



Local Plan Transport  
Evidence

## Baseline Study

Taskforce Presentation  
March 2021



## What is the objective of the baseline study?

1. Document existing transport and travel situation in the borough.
2. Form the transport planning evidence base for the emerging Local Plan – compliant with Government Guidance.
3. Part of the wider forward looking Local Plan evidence for Thurrock to 2042.
4. Identify the areas needing transport policy or infrastructure to enable the delivery of over 30,000 new homes and 26,000 new jobs.
5. Support identification of Strategic growth locations

- Examine data
- Produce analysis
- Inform decisions
- Identify gaps

# Primary Consultees

[Feedback obtained in 'black'; nil-response in 'grey']

## Network Management & Highways

- Connect Plus
- Essex Highways
- Essex Police
- Highways England
- RMSA
- TfL
- Transport East

## Ports & Freight

- CRo Ports / CLDN
- DP World
- Hoyer
- Port of London
- Purfleet
- Port of Tilbury

## Public Transport

- Arriva
- C2C
- Ensign Buses
- First Group
- Kenex Tramlink
- Network Rail
- Stagecoach
- Stephenson's/Ni bbs
- Thames Clippers
- Tilbury Ferry / JetStream

**Key points raised by  
the consultees:**

Local authorities

**Cross-boundary travel and multi-modal  
network provision**

Highways England

**Modelling required to understand impact  
on trunk road network**

Ports and Logistics

**Future network capacity and reliability, rail  
freight infrastructure; staff connectivity**

Water transport

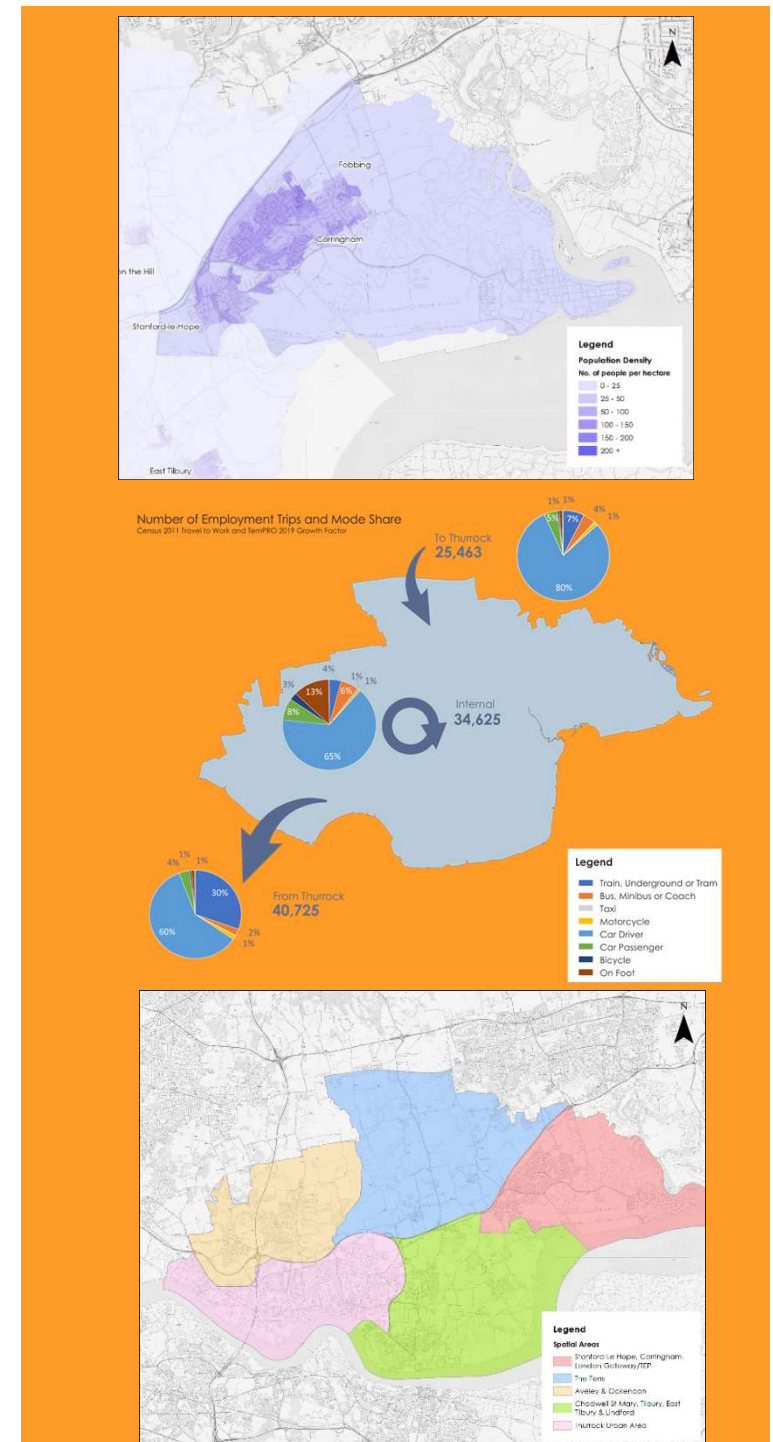
**Expansion of services, new jetties and  
interface with other modes and Thames  
frontage**

Rail

**Increasing capacity (to be defined),  
partnership with local authority to improve  
connections**

# The structure of the study

1. Borough- wide analysis of topics:
  - Accessibility
  - Congestion
  - Mobility
  - Safety
  - Pollution, carbon reduction and health
  - Affordability
  
2. Five focus areas analysis of topics
  - Accessibility
  - Congestion
  - Mobility
  - Safety
  - Pollution, carbon reduction and health
  - Affordability
  
3. Summary, conclusions, gaps, next steps  
[Appended maps and data]





# 30,000 new homes could derive 342,000 more daily journeys

[Derived using 2015 National Travel Survey diaries]

One Household in Thurrock,  
on average, means....



11.4 Journeys per day



Which means 342,000  
journeys per day

Which are made up of:



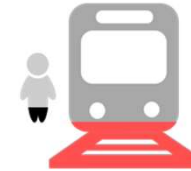
72,000 walking



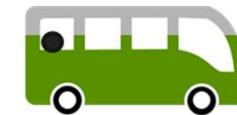
6,000 cycling



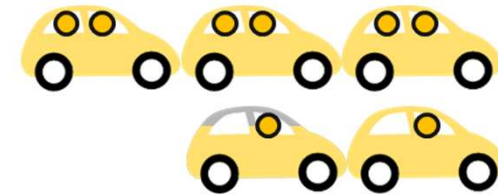
300 by ferry



6000 by rail



21,000 by bus



144,000 as a driver and 93,000 as a car passenger

Active travel should be encouraged to improve the  
balance

How to accommodate, change or reduce  
the need to make these journeys:

- Encourage behaviour change and place making
  - understand behaviour and characteristics which influence behaviour
  - continue to strengthen community
- Expand/upgrade the transport networks
  - walking, cycling, public transport and highway initiatives
  - understand the current and planned network

## Emerging conclusions

- **Connections between modes are needed to maximise non-car use**
- **Current cycle network is emerging but a strategic approach could identify locations for connections and improvements**
- **East-west connectivity is important but needs severance reduction**
- **Air Quality management areas should be reviewed**
- **Data suggest networks are functioning adequately, albeit with congestion and conflicts observed on key corridors (e.g. London Road)**
- **Thurrock residents are willing to use modes other than private car where infrastructure supports this**
- **The demands will change coming out of the pandemic.**

## Next steps

- **Use the data to inform the refinement of the Issues and Options, charrette engagement, and Local Plan development**
- **Start to plan for complementary transport infrastructure and initiatives**
- **Plug the data gaps – e.g. accessibility, congestion, delays, safety, mobility**
- **Supplement the knowledge on connectivity and barriers e.g. east-west movement, freight and port future**
- **Focus on strategic mechanisms to encourage active travel**
- **Rethink Air Quality management areas and noise impacts**
- **Keep pace with (or lead) changing transport patterns.**