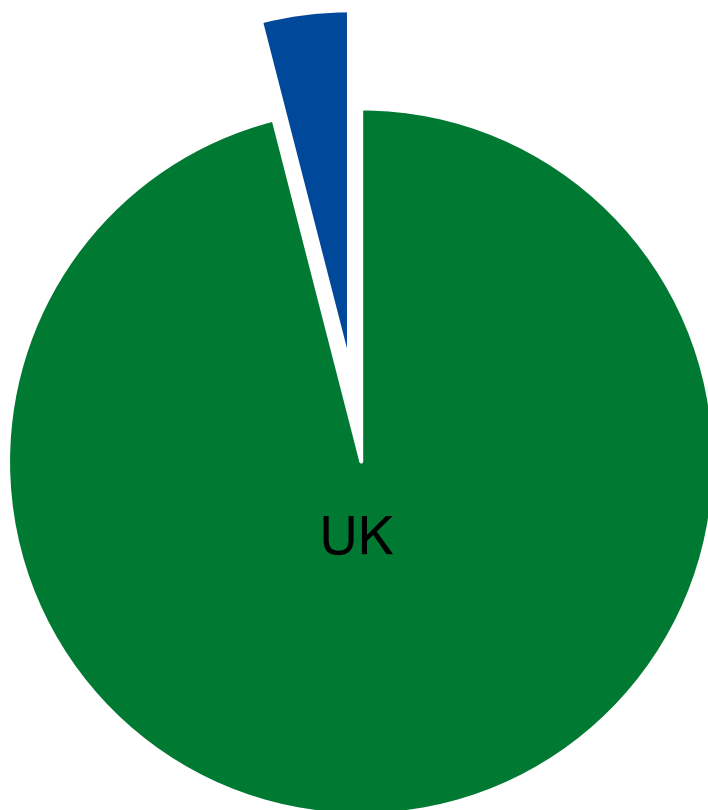


Estimated **on street  
chargers** needed



## FREIGHT IN ESSEX

**2019 goods moved / lifted**  
**Million tonne / kilometres**  
Essex



Goods lifted: the weight of goods carried, measured in tonnes

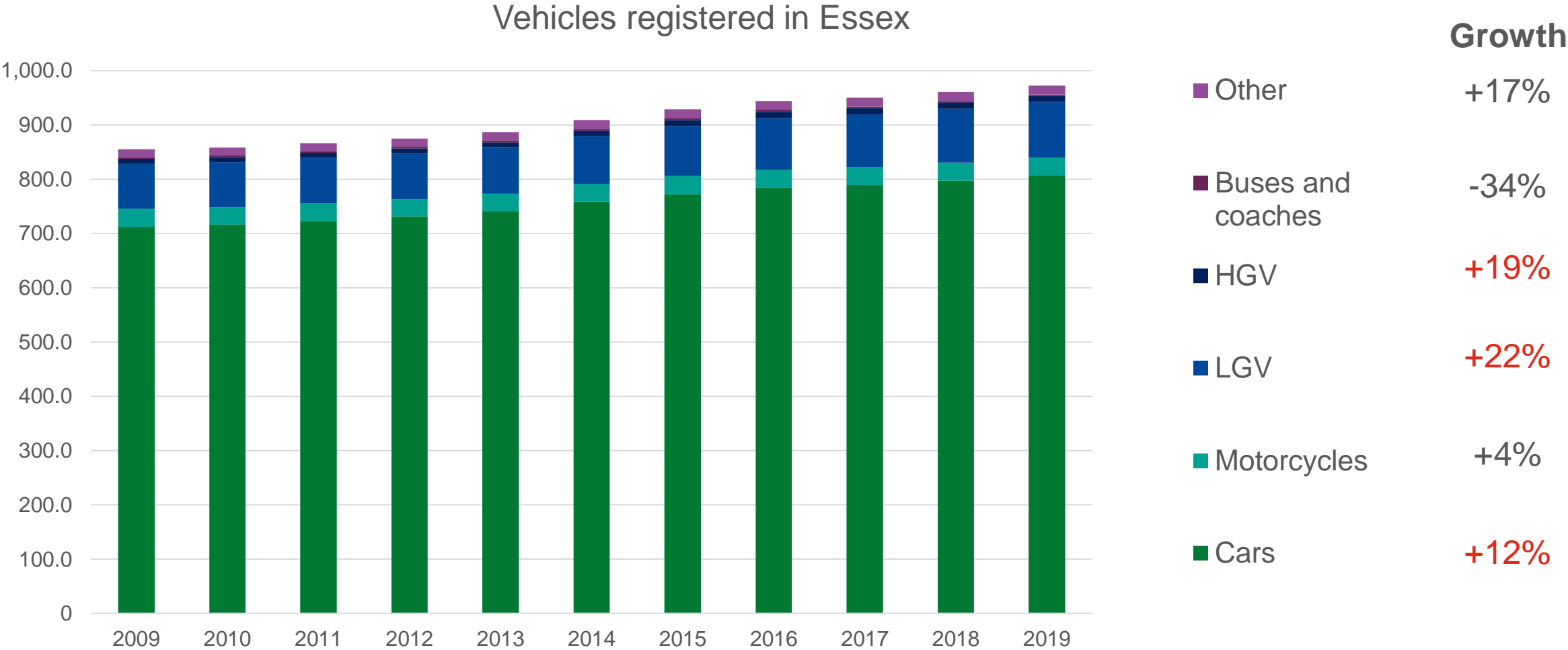
**50% of goods lifted stay in Essex**

Goods moved: is a measure of activity taking into account the weight of the load and distance through which it is hauled.

**26% of good moved stay in Essex**



# HGV & LGV HAVE HIGHEST REGISTRATION RATE IN ESSEX



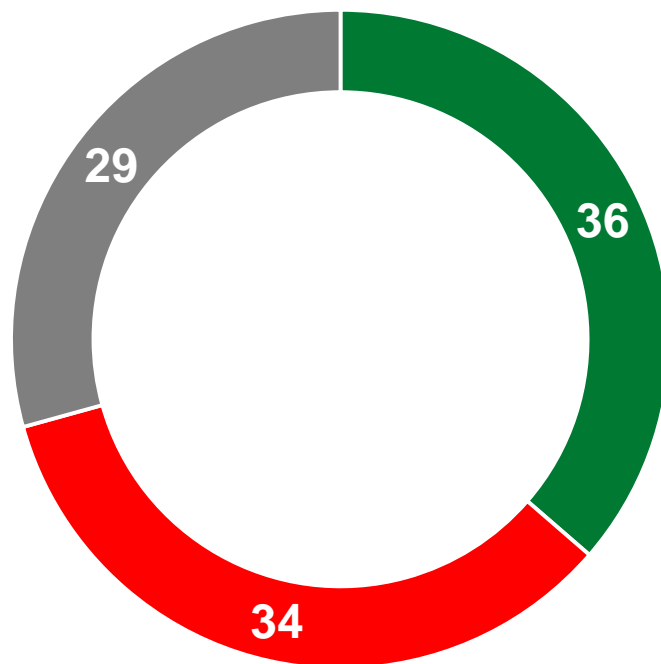
Source: Ringway Jacobs, ITV, IPPR, TfL





## DEBATE LESS CLEAR CUT ON CONGESTION CAUSED BY DELIVERIES

To what extent do you agree or disagree that vehicles making deliveries cause congestion in your local area?



■ Agree ■ Disagree ■ Neither agree nor disagree



## HAMMERSMITH & FULHAM ZERO-EMISSIONS FREIGHT HUB









- H&F Council set up a zero-emissions freight hub, Parcels Not Pollution In 2019
- E-cargobikes require 13 megajoules to delivery 1,000kg of groceries vs a diesel van 3,400MJ, and an electric van 2,400MJ



# Long list of potential transport workstream focus areas














# Behaviour change











Potential areas to explore	Short term (6-12 months)	Medium term (1-3 years)	Long term (3+ years)
Incentives e.g. carbon credits			
Disincentives			
Education			
Smart messaging – use of information, data and technology			
Information / data to understand how we encourage change			
Green procurement			
Sustainable construction e.g. zero carbon cement			
Funding / cost structures to encourage change			

Priorities /  
recommendations






# Modal shift (1/3)

Potential areas to explore	Short	Medium	Long
Active travel:			
• Walking & cycling strategies / LCWIP			
• Low traffic neighbourhood			
• New LWCIP towns			
• Additional NCN upgrade			
• New routes			
• Improvements to public realm e.g. pedestrianisation			
• Walkable schools			
• Park & Stride / ride / scoot			
• E-bikes / e-scooter			
• Mobihubs			
• Go Jauntly / Love to Ride app partnership			

# Modal shift (2/3)

Potential areas to explore	Short	Medium	Long
Public transport:			
• Bus towns			
• Rapid transit – there from the start			
• Embedding buses in new developments from the start			
• Electric buses			
• Bus Priority measures			
• Community rail line			
• Rail Capacity			
• Rural transport solutions			
• E DRT pilot			
• Support the development of car shares schemes e.g. dedicated parking			

# Mode shift (3/3)

Potential areas to explore	Short	Medium	Long
Technology:			
· Active travel apps			
· Public transport seat booking			
· Smart and integrated ticketing			
· Smart parking			
· MAAS			

# Reducing travel and increasing efficiency









Potential areas to explore	Short	Medium	Long
Home working			
Community workplace hubs			
Car share, community vehicles			
Car disincentives:			
· Road charging – emissions or place-based			
· Workplace levies			
· Road tolling			
· Multi-occupancy lanes			
· Car-free days			
· Parking restrictions / differentiation			










# Planning / land use

Potential areas to explore	Short	Medium	Long
Designing accessible new housing / business developments			
Create communities supported by local travel			
Sustainable and active town centres			
Tourist attractions leisure built around sustainable and active travel			

# Alternative fuels

Potential areas to explore	Short	Medium	Long
Hydrogen / Electric / Hybrid			
Expanding charging network			
Unified and standard systems			
ULEZs			
Rail electrification / battery / hydrogen			
Electrification and carbon reduction of transport infrastructure			
Electrify public services fleets e.g. ECC, grey, NHS etc			
Electrify PT system			

# Freight and Logistics

Potential areas to explore	Short	Medium	Long
Future logistics models			
Plan for future logistics requirements – sites etc			
Decarbonising freight sector, fuels appropriate for freight			
Maximising rail – lower carbon			
Freight consolidation			
Last mile:			
• First / last mile delivery vehicles			
• Local delivery hub			
• Micro consolidation centre	