

## DRAFT RESPONSE TO ONLINE CONSULTATION SURVEY, ESSEX TRANSPORT STRATEGY

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

- Strongly agree
- Agree
- Disagree
- Strongly disagree
- No opinion

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

|   | Strongly agree                   | Agree                 | Disagree              | Strongly disagree     | No opinion            |
|---|----------------------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| People have inclusive and affordable access to key services.    | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| People enjoy improved physical and mental health and wellbeing. | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The transport network is safe, and feels safe, for all users.   | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

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

|   | Strongly support                 | Support               | Oppose                | Strongly oppose       | No opinion            |
|---|----------------------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Widen travel choice, e.g. more cycling and walking schemes.                                     | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Make use of appropriate technology, such as the TravelEssex app, to improve access to services. | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

|  |                                  |                                  |                       |                       |                       |
|--|----------------------------------|----------------------------------|-----------------------|-----------------------|-----------------------|
| Improve access to travel information and awareness of options, such as through new apps.                     | <input checked="" type="radio"/> | <input type="radio"/>            | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Understand residents' travel behaviour and how to promote more active travel, such as walking and cycling.   | <input type="radio"/>            | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Use of demand responsive transport in areas with poor access to healthcare and other key services.           | <input checked="" type="radio"/> | <input type="radio"/>            | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Work with community groups to encourage social interaction through travel, such as through bike loan schemes | <input type="radio"/>            | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Improve access to open spaces for people to enjoy.   | <input type="radio"/>            | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Ensure people feel safe while travelling.  | <input checked="" type="radio"/> | <input type="radio"/>            | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Adopt 'Vision Zero', aiming to have zero people killed or seriously injured on our roads.                    | <input checked="" type="radio"/> | <input type="radio"/>            | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

**4. Do you have any comments about this theme or the outcomes or activities?**

Theme 1, Outcomes, Page 7  
MDC should not have to compete as a rural, coastal authority in Essex with the more urban towns and cities in Essex for infrastructure needs. The Outcome should state: 'Everyone' rather than 'People'. People is a loose term and MDC feels 'people' in rural areas may miss out to 'people' in urban areas. Changing to 'Everyone' includes rural and urban areas in 'Everyone's Essex', ECC's Corporate focus.

Theme 1 Outcomes 1 and 2 should therefore read:  
Everyone has inclusive and affordable access to key services  
Everyone enjoys improved physical and mental health and well-being

Theme 1, Examples of key issues, Page 9

MDC acknowledge ECC's identification of high car dependency, poor public transport links in rural areas with long journey times to strategic road and strategic rail networks and long journey times (or non-existent bus services) to GP surgeries and hospitals. This is the reality in the Maldon District.

Theme 1 Outcomes and Activities, Page 10

MDC feel that for the transport network 'to be safe for everyone', walking and cycling safety on the highway network in this rural District must be prioritised. ECC, as the Highway Authority and Active Travel England as a statutory consultee are giving conflicting advice (Tollesbury planning applications) as to the technical requirements for safe cycling and walking on pavements adjacent the vehicle highway.

**5. 'Creating sustainable places and communities' is a key theme in our emerging Essex Transport Strategy. To what extent do you agree with this theme?**

- Strongly agree
- Agree
- Disagree
- Strongly disagree
- No opinion

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

|   | Strongly agree                   | Agree                 | Disagree              | Strongly disagree     | No opinion            |
|---|----------------------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| All places support the transport needs of all residents.        | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| New developments are designed to be sustainable from the start. | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Transport has a reduced impact on the environment.              | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

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

|   | Strongly support                 | Support               | Oppose                | Strongly oppose       | No opinion            |
|---|----------------------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Introduce a new 'Place and Movement' approach to the management of the transport network.   | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Deliver walking and cycling improvements that link key destinations to support healthy lifestyles and reduce environmental impacts.   | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Manage the introduction of electric vehicle infrastructure (or other alternatives) to encourage cleaner travel where cars are needed. | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Ensure Local Plans consider the location of new homes and jobs to maximise sustainable travel choice.                                 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Prioritise walking and cycling for shorter journeys.  | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Prioritise bus interventions to improve access to key services with inclusive and easy-to-use ticketing.                              | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Trial, implement and deliver new sustainable transport policy and strategy.   | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Ensure new developments incorporate new technology and innovation.  | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

|   |                                  |                                  |                       |                       |                       |
|---|----------------------------------|----------------------------------|-----------------------|-----------------------|-----------------------|
| Reduce the long-term environmental impacts of the transport, including decarbonising transport.                             | <input checked="" type="radio"/> | <input type="radio"/>            | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Improve air quality across the transport network.   | <input checked="" type="radio"/> | <input type="radio"/>            | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Roll out of ultra-fast broadband infrastructure to reduce the need to travel i.e. support those who can, to work from home. | <input type="radio"/>            | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Increase the number of trees and landscaped spaces across the transport network to promote a better environment.            | <input checked="" type="radio"/> | <input type="radio"/>            | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

**8. Do you have any comments about this theme or the outcomes or activities?**

Theme 2, Examples of key issues, Page 12  
MDC acknowledge the issue of poor air quality that cars and larger vehicles cause 'on main roads and in urban areas'. However, main roads are also in rural areas. Should 'urban areas' be replaced with 'built up areas' to ensure this catches built up areas in a rural context? 'Urban' does appear to just refer to larger towns and cities'. Equally, emissions from all motorised transport must be improved for the safety of those walking and cycling adjacent to and on the main vehicle highway and in urban areas/built up areas in a rural context. It should be noted that main roads are also in rural areas where cars and larger vehicles also cause poor air quality.

Theme 2, Outcomes and Activities, Page 13  
MDC strongly supports that the location of new development in a rural, coastal authority is dependent on access to good transport choice. Furthermore, if these locations do not have good transport choices then they are deemed to require transport infrastructure to make a location for development sustainable and acceptable in planning terms i.e. what transport infrastructure is required. This particularly references the proposed changes to the NPPF, para 62 (tightening refusal on highway grounds 'in all tested scenarios').

9. 'Connecting people, places and businesses' is a key theme in our emerging Essex Transport Strategy. To what extent do you agree with this theme?

- Strongly agree
- Agree
- Disagree
- Strongly disagree
- No opinion

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

|  | Strongly agree                   | Agree                 | Disagree              | Strongly disagree     | No opinion            |
|--|----------------------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| The business potential of Essex is maximised.                                      | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| People have inclusive and affordable access to employment, education and training. | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The transport network has a secure and long-term future.                           | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

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

|   | Strongly support                 | Support                          | Oppose                | Strongly oppose       | No opinion                       |
|---|----------------------------------|----------------------------------|-----------------------|-----------------------|----------------------------------|
| Maintain and operate the transport network to ensure it is fit for purpose and efficient to use.  | <input checked="" type="radio"/> | <input type="radio"/>            | <input type="radio"/> | <input type="radio"/> | <input type="radio"/>            |
| Implement minor improvements to support the safe and efficient operation of the network, such as improving our traffic signals to make them safer and more effective. | <input type="radio"/>            | <input type="radio"/>            | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Develop a strategy for freight which includes moving freight to rail or sea and liaising with central government on more strategic interventions.                     | <input checked="" type="radio"/> | <input type="radio"/>            | <input type="radio"/> | <input type="radio"/> | <input type="radio"/>            |
| Ensure that residents can take advantage of accessing education and skills training, especially by sustainable transport.   | <input checked="" type="radio"/> | <input type="radio"/>            | <input type="radio"/> | <input type="radio"/> | <input type="radio"/>            |
| Invest in active travel, such as walking and cycling, and promote this in new developments.   | <input checked="" type="radio"/> | <input type="radio"/>            | <input type="radio"/> | <input type="radio"/> | <input type="radio"/>            |
| Identify opportunities to support wider non-transport outcomes, such as improving health and wellbeing.   | <input type="radio"/>            | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/>            |
| Enable greater use of buses, with targeted improvements where services are poor.  | <input checked="" type="radio"/> | <input type="radio"/>            | <input type="radio"/> | <input type="radio"/> | <input type="radio"/>            |

Ensure existing businesses have plans in place to encourage walking and cycling, and encourage businesses to have less polluting vehicles.

Embrace innovation and technology, such as the use of drones to inspect our bridges and road structures.

Undertake longer term planning to ensure the long-term security of the transport network, such as being able to cope with more severe weather.

## 12. Do you have any comments about this theme or the outcomes or activities?

Theme 3, Examples of key issues, Page 15

MDC agrees with the key issues identified. The MD is remote from all strategic roads, especially the A12, needed for commuting and freight movements, and this is before experiencing 'the significant differences in journey times between peak and off peak times' on all of the strategic routes this strategy has identified.

Both primary and secondary schools are typically less accessible by cycling too as rural roads in the District are deemed unsafe for young people cycling to school because they share the vehicle highway, with soft verges, with all types of motorised vehicle traffic including very large HGVs.

Theme 3, Outcomes

Similarly to Theme 1, Outcome 2 to Theme 3 should replace 'People' with 'Everyone' to read:

Everyone has inclusive and affordable access to employment, education, and training.

Theme 3, Outcome 2

MDC welcomes the Activity to 'target improvements where bus services are poor.

Theme 3, Activities

As a rural, coastal authority, MDC supports developing a strategy to move freight to rail or sea. MDC feels that ECC should 'lobby' Central Government (in support of Transport East) rather than 'liaise'. Essex has the longest coastline of any County in England and the Transport East region has the most ports, including 2 Freeports, along its coastline. Developing such a strategy makes sense for short sea shipping.

As a rural, coastal authority, MDC does not have much in the way of signalised traffic management at junctions and roundabouts. This activity clear focusses on larger towns and cities. As does the security of the network in severe weather.

**13. To what extent do you agree with the need for a flexible approach?**

- Strongly agree
- Agree
- Disagree
- Strongly disagree
- No opinion

**14. The proposed new 'Place and Movement' approach focuses on recognising all different road users. To what extent do you agree with this principle?**

- Strongly agree
- Agree
- Disagree
- Strongly disagree
- No opinion

**15. The 'Place and Movement' approach also focuses on recognising the importance of 'place'. To what extent do you agree with this principle?**

- Strongly agree
- Agree
- Disagree
- Strongly disagree
- No opinion

**16. The 'Place and Movement' approach focuses on putting the safety of all road users first. To what extent do you agree with this principle?**

- Strongly agree
- Agree
- Disagree
- Strongly disagree
- No opinion

**17. Do you have any comments about our proposed 'Place and Movement' approach and how we plan to classify different roads and streets in Essex?**

New 'Place and Movement' Approach (aligned with LTP4), page 18

MDC support ECC's new Place and Movement Approach and has actively engaged in assessing and reviewing road hierarchy in the District to the 9 categories of road type and how roads are used. Place based planning should determine how everyone moves around their surroundings and how easy it is to access vital facilities and services and by transport choice, including good public transport, cycling and walking links.

MDC acknowledge the new approach as set out that: 'Place – is the feel of an area and what people do when they get there' and 'Movement – moving between, within and around the place and how users are doing it – walking, cycling or driving'. This new approach must treat rural, coastal towns and villages in Essex the same as urban towns and cities in Essex in terms of everyone having the right, and choice of how to move around their surroundings with access to good public transport connections and safe walking and cycling routes.

MDC notes the new Place and Movement Approach 'Will be regularly reviewed to ensure it remains up to date'. MDC would like to see a timeline specified for such 'regular review'.

**18. We are proposing a three step approach to improving transport in Essex. To what extent do you agree with this approach?**

- Strongly agree
- Agree
- Disagree
- Strongly disagree
- No opinion

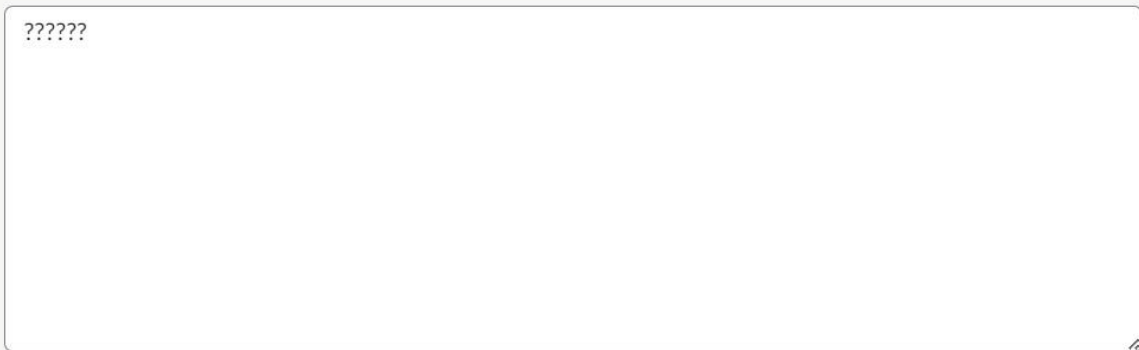
**19. Do you have any comments about our proposed three step approach to improving transport in Essex?**

The 3-step approach is logical in maintaining the existing network, staged improvements leading on to more significant interventions. Presumably, the timeline for these steps will be clearer in the 'Part 2' consultation document where 'a full programme and planned funding' will be presented?

MDC has declared a Climate Emergency and like other authorities in Essex, is working to global and national targets to reduce the the impact of transport related Greenhouse Gas Emissions. How will Step 3, Decarbonisation of Transport, achieve the desired reductions in the timeframes (2030 and 2050)? What is the current baseline and how will this be measured? MDC feel that with the highest car dependency in Essex (baseline data in the ECC-led Maldon District Future Transport Strategy), poor public transport and transport connections, it must surely be targeted for 'significant improvements and transformation' (Step 3).

20. Do you have any final comments about our emerging Essex Transport Strategy?

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21. We would like a different name for the final version of the Essex Transport Strategy which better captures our vision for transport in Essex. Do you have any suggestions (maximum four words)? The person who suggests the chosen name will win a See.Sense ICON3 rear bike light, kindly donated by See.Sense.

