Thurrock Transport Strategy 2026–2040

Growing Together Through Smarter Journeys

November 2025: Consultation Version

thurrock.gov.uk

Contents

Introduction

Thurrock is a diverse borough with a rich blend of communities, landscapes, and economic assets. Located on the River Thames, it plays a vital role in connecting the UK to global trade through its world-class ports and logistics hubs. Its strategic position also provides direct access to London and the wider South-East, making it a key contributor to national infrastructure and commerce.

As a place of opportunity and ambition, Thurrock is undergoing significant transformation. New housing developments, growing employment sectors, and nationally significant infrastructure projects are driving sustainable growth and prosperity. At the same time, the borough remains committed to preserving its heritage, enhancing its green spaces, and supporting thriving local communities.

A new Local Transport Plan will set out our transport vision for the future – one that aligns with the emerging Local Development Plan and reinforces Thurrock's importance to the national agenda. By investing in connectivity, accessibility and innovation we aim to ensure transport plays a central role in delivering a resilient, inclusive, and prosperous future for everyone that lives, works and visits our borough.

Planning for the Future: Purpose and Scope of Local Transport Plans

Local Transport Authorities are required by Government to prepare and regularly review a Local Transport Plan (LTP). This must set out a long-term plan for managing and improving transport in the area, including clear policies, priorities, and an implementation framework to guide delivery. Thurrock Council is the designated Local Transport Authority for the Borough of Thurrock.

This document, the Transport Strategy, represents the first phase in developing Thurrock's Local Transport Plan for the period 2026–2040. Once adopted, it will replace the existing Thurrock Transport Strategy (2013–2026). The strategy is built around key

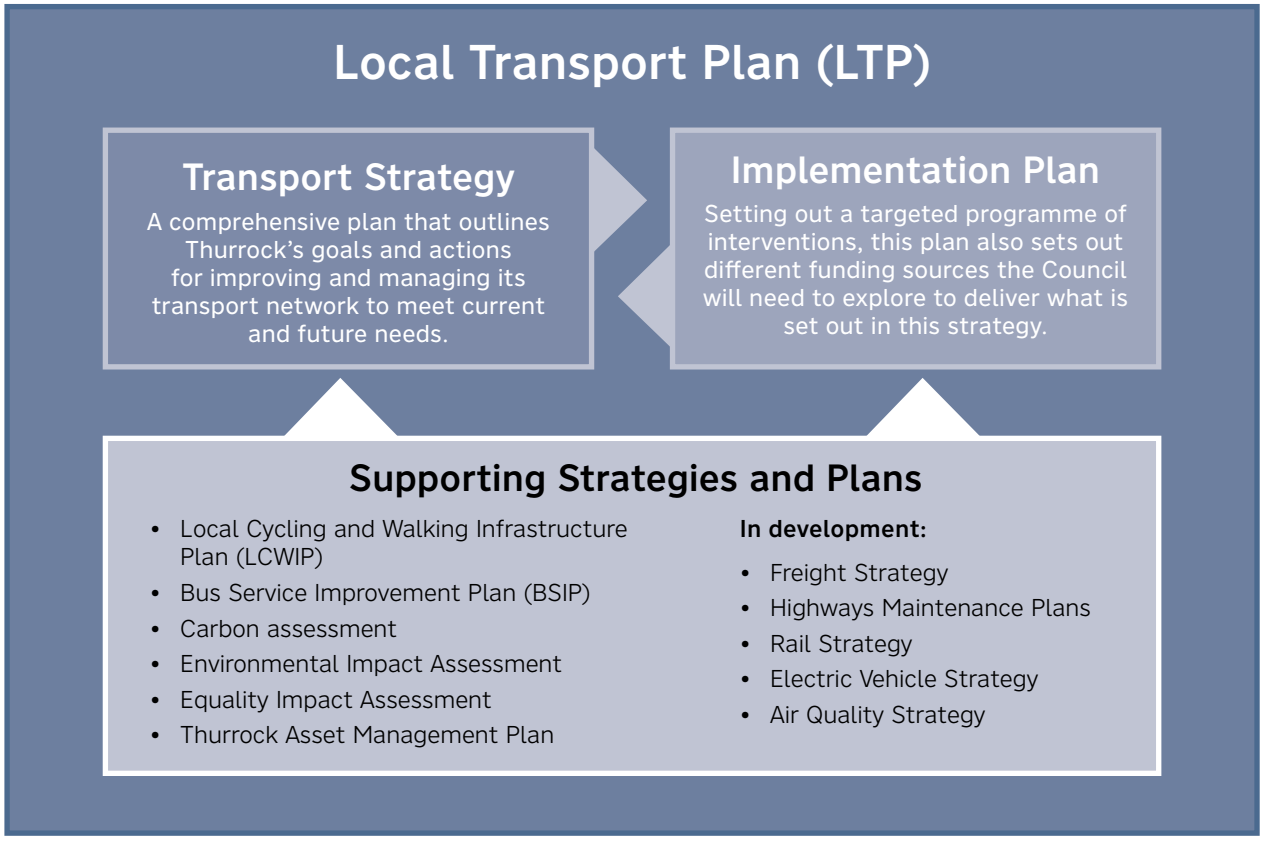
themes that reflect Thurrock's future as a place to live, learn, and work. It assesses the current transport landscape and outlines the actions needed to support communities in travelling in ways that best suit their needs, foster inclusive economic growth, promote social equity, and contribute to the Council's broader placemaking enhancements.

To support its delivery, the Council will prepare a separate Implementation Plan. This will set out detailed funding mechanisms and opportunities, establish a monitoring and evaluation framework, and include a carbon assessment – an essential requirement for formal adoption of a final Local Transport Plan. Together, these documents will also contribute to the evidence base for the emerging Thurrock Local Development Plan as it progresses through its final stages of development ahead of submission to the Secretary of State for inspection.

As the Transport Strategy evolves, a suite of supporting sub-strategies will be developed to guide the delivery of its objectives. These will provide more detailed pathways for implementation across specific themes and modes, ensuring a coordinated and comprehensive approach to transport planning across the borough.

The strategy is structured into seven sections, which together set out Thurrock's strategic goals, polices and transport ambitions through to 2040 and beyond:

Figure 1: **Components of a Local Transport Plan**



Structure of the Transport Strategy

Section Title	Content
Section 1. Background and Context	Section 1 provides a summary of the evidence base and wider context of this Transport Strategy, including key drivers for change.
Section 2. Policy Context	Section 2 sets out the local and national policies and key documents that are informing and influencing this strategy.
Section 3. Thurrock at a Glance	Section 3 identifies the current characteristics, travel patterns and trends, including how the population and economy of Thurrock is changing.
Section 4. Transport Challenges and Opportunities	Section 4 outlines how, over the coming years, the use and management of the borough transport networks will change, identifying key challenges this strategy will seek to address and highlight opportunities for improvement.
Section 5. Our Vision, Goals and Policies for Transport	Section 5 presents our goals, to help set the long-term vision for transport in Thurrock. It presents the goals and its key policy areas that will shape future transport schemes and development, covering all aspects of transport planning, delivery, and operation.
Section 6. Major Schemes	Section 6 presents the proposals for scheme interventions to be delivered across the borough.
Section 7. Next Steps	Section 7 briefly identifies what future actions need to be taken to progress this Transport Strategy to form the Thurrock Local Transport Plan.

Delivering Change

Our ambition is to improve the lives of our residents and workers and enhance business growth and success by providing a modern, sustainable, and seamlessly connected transport system. Achieving this will be essential to ensure our future prosperity, but it requires fundamental changes in the planning, delivery, and support of our transport services and infrastructure across the borough.

This ambition is underpinned by the Council's **Corporate and Improvement Plan (2025–2029)**, which identifies transport as a critical enabler of inclusive growth, environmental sustainability, and community wellbeing. The plan highlights the importance of working collaboratively with partners to deliver infrastructure that meets future needs.

The "Place" priority within the plan identifies the following deliverable and supporting outcomes that directly align with enhancing the borough's transport network:

"Deliver a connected, accessible transport network that supports growth and improves journeys"

This will support outcomes such as:

- Having the necessary transport infrastructure;
- Clean, safe and sustainable streets;
- Working towards achieving net zero; and
- Attracted and inspired business leaders, large employers and supported micro, small and medium enterprises and entrepreneurs to bring economic advantage, jobs and opportunities to local residents and businesses.

Together these outcomes aim to improve local infrastructure and transport connectivity – unlocking greater opportunities for people and businesses to live, work and invest in Thurrock.

To deliver this ambition and support the goals of the Corporate and Improvement Plan, our strategy is shaped around interconnected themes that reflect both national policy direction and local priorities.

A New Direction: Vision-Led Transport for Thurrock

In alignment with the latest Government guidance our Transport Strategy adopts a vision-led approach, moving away from traditional 'predict and provide' model of transport planning. This outdated approach primarily focused on increasing road capacity, often at the expense of creating high-quality, people-friendly places. It is now widely recognised that continually expanding the road network is not a sustainable solution, as it presents challenges in reducing traffic noise, pollution and congestion. Instead, the vision-led approach prioritises the outcomes that communities want to achieve – creating a transport network that works for everyone. This shift helps address the car dependency that has made driving an expensive necessity for many, particularly where viable alternatives are lacking.

In Thurrock, our engagement with stakeholders has shown that people want diverse transport options that support a good quality of life and enhance places for people – not just vehicles. By moving beyond the limitations of the 'predict and provide' model, we can ensure that future transport infrastructure is not only justified but also contributes to the creation of vibrant, accessible, and sustainable communities.

New Mobility: Smarter, Cleaner and Fairer

The strategy recognises that we are living through a period of rapid change and uncertainty. The way people travel is evolving, driven by technological innovation and shifting behaviours. While it's difficult to predict long-term travel patterns due to the many variables at play, we know that transport solutions must be flexible and forward-thinking.

During the development of this strategy, we've explored how new mobility options can help address gaps in our current transport system – particularly in areas with limited public transport – and offer practical alternatives to private car ownership. Innovations such as car clubs, e-bikes, ride-sharing apps, and autonomous vehicles are becoming increasingly central to how people move. We also anticipate changes in local freight delivery, with electric cargo bikes, electric vans, and even drones playing a role in last-mile logistics. These technologies have the potential to reduce unnecessary trips, improve efficiency, and make transport more affordable and equitable. By embracing new mobility, we can create a transport system that is not only smarter and more sustainable, but also better suited to the needs of our communities.

Transport for Growth: Connecting People, Places, and Opportunity

Thurrock has significant potential for economic growth, driven in part by strategic opportunities such as the Thames Freeport – enhanced transport infrastructure will be essential to supporting and sustaining this progress. The strategic road network will continue to play a vital role in enabling the movement of goods and people, and we recognise that targeted improvements will be necessary – particularly between key development areas, commercial centres, and major roads to improve transport efficiency. These enhancements will help local businesses thrive and ensure Thurrock remains attractive for inward investment. However, the strategy goes beyond simply expanding road capacity. It sets out a broader range of interventions designed to address existing challenges and unlock future opportunities.

We aim to strengthen multi-modal transport links that connect people to employment, education and training, thereby empowering individuals and communities to achieve their full potential and contribute to a thriving, inclusive economy.

Reducing Emissions and Advancing Sustainable Transport

In recent decades, travel for work and other purposes has increasingly relied on car use, leading to a decline in alternative transport options and making driving a daily routine for many residents. While cars and goods vehicles will continue to play a vital role in our transport system, the sector remains the largest contributor to greenhouse gas emissions and a significant driver of climate change.

Thurrock experiences high levels of car and freight traffic, with poor air quality in some areas contributing to adverse health outcomes. As the impact of climate change intensify, rethinking how we travel is essential. This includes making better use of road space and expanding mobility options for short journeys – such as enhancing public transport networks and encouraging walking, cycling and wheeling.

We aim to build a more sustainable transport system that is appealing, affordable, equitable, and convenient for everyone.

Why do we need a new Transport Strategy?

- **Addressing Current and Future Needs –** The borough has undergone significant changes since the publication of our previous strategy, and we expect it to do further over the life of this strategy. A new Transport Strategy will address more recent transport needs and challenges that evolve over time due to changes in population, urban development, and technology. It will help ensure that the transport network can meet current demands in ways that suit our communities and businesses and is adaptable to future growth and changes.
- **Securing Funding and Investment –** By demonstrating a clear vision and commitment to improving the transport infrastructure, the strategy will provide the framework for local action by setting the strategic direction and justification for specific schemes and interventions. This will help secure and allocate funds and investment from government bodies and private investors.
- **Supporting Economic Growth –** Ensuring the development and maintenance of an efficient and reliable transport network supports economic development by aiding local businesses, attracting new investments, and facilitating the movement of goods and people.
- **Enhancing Public Health and Safety –**The new strategy places greater focus on promoting active transport modes like walking and cycling for healthier travel and lifestyles and aims to address safety concerns by implementing measures to reduce traffic accidents and enhance road safety.
- **Building Community Consensus –** The development of the new strategy involves engaging with the community and stakeholders to ensure it continues to reflect the aspirations and priorities of the local population.
- **Policy Revision –** Recent changes to national, regional and local policies and plans which affect transport necessitate updating our own policy focus. Establishing a clear and robust policy framework will guide the implementation of the strategy, ensuring that our policies are aligned with long-term goals and regulatory standards in areas such as climate change, economy, health and equality and the environment.
- **Planning for the Future of Transport in Greater Essex –** As the Greater Essex area transitions through the Government's devolution process into a new Mayoral Combined County Authority, this document will inform and support the development of a single Local Transport Plan covering the entire geographic area of Greater Essex and that of the newly designated Strategic Authority.

SECTION 1

Background and Context

1.1 Developing the Transport Strategy

The strategy has been developed using information from a wide set of documents, including a detailed technical evidence base compiled by reviewing policies, strategies and datasets to understand Thurrock's issues and identify the key drivers, priorities and opportunities for transport across the borough. Together, these resources have shaped our decision-making and guided the development of this strategy.

- **A detailed programme of technical work**, including a Transport Assessment prepared to inform the development of the Local Plan. The assessment considered the implications of a range of land use allocations on the transport network, informed by detailed traffic modelling studies and identified the transport requirements necessary to support growth, needs and aspirations. This will be informed by and influence other regional strategies.
- **Transport Baseline Study (2021)** a current situational analysis of existing transport infrastructure, services and usage patterns, ensuring that existing deficits in infrastructure provision are understood.
- **Strategic Transport Model:** The Thurrock Strategic Transport Model has been developed to support a better understanding and planning of the transport network across Thurrock. Covering the entire borough and extending into neighbouring areas, the model comprises both a highway and a public transport component. It has been built using extensive data collection, including aggregated movement data derived from mobile phone usage in 2023. The model provides forecasts of the transport network through to 2044, aligning with the Local Plan period. Scenario testing will be used to assess the impacts of committed developments and proposed growth scenarios within the Local Plan. This will help inform future transport needs and infrastructure planning for Thurrock. Completion of this work is anticipated in late summer 2025.
- **Vision 2050 –** The Connecting Thurrock: Vision 2050 aims to enhance transport efficiency through an ambitious vision, guided by strategic priorities and measurable goals tailored to the specific needs and priorities of Thurrock.
- **Issues and Opportunities analysis:** comprising five studies focused around strategic character areas structured within the key themes of the transport vision and strategy – these are Aveley & Ockendon, The Fens, Thurrock Urban Area, Chadwell St Mary, Tilbury, East Tilbury & Linford, and Stanford-le-Hope & Corringham.
- **Stakeholder Engagement:** The strategy has taken into account ongoing dialogue with individuals and stakeholders. This engagement includes insights from the King's Trust design charettes, the Council's 'Your Place – Your Voice' events, and discussions with Thurrock's key interest groups and organisations to better understand their concerns and requirements from the transport network. We will continue to engage with stakeholders on our preferred strategy to ensure the contents and policies reflect and address people's views before the final strategy is published.
- **Wider Policies:** The strategy aims to align with relevant legislation and policies, supporting broader regional and national objectives.
- **Information about the socio-economics of Thurrock:** Combined with an analysis of current travel habits and trends, utilising data from sources such as the Office for National Statistics (ONS) and the National Census 2021, Indices of Multiple Deprivation and other relevant sources.

1.2 Work in Progress

- The strategy will be supported by an **Implementation Plan** outlining how the Council will need to work with delivery partners and agencies to deliver many of the major schemes and policies set out in the strategy, but also how the Council intends to organise and phase the implementation of the strategy alongside growth timescales that will be set out in the Local Plan, through the development of delivery plans and supporting documents. This plan also sets out the different funding sources the Council will need to explore over the coming years to deliver what is set out in this strategy.
- In support of this strategy, sub-strategies which are relevant to specific workstreams, and areas will also be developed to complement a future programme of transport delivery across the borough. While a **Local Cycling and Walking Infrastructure Plan (LCWIP)** has already been adopted, the Council is progressing an **Electric Vehicle Implementation Strategy**, commissioning of a **Bus/Passenger Transport Strategy** to sit above its existing **Bus Service Improvement Plan (BSIP)** – which itself will be subsequently updated – alongside future documents such as a **Freight Strategy** and updated **Highways Maintenance Plans**.
- A **Carbon Assessment** and **Environmental Impact Assessment (EIA)** have been commissioned, and a **Community Equality Impact Assessment (CEIA)** has been undertaken, to help shape our plans and programmes. These assessments ensure that the strategy delivers positive benefits while avoiding any potential adverse or unintended consequences in these key areas.

SECTION 2

Policy Context

In developing this strategy we must consider national and local guidance and policies in transport planning. This section provides an overview of recent transport-related policies and strategies, covering a wide range of topics, that have informed the development of our strategy. Below we highlight several key strategies addressing issues within the transport system.

2.1 National Priorities

The Department for Transport's (DfT) **Transport Decarbonisation Plan**, published in 2021, builds on previous commitments to achieve net zero for transport. It outlines how each mode of transport can be decarbonised and identifies key enablers. The plan sets a pathway to net zero carbon for transport and acknowledges the potential changes in post-COVID-19 transport demand. It emphasises the need for a swift return to public transport and increased patronage. The plan also stresses the importance of managing private vehicles and investing in national traffic signal assets to maintain effective traffic management, reduce emissions, and support new technologies for a connected road network. The plan includes ambitions to increase cycling and walking but also highlights the importance of continued high investment in the road network deemed essential for ensuring a functional national economy and reducing congestion, a major source of carbon emissions.

Alongside this, the **National Planning Policy Framework (NPPF)** (revised 2024) provides the essential context for delivering growth within local areas. It requires local authorities to promote development in areas with good access to services by sustainable travel modes. The NPPF emphasises aligning growth with infrastructure, improving the environment and mitigating and adapting to climate change. Emphasising sustainable transport and reducing reliance on private cars is a key component of the policy framework.

Future of Transport Programme, Department for Transport, 2020

The main aims of the programme are to:

- **Encouraging Innovation:** Support for innovative solutions like electric vehicles, autonomous transport, and smart infrastructure.
- **Enhancing Sustainability:** Adoption of greener transport options such as electric buses, cycling infrastructure, and pedestrian-friendly areas to reduce emissions and improve air quality.
- **Improving Connectivity:** Integration of real-time data collection and smart traffic management systems to optimize traffic flow and reduce congestion.
- **Boosting Economic Growth:** Attraction of investment, creation of job opportunities, and support for local businesses by positioning the UK as a leader in transport technologies.
- **Enhancing Quality of Life:** Reduction of congestion, improvement of safety, and provision of more accessible and equitable transport options.
- **Supporting Community Engagement:** Collaboration between local authorities, businesses, and communities to tailor transport solutions to local needs and preferences.

The Environmental Improvement Plan 2023 outlines the UK's strategy to restore nature, improve environmental quality, and support sustainable development. It builds on the 25 Year Environment Plan with goals including clean air and water, thriving wildlife, and

climate resilience. The plan commits to halting biodiversity loss by 2030 and investing in green infrastructure. It highlights transport's role in reducing emissions, improving air quality, and supporting nature recovery through low-carbon mobility and integrated planning.

Within the bus sector, the Government published the **National Bus Strategy (NBS)** titled **'Bus Back Better'** in March 2021 to rapidly increase bus usage and improve service quality. This strategy introduces new requirements and funding opportunities for bus services, emphasising that locally driven change is central to its delivery. In response, we developed a **Bus Service Improvement Plan (BSIP)** in partnership with local bus operators, bus users and potential bus users. Our BSIP, updated in 2024, aligns with the Government's goals, outlining our vision for a more integrated bus network and detailing our plans to deliver improvements.

The Government is also reforming the railway, bringing train operations into public ownership and establishing a single body, Great British Railways (GBR) to manage the network and deliver passenger services. This process commenced in 2025 and will see Train Operating Companies and Network Rail integrate into GBR.

Gear Change: A Bold Vision for Cycling and Walking, 2020

The Department for Transport's **Gear Change** sets out an ambitious clear vision for the country to be a great walking and cycling nation. The ambition is to make places truly walkable and cyclable, with the aim that by 2040, half of all journeys in towns and cities will be made by cycling or walking.

Gear Change establishes a clear link between standards and funding, stipulating that schemes funded by the DfT must adhere to specific standards or risk losing funding. The strategy and accompanying technical guidance recognise that traditional approaches to planning and promoting walking and cycling must evolve to achieve this vision. The new design guidance outlines higher standards required for funding eligibility and identifies practices that will be discouraged. These standards are now overseen and enforced by a new inspectorate, Active Travel England.

Alignment with the Integrated National Transport Strategy (INTS), expected late 2025/early 2026

Our transport strategy has been developed with the anticipated direction of the Integrated National Transport Strategy (INTS) in mind, aiming to align with its emerging principles. However, as the INTS is yet to be published, we will undertake a further review once it is released later this year to ensure full alignment with national priorities and guidance.

2.2 Regional Priorities

Partnership working

Many transport matters transcend boundaries requiring action from national government, neighbouring authorities, and national and local transport providers. Collective efforts will enable us to prepare more effective strategies that address sustainable growth, development distribution, and mobility infrastructure needs at local, sub-regional, and national levels.

Transport East is our sub-national Transport Body serving a unified voice for Suffolk, Norfolk, Southend-on-Sea, Essex and Thurrock. Through its enhanced capability and influence, Transport East has developed a regional Transport Strategy with an overarching vision supported by four strategic priorities:

- Decarbonisation to net-zero,
- Connecting growing towns and cities,
- Energising coastal and rural communities, and
- Unlocking international gateways.

These priorities overlap and collectively form an integrated strategy for the region. Thurrock has a key role in influencing the work undertaken by Transport East and ensuring our Transport Strategy aligns with these priorities. This includes polices and initiatives that contribute to achieving regional objectives and unlocking opportunities for growth.

Strategies and Plans of Neighbouring Authorities – As part of developing this strategy, the Council has established regular communication channels to share information and align goals on strategic plans. This includes addressing cross-boundary issues such as congestion and air pollution, as well as joint planning initiatives related to the strategic road and rail network and the development of any future Mass Rapid Transit proposals. The Council has ongoing engagement with Essex County Council and Southend-on-Sea City Council regarding the development of our respective Local Transport Plans.

Essex Air Quality Strategy – Councils in Essex, Southend, and Thurrock have agreed to work in partnership to develop an Essex Air Quality Strategy. This strategy outlines current air quality issues and aims to implement effective measures that contribute to long-term air quality goals. These measures include promoting public transport and active travel for short journeys and minimising the impact of new developments and transport infrastructure across the Greater Essex area.

2.3 Local Priorities

The Council's emerging Local Development Plan will outline future land use and planning policies for the area, identifying the need for new homes, jobs, and supporting infrastructure, and will therefore play a decisive role in how our borough evolves. This Transport Strategy has been developed alongside the plan to accommodate the proposed local growth by providing the networks for people and goods to move easily, safely, and sustainably. Our Strategy will establish policies that align with the goals of the local development plan, ensuring that transport initiatives support broader planning objectives.

The Transport Strategy also supports the Council's **Corporate and Improvement Plan** which includes the commitment to deliver a connected, accessible transport network that supports growth and improves journeys.

Figure 2: **Strategies and policy context**

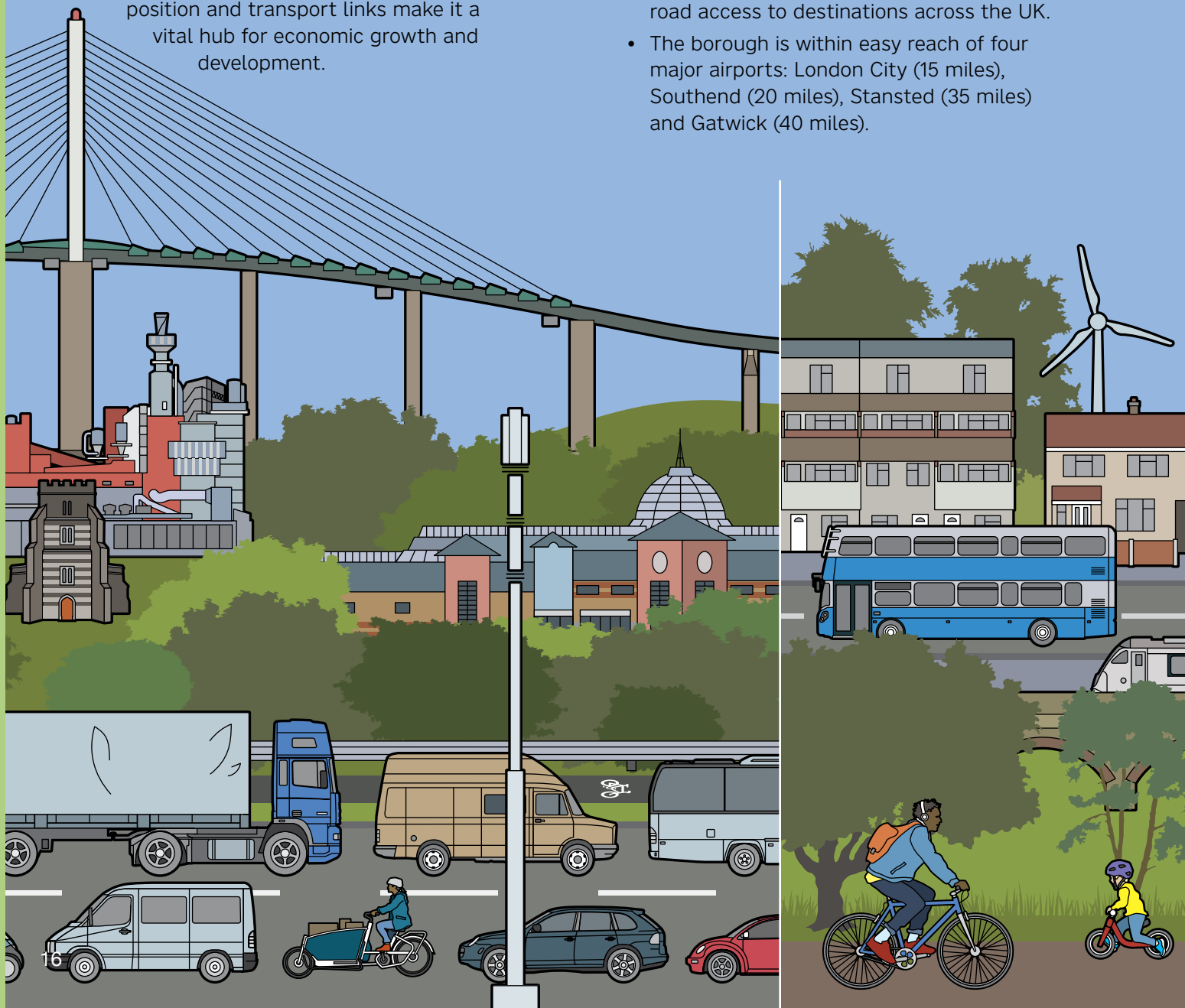
SECTION 3

Thurrock at a Glance

3.1 Setting the Scene

Thurrock is a growing borough with a diversifying population and an expanding economy.

- At 163km² (63 square miles), the borough comprises of a network of interconnected towns and villages bordered by Brentwood, Basildon, Castle Point, and the London Borough of Havering.
- Located on the **north bank of the River Thames**, just east of London, Thurrock's position and transport links make it a vital hub for economic growth and development.
- The **M25, A13,** and **A1089** form critical transport corridors, linking the area to London, Kent, and the wider South East.
- Transport links include:
  - c2c rail provides direct services from Grays to Fenchurch Street and Southend, with journey times of approximately 35 minutes in either direction.
  - The M25 motorway runs through the eastern part of the borough, providing road access to destinations across the UK.
  - The borough is within easy reach of four major airports: London City (15 miles), Southend (20 miles), Stansted (35 miles) and Gatwick (40 miles).



- **With 18 miles of riverfront**, Thurrock sits within the **Thames Gateway** – a nationally prioritised area for regeneration. It hosts three international ports: **Purfleet**, **Tilbury** and **London Gateway**, a deep-sea port with its own logistics park. Together, these ports handle millions of tonnes of cargo annually and support thousands of jobs, making Thurrock one of the UK's most important logistics gateways for global trade and transport.
- The **Lakeside Shopping Centre** and surrounding retail parks form one of Europe's largest retail zones, attracting over **500,000 weekly visitors** and generating more than **£1billion in annual sales**.
- Thurrock's economy is predominantly composed of **small** and **micro-businesses** (businesses with fewer than 50 employees), which account for **98.4%** of all firms.
- Despite its industrial legacy, **around 70%** of Thurrock is designated **Greenbelt**, interspersed with historic villages, nature reserves and agricultural land.
- **Our Public Rights of Way** network include over **100 miles** of footpaths and bridleways, connecting urban centres with green spaces and supporting active travel and leisure.
- Thurrock's landscape is dotted with war memorials and historic sites that reflect the borough's rich military and maritime heritage. **Tilbury Fort** and **Coalhouse Fort** were key military installations guarding the Thames, with Tilbury Fort famously linked to Queen Elizabeth I's speech rallying her troops against the Spanish Armada.

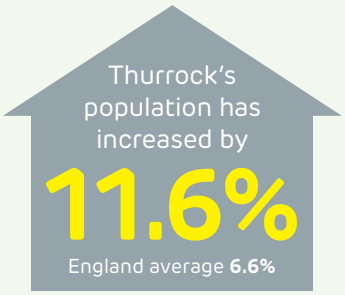
3.2 Population and Deprivation

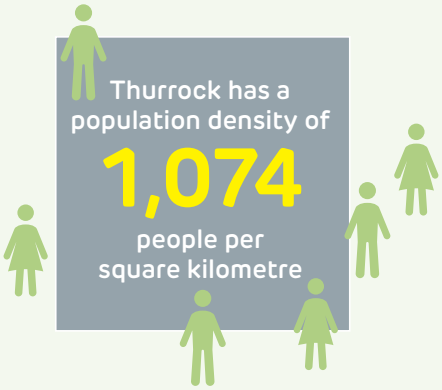
Population

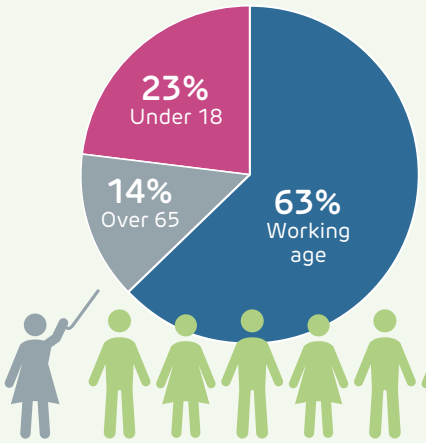
- The population size has increased by **11.6%** in the last decade to **178,201** in 2021. This is higher than the overall increase for England (6.6%).
- Thurrock has a population density of **1,074 people per square kilometre** and is ranked in the top 45% most densely populated English local authority areas.
- According to the 2021 Census, the average age of Thurrock's population is **36 years**, younger than the England average of 40 years. Notably, 23% are under 18 years old.
- Across Thurrock, more than **one in seven** people (14%) were aged **65 years and over**. This is the highest percentage ever and is predicted to continue rising.
- People of working age (aged over 16 to retirement age) represent **63%** of the population.

Deprivation

- Thurrock contains several areas that fall within the **10% most deprived in England**, primarily around Tilbury, South Ockendon, Grays, and parts of Corringham. Less deprived areas are typically found in rural locations such as South Chafford and north of Grays.
- **Just over a fifth** (21.2%) **of children** within Thurrock **live in poverty**, which is slightly higher than the national rate of 20.1%.
- Overall, Thurrock is **less deprived** than the average for the East of England region.

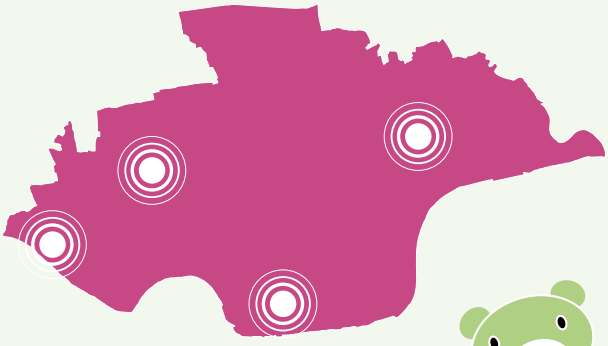






The average age of Thurrock's population is **36 years**

1 person in 7 is aged **65** or over



Thurrock has several areas that fall within the **10%** most deprived locations in the country

21.2%
of children in Thurrock live in poverty

https://www.ons.gov.uk/visualisations/censusareachanges/E06000034/

https://www.ons.gov.uk/visualisations/dvc1371/#/E06000034

3.3 Employment and Education

Economic Activity Status

- The borough supports over **80,000** jobs, with logistics, retail, and construction as key sectors.

Education Attainment

- The population with a degree or higher (level 4 qualification) is **below the degree qualification rate** for the East of England (31%).
- Of the working-age population in Thurrock, **21% have no qualifications**.

Employment

- Low skill levels in the borough result in an insufficient number of people in professional or knowledge-based jobs.
- The average salary in Thurrock is **£35,562,** which is 1.3% higher than England's national average of £35,106.
- Employment rates are similar to the national average – 78.1% in Thurrock, 76.8% in Great Britain.

3.4 Health and Wellbeing Outcomes

Life Expectancy

- Overall, Thurrock's average life expectancy is **in line with national averages**, (Thurrock – 80.2 years, England – 81 years).
- There is a variation in health outcomes across Thurrock, which ultimately lead to people in more deprived areas **living shorter lives** and being more affected by illness. Life expectancy of residents in deprived areas is **8 years less** than residents of more affluent areas.

Figure 3: **Economic Activity Status**

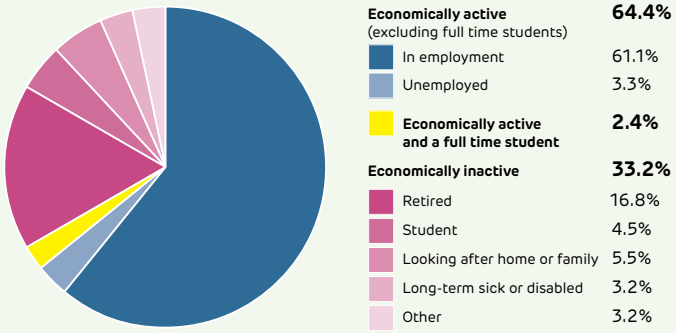


Figure 4: **Highest Level of Qualification %**

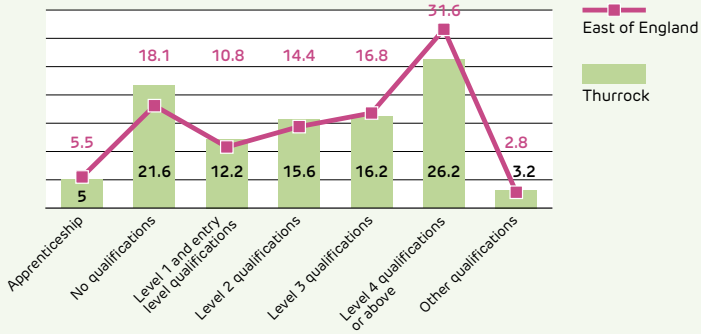
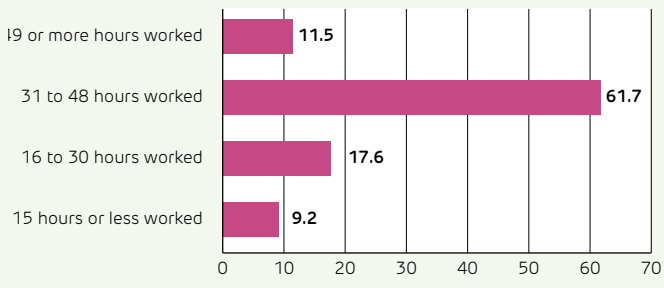


Figure 5: **Employment by Occupation %**

Figure 6: **Hours Worked %**



Physical Inactivity and Health

- **36%** of the population in Thurrock are active for **less than 30 minutes** per week, this is significantly worse when compared to 25% in England.
- **7.2%** of people in Thurrock identified as being **disabled with their "day-to-day activities limited a lot"**, a decrease by 2% since 2011.
- More than **7 out of 10** adults in Thurrock are either **overweight or obese** and at risk of developing health problems.
- Around **1 in 4** people in Thurrock will experience a **mental health** problem at some point in their life.

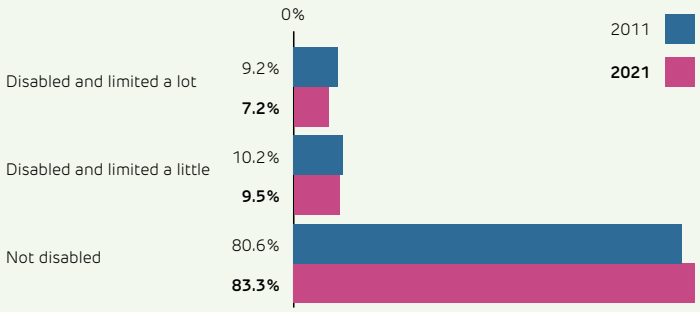
3.5 Financial Prosperity

- The **average house price** in Thurrock was **£328,000** (Jan 2025), lower than the average house price of £339,000 across the East of England.
- **64%** of people **own their own home** but, like many parts of the country, Thurrock faces affordability challenges which make home ownership **unaffordable** for many essential workers.
- Average **monthly rent** in Thurrock was **£1,257**. Across the East of England £1,217. Over a third (36%) of the population live in socially or privately rented accommodation.

Digital infrastructure

- **96%** of premises have access to **superfast or ultrafast broadband** (compared to England 95%).

Figure 7: **Age-standardised proportion of Thurrock residents by long-term health condition or illness**



Source: Office for National Statistics – 2011 Census and 2021 Census

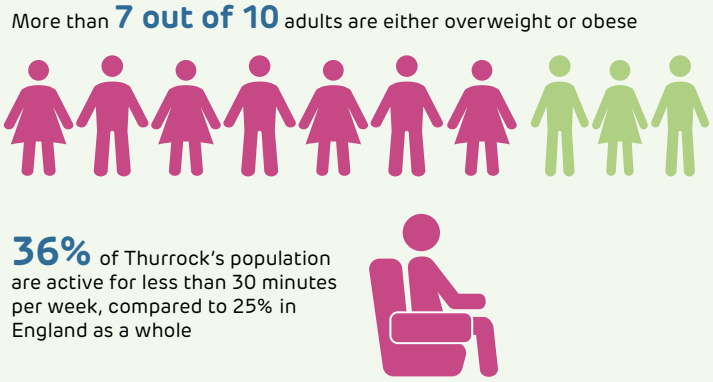
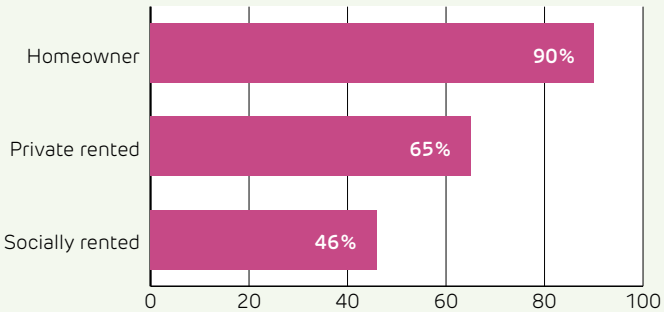
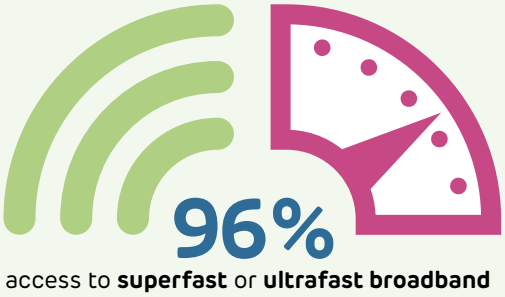


Figure 8: **Car ownership by household type**





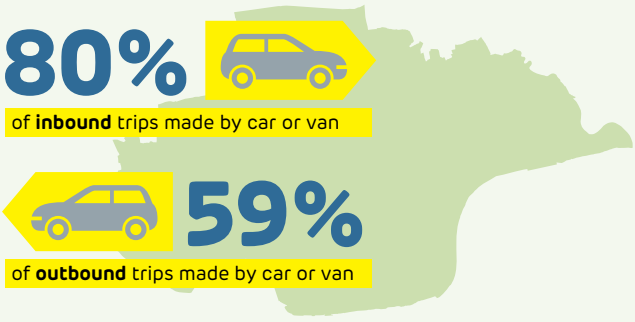
3.6 How We Travel

Car Ownership

- Car ownership in Thurrock is above the average for England, with **only 17%** of households having **no car or van** compared to the national average of 22%, with **41%** of households having **2 or more cars**.
- Across the borough, Tilbury and South Ockendon have the lowest car ownership rates, where **26%** of households have **no car or van**.
- Car ownership is linked to inactivity – **70%** of people without a car do some **active travel** every day, compared to only 45% of car owners.

Commuting trends:

- There are significant cross-boundary relationships between Thurrock and the surrounding boroughs, particularly from Thurrock into London. Around **43,076 people** both live and travel to work within the borough.
- **425,000 trips** are made **daily**, with 80% of inbound trips made by car or van and 59% of outflow made by car or van, reflecting a strong commuter relationship into London by rail.
- **250,000 vehicle movements per day** are made on the road network with high proportions of HGVs on routes to and from Thurrock ports.
- Notable areas of congestion exist on the road network in peak periods, often coinciding with key bus and cycle corridors. Journey times are less reliable within the p.m. peak period.
- Transport choices tend to be localised, with bus demand greater in



425,000
Daily trips within the borough

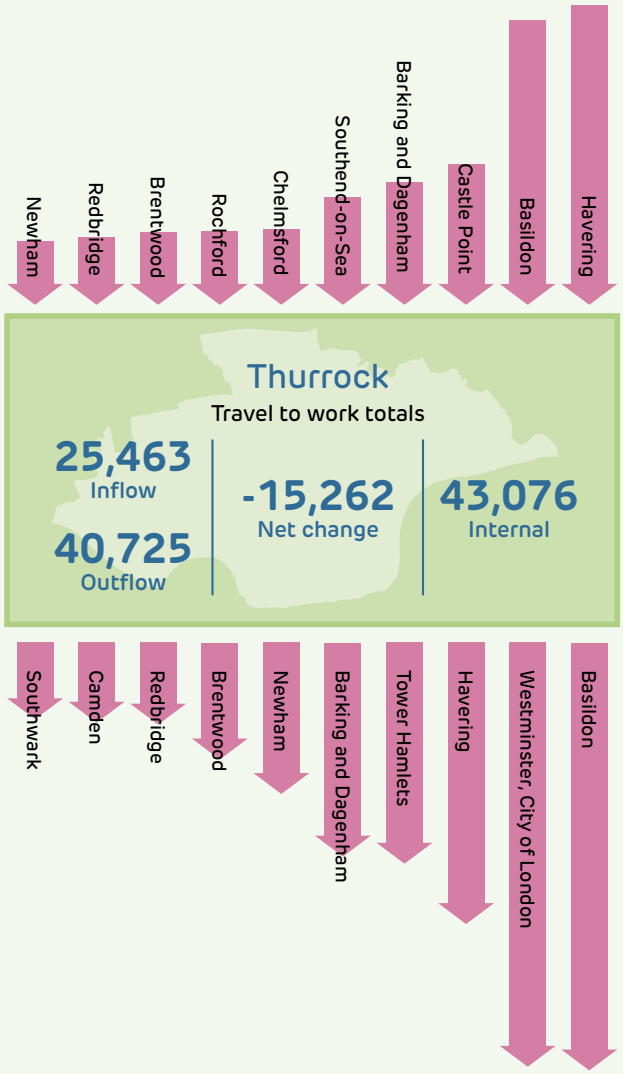
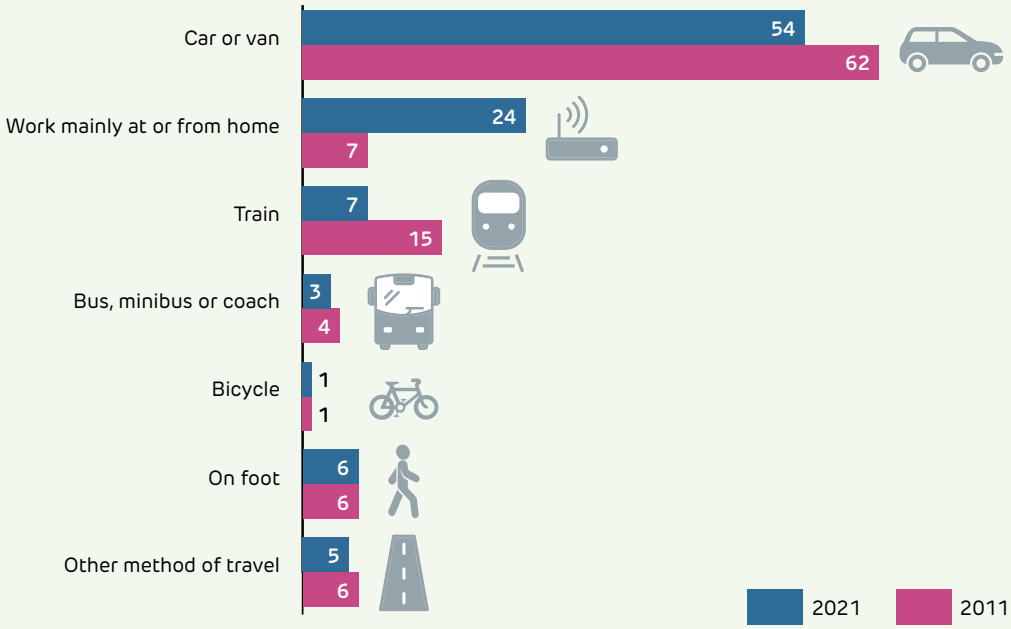


Figure 9: **Method of travel to work %**



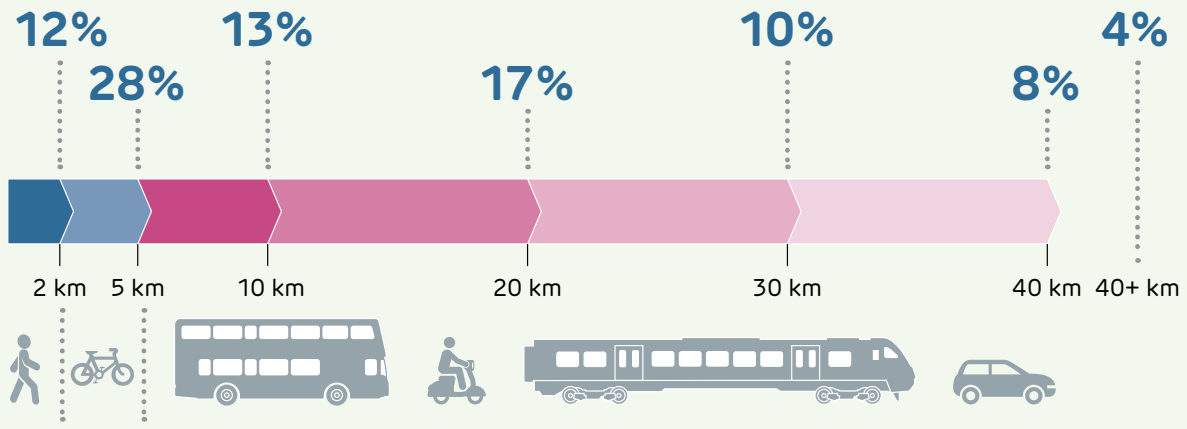
the south of the borough where the network is more comprehensive.

- Rail demand is also highest in the south of the borough – with rail particularly catering for commuting trips into London.

Distances travelled to work

- **12%** of people **travel less than 2 km** to work (a distance suitable for walking for most).
- **28%** of working adults **travel less than 5 km** (a distance suitable for most cyclists and walking for some).

Figure 10: **Distances travelled to work %**



Remainder is 'other' – no fixed workplace, working offshore or working abroad

3.7 Road Safety

Killed and Seriously Injured (KSI)

- In the last three years there were **187 serious and fatal casualties** in Thurrock. Vulnerable road users accounted for 30% of all serious and fatal casualties.
- Male casualties 135 – more than double female casualties at 52, with **males aged 16–25** representing **over 20%** of all serious and fatal incidents, highlighting a high-risk demographic.

Figure 11: **Road collisions across Thurrock**

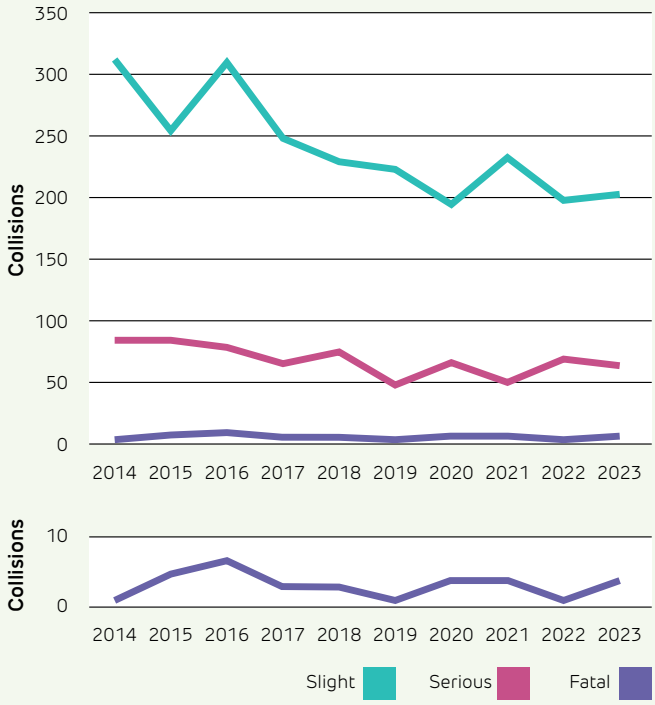


Figure 12: **Road casualties by age and gender**

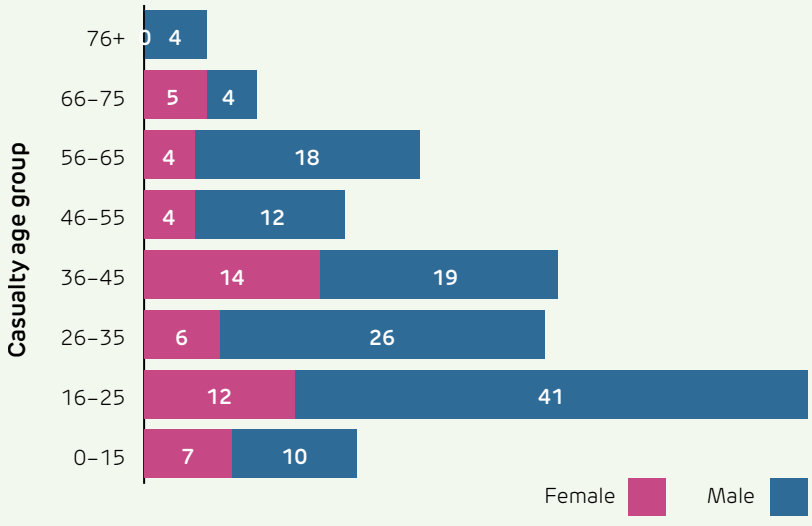
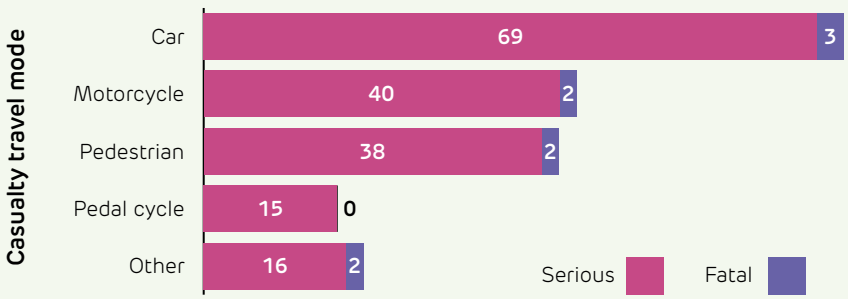


Figure 13: **Road casualties by travel mode**



SECTION 4

Transport Challenges and Opportunities

Over the next 25 years, Thurrock's transport system will undergo major changes—bringing both significant challenges and great opportunities. This section highlights the key issues facing our borough today, and those we expect by 2040 and beyond, which must be addressed in developing Thurrock's long-term transport plan.

Through careful analysis and listening to feedback from local consultations, we have identified several key themes that are central to achieving our vision. These include managing traffic congestion, improving air quality, supporting new housing and job growth, tackling inequality and meeting the diverse needs of residents and businesses.

The challenges and opportunities identified within each theme has formed the basis of the strategy development process and will underpin the new Local Transport Plan.

4.1 Transport Capacity and Performance

Challenges:

Thurrock's strategic geographical location and extensive road network are among the borough's most significant assets. Our transport system already supports high volumes of vehicles, and forecasted housing growth, alongside the expansion of our local economy, will place further pressure on the network as vehicle usage increases.

While we are delivering some enhancements to the borough's road infrastructure, investment has not always kept pace with growth. As a result, several roads in Thurrock frequently operate beyond their capacity. Key constraints include:

- **A13** including **A13/A1014 Manor Way Interchange**, and **M25 Junction 30**.
- **M25 Junction 31** in the west, where delays and lack of resilience can impact other parts of Thurrock's road network.
- **A1089 access to Port of Tilbury** – specifically the ASDA roundabout.
- **A13/A1014 connectivity into London Gateway**, especially in relation to future Lower Thames Crossing (LTC) traffic accessing the A13 through to Orsett Cock.

In addition, **Freeport developments** are expected to place further strain on the network.

In some areas, existing capacity constraints are already limiting growth – for example, proposed developments off small country lanes which would require significant upgrades to accommodate increased traffic.

Opportunities for change:

Future development and regeneration opportunities must be integrated into a broader movement network that offers a wider and more efficient range of transport modes. The focus of future investment will be to enhance the existing road network while promoting realistic travel choices – making walking, cycling and public transport the natural and preferred way to travel.

This approach aims to create a sustainable and efficient transport system that avoids congestion and vehicle dominance, offering genuine alternatives to car travel. Integrating different modes and improving active travel infrastructure is fundamental to achieving Thurrock's growth ambitions.

Our priority is to maximise the efficiency of the current network without encouraging additional traffic. Any new capacity or improvements will be targeted at facilitating essential trips – those that cannot be easily made by other modes of where upgrades are necessary to support the local economy without adversely affecting local communities.

4.1 Transport Capacity and Performance continued

Challenges:

Rising traffic and congestion in Thurrock are not solely driven by new housing and business growth. Travel choices among the existing population also play a role. Car use dominates both inter- and intra-borough travel, with commuting by car increasing over recent decades. This reflects the convenience and flexibility of car travel compared to other modes, contributing to a decline in public transport, cycling and walking across many areas.

While private cars are essential for some – particularly for longer trips and in rural areas with limited public transport – they are often inefficient for shorter journeys. There is significant untapped potential to shift more travel to sustainable alternatives.

Additional pressure to the network is also expected from the construction of major infrastructure projects, including the **Norwich to Tilbury electricity transmission projects** and the **Lower Thames Crossing**. Special consideration will be needed to manage traffic during construction periods to minimise disruption to local communities.

Opportunities for change:

Reducing car dependency will require a shift in travel attitudes, supporting by behaviour change initiatives and the creation of a transport system where car ownership is not a necessity. This transition will deliver wide-ranging benefits, including improved public health, better air quality and reduced social isolation.

Enhancing alternative modes of travel will also improve access for those without a car, ensuring equitable access to essential services, amenities and social connections.

Local communities can benefit from major infrastructure projects with minimal disruption during construction, provided their needs are properly considered. This can be achieved through the implementation of **Construction Traffic Management Plans (CTMPs)**, **Construction Environmental Management Plans (CEMPS)** and the adoption of **sustainable design and construction practices**. These include minimising construction waste and prioritising the use of local and recycled materials, particularly in regeneration areas – helping to deliver long-term value while reducing environmental and social impacts.

4.1 Transport Capacity and Performance continued

Challenges:

Lower Thames Crossing

Concerns around cross-river capacity, particularly at the Dartford Crossing, which frequently operates at peak levels, continues to affect Thurrock's transport network. Congestion can lead to gridlock on both local and strategic roads, raising safety concerns, reducing quality of life, and disrupting the borough's bus services and business operations.

While the Lower Thames Crossing may offer strategic benefits to the wider region, it presents significant adverse impacts for Thurrock. The Council maintains that the project does not fully align with national or local objectives for sustainable economic growth.

Key concerns include:

Environmental and Health Impacts

- Loss of green belt land
- Noise, air quality, and health impacts during construction
- Climate change implications
- Failure to meet Biodiversity Net Gain targets

Transport and Infrastructure Impacts

- Increased pressure on local roads, including at the Orsett Cock
- Road safety concerns and disruption to the wider network
- Unclear impacts from utility diversions
- Disruption to public transport services and active travel routes

Social and Economic Impacts

- Severance between communities, creating new barriers
- Limited support for sustainable local growth
- Lack of integration with cross-river active and sustainable transport initiatives

These challenges highlight the urgent need for a more locally responsive and sustainable approach to the planning and delivery of the LTC, ensuring that the project aligns with Thurrock's long-term transport, environmental and community objectives.

Development Consent: Following nearly a decade of engagement and proposals, the LTC was granted development consent by the Secretary of State for Transport in March 2025. It is not expected to be operational until the latter half of this strategy's lifespan.

Opportunities for change:

In response to the challenges posed by the LTC, the Council has identified a comprehensive package of mitigation measures, including 57 individual schemes. These are designed to reduce negative impacts during construction, improve long term network performance, and deliver a meaningful legacy for Thurrock's residents and businesses.

Key measures the Council will advocate for delivery in parallel with the LTC include:

Road Network Improvements

- Redesign of A13/LTC Junction
- Traffic Management enhancements at key junctions: Orsett Cock Roundabout, Manorway Interchange, Daneholes Roundabout, ASDA Roundabout.
- Local road traffic management in Orsett, Horndon-on-the-Hill, Chadwell St Mary
- Tilbury Link Road to connect the port directly to the LTC, reducing pressure on local roads
- Passive provision for future LTC junctions

Public Transport and Sustainable Mobility

- Provision for public transport services on the LTC
- Smart Speed Limits to improve safety and flow
- Completion and enhancement of the Public Rights of Way (PRoW) network
- Optimising of bridge crossing provision to support active travel

Infrastructure Legacy and Strategic Connectivity

- Multi-modal rail crossing
- A1012 junction and Medebridge Road Improvements
- Support for employment, skills development, and training initiatives

These measures reflect the Council's commitment to ensuring that the LTC delivers not only strategic transport benefits but also tangible, lasting improvements for Thurrock. Further detail is available in the report **Lower Thames Crossing – Mitigating the Negative Impacts and Maximising the Benefits to Create a Positive Legacy for Thurrock** (February 2021).

4.2 Public Transport

Challenges:

Public transport systems are widely regarded as more efficient, equitable, and environmentally friendly than private cars – particularly when well-designed and effectively operated. However, their perceived value and effectiveness can vary depending on user experience, service quality, and local context. Within Thurrock we know there are challenges relating to availability, convenience and cost which can make public transport uncompetitive with the private car and inhibit the mobility of some of our population.

As our population and economy continue to grow, the demand for public transport systems will become increasingly critical – investing in these systems is essential to support our expanding population and drive economic prosperity.

In addition to growth, demographic changes in Thurrock will significantly influence how we travel. Factors such as the increasing number of younger people who are less likely to hold a driver's licence, and the rising population of over 65's who are less likely to rely on cars and more dependent on public transport.

Opportunities for change:

Forecasted growth in population and employment across the region is expected to drive increased demand on public transport networks, strengthening the case for investment. The growth presents clear opportunities to introduce new services and enhance existing ones, particularly where rising passenger volumes can support the viability of commercially operated bus routes. Community feedback also highlights a willingness among drivers to shift to public transport, provided that service quality and coverage are improved.

Enhancing the efficiency and capacity of public transport will be key to supporting future growth and connectivity. This can be partly achieved through innovation – such as the introduction of mass rapid transit systems and by making full use of all available movement networks.

We will promote enhanced transport in the Thames Estuary by increasing river traffic for both passengers and freight, supported by the development of riverboat piers and passenger ferry services. This initiative, in collaboration with the Thames Estuary Growth Board, aims to improve regional connectivity, stimulate economic growth and promote sustainable transport. Although the Tilbury-Gravesend passenger ferry service has recently ended, the Council remains committed to its reinstatement. Work is ongoing to identify alternative funding mechanisms and partnership to support the reintroduction of this cross-river connection.

4.2 Public Transport continued

Challenges:

Bus services

Bus networks in the borough are concentrated around its most densely populated areas, resulting in a high-frequency service in the south, west and central corridor through Stanford-le-Hope. In contrast, the less populated northern and southeastern parts of the borough face limited bus access, largely due to the absence of comprehensive north-south routes within Thurrock and connections beyond its borders.

Many buses in Thurrock are currently underutilised, presenting a significant opportunity for modal shift provided that services are better aligned with residents' needs and travel patterns.

The borough faces several challenges in delivering effective and inclusive bus services:

- **Perception and Attractiveness:** Bus services are not always seen as an attractive option for journeys within the borough and many passengers or potential users perceive bus services to be slow, unattractive and sometimes unreliable.
- **Uneven Distribution:** Service provision is not equitable across the borough. Semi-rural and rural areas in particular, suffer from limited access, restricting mobility and access to essential amenities for certain groups.
- **Funding Cuts:** The withdrawal of bus subsidies in recent years has led to a loss or reduction in the number of services, affecting many residents who rely on buses for their daily activities – particularly those who live in Thurrock's more rural and isolated communities.
- **Infrastructure Constraints:** Some existing highway design and inappropriate parking on key routes cause delays, especially during peak times. Congestion at roundabouts and the lack of bus priority measures further hinder service efficiency.
- **Fragmented Service Delivery:** Multiple operators run services across the borough, leading to inconsistencies and fragmentation in service delivery for some communities.
- **Accessibility Barriers:** Accessing bus stops, boarding vehicles, and transferring between buses and trains can be challenging for older adults and people with disabilities. Inaccessible public transport infrastructure remains a significant barrier to travel.

These issues collectively discourage uptake and reduce demand, making it difficult to sustain and grow viable routes.

Opportunities for change:

Thurrock Council recently developed its Bus Service Improvement Plan (BSIP) to ensure proper investment in buses to enable this growth. The Council will also look to develop new public transport strategies to enhance and prioritise investment in infrastructure.

Opportunities exist for enhanced regional connectivity through the development of a regional Bus Rapid Transit (BRT) system where high-speed buses travel on streets and dedicated bus lanes with the ability to switch to dedicated tracks or guided rails between local urban areas. Implementing a BRT system could create new connections locally and improve regional travel. Land availability and safeguarding for schemes such as a Mass Rapid Transit Network are fundamental to make the scheme both achievable and viable.

4.2 Public Transport continued

Challenges:

Rail services

Thurrock benefits from seven railway stations providing good connectivity to London Fenchurch Street, Southend and Basildon, although there is limited north to south connectivity and no rail connections across the Thames.

There are high numbers of commuters to the City, and capacity on these routes would have soon been reached during peak times had the COVID-19 pandemic not occurred. Over the long term, additional passenger capacity is still expected to be needed – potentially including new stations – driven by housing and population growth, regeneration proposals, and the demand for faster, more reliable journey times.

The increasing demand for rail freight is placing additional pressure on the network, particularly due to limited rail paths and competing priorities with passenger services in London. This is also contributing to delays at level crossings, which now pose a real barrier to growth.

Opportunities for change:

Opportunities for Rail Network Enhancement

Population and employment growth across Thurrock presents a significant opportunity to improve rail services through collaboration with Network Rail/Great British Railways and train operating companies. Enhancements to the existing network should include new and upgraded stations, longer trains, improved junctions, and better crossings and signalling infrastructure.

Future network improvements should also explore broader service access, including potential extensions of Crossrail, London Overground, as well as cross-river connectivity via the HS1 line at Purfleet-on-Thames or Rainham.

Improved interchanges and the development of transport hubs will be key to integrating rail with other modes of travel, such as buses and cycling. This includes providing more secure cycle storage at stations and increasing opportunities to carry bikes, including e-bikes, on trains. Transport Hubs will also enhance physical accessibility, with features such as ramps, elevators, and wider entrances, making public transport more inclusive for people with disabilities and older residents.

4.3 People and Place

Challenges:

Thurrock has a range of diverse towns and villages, each with its own unique character and travel needs. While many communities are thriving, areas of inequality persist. For some residents, such as young adults, low-income households and those with mobility impairments, car access is limited. Travel barriers arise from a transport system which prioritises car use and does not consistently offer viable alternatives which restricts the ability to reach essential services, employment and education. Addressing this requires practical and inclusive transport options for those without access to a car.

Demographic Change and Transport Demand
Thurrock's evolving demographics significantly influence the demand for transport services and infrastructure. Understanding the needs of different population groups is essential to delivering an inclusive and responsive transport system.

- **Older Adults and Mobility Dependence:** As Thurrock's older population grows, so does the need for age-friendly transport solutions. Older people often rely on local bus services, but many have mobility needs that require low-floor buses, well-maintained footpaths and safe crossing points. Inadequate provision, especially in rural areas, can lead to increased dependence on others to access essential services.
- **Young People and Changing Habits:** Thurrock has seen a notable rise in its younger population over the last decade. Younger residents are statistically more likely to use active travel modes and public transport. However, existing infrastructure may not fully support this shift, limiting opportunities to encourage sustainable travel behaviours.
- **Accessibility for Disabled Residents:** Nearly 17% of Thurrock's population is classified under the Equality Act as having their activities limited either "a lot" or "to some extent". This includes individuals with cognitive or physical impairments, for whom transport options may be limited or inaccessible – restricting their ability to travel independently.
- **Deprivation and Transport Poverty:** While overall deprivation levels in Thurrock are below the national average, certain areas rank among the most deprived in England. Child poverty is particularly high in parts of Tilbury. Transport poverty, driven by high travel costs, limited public transport services, and the need to travel long distances to employment or other services, risks deepening inequality if not addressed.

Understanding the specific needs and preferences of different communities will be key to ensuring that transport services evolve to meet their requirements and provide inclusive, equitable and adaptable access regardless of age, ability, or income.

Opportunities for change:

Enhancing reliable transport access that is comparable with car travel to key destinations such as education, healthcare, and employment is crucial for creating better opportunities for everyone. By developing a more inclusive transport system, we can ensure that all residents have access to the services, educational resources, and economic opportunities they need to fully participate in the economy and society.

Interventions to encourage a shift towards public transport, walking and cycling will provide benefits such as increased travel choices, less air pollution and higher physical activity levels. These interventions will include measures to enhance the public realm within urban areas, increase public transport connectivity and accessibility in both urban and rural areas, and provide high quality pedestrian and cycling infrastructure.

Implement shared mobility solutions: Introducing measures such as car clubs and car sharing services will offer flexible and cost-effective options for those who need occasional vehicle access without the expense of owning a car.

Smart Technology: The rise of smart technology will see greater use of travel apps enabling more seamless travel experiences, including integrated ticketing. Additionally, advancements in technology will enhance remote collaboration and communication, allowing people to interact and work together effectively, regardless of their location. As our borough continues to develop, we must prepare for a more flexible and technology-assisted future.

4.3 People and Place continued

Challenges:	Opportunities for change:
Integrating spatial and transport planning: Some recent developments have reinforced car dependency by locating new housing, employment and key amenities in places that increase travel distances for many residents. This often means that driving is their only realistic option to reach these places. Better integration between transport and land use planning is needed to ensure that new developments reduce the need to travel and provide people with realistic, high-quality travel options.	Significant employment and housing development will need to be focused on locations where there is easy access to high quality public transport, or the opportunity to provide it, and residential development should support local living and be in neighbourhoods where people can access local services on foot. Development of brownfield sites following Thurrock's Urban Capacity study will be key to achieving this.
Some signs of public health, such as obesity and how long people live in some areas of Thurrock are worse than England averages. Obesity rates have continued to rise in recent years and remain significantly higher than the national average for both adults and children. High levels of obesity in key communities will impact adversely on long-term health. Reliance on cars and low levels of walking and cycling contribute to a lack of physical activity, which is a leading cause of obesity.	Creating better urban environments and street scenes, with connections to the places people want to go via both active and sustainable travel modes, and behavioural change messages to encourage a transition away from car travel can help tackle some of the health challenges affecting residents and communities, promoting long-term quality of life benefits.

4.4 Economy

Challenges:

Thurrock has a successful economy that significantly contributes to both the borough and the wider region. Our economy and businesses depend heavily on the resilience and reliability of the road and rail networks. However, many key routes in Thurrock suffer from inconsistent infrastructure and high traffic volumes during peak times, leading to delays and reduced travel efficiency.

To support economic expansion, it is essential to enhance travel reliability and efficiency, strengthen network resilience and improve recovery from disruptions such as accidents and infrastructure failures. Major junctions, particularly M25 Junction 30 and 31, frequently experience congestion caused by maintenance, accidents, or adverse weather conditions. These issues can impact the flow of traffic onto the A282 and M25 causing significant backups towards Thurrock, and the surrounding local roads. For businesses, congestion and delays cost money, workers spend more time in traffic queues, bus services that get people to work become slower and less reliable, it is difficult to make deliveries on time, and an unreliable network harms Thurrock's reputation as a place to invest. Addressing these challenges is essential to ensure smooth and efficient transportation.

Opportunities for change:

As our economy grows, it is essential to have a high-quality transport system to deliver products, connect people to jobs, and support supply chains and logistics, and we must ensure these needs are met without negatively impacting the rest of the borough. Further investment will be needed if the borough is to reach its potential as a thriving, well connected economy.

Thurrock's economic growth is driven by several key developments. The Thames Freeport, in particular, has significantly increased local labour demand across various sectors, bringing direct benefits to Thurrock and the surrounding areas. The ongoing expansion is expected to further enhance its contribution to the region's prosperity and continue driving strong employment growth in Thurrock.

4.4 Economy continued

Challenges:

Port Investment and Infrastructure demands

The Ports of Tilbury, London Gateway and Purfleet are already some of the most important and busiest in the UK. The development of the Thames Freeport and further planned investments at the Tilbury ports, London Gateway and Thames Enterprise Park will accelerate the growth at these sites, and place additional demand on Thurrock's road and rail networks. The expansion is crucial for both local and regional growth and it is vital that road and rail networks can sustainably accommodate appropriate capacity, ensuring Thurrock remains an economically significant area with strong national connections.

Ports are investing heavily in their own infrastructure to accommodate larger ships and increased volumes. This investment will lead to a corresponding rise in delivery and freight movements to and from the ports. The inland movement of goods needs to be reliable, cost effective and competitive. If not, it could negatively impact on the products, the companies that buy and make them, and the businesses and people who consume them.

Enhancing rail and river logistics

Road transport is the dominant freight mode in the borough due to its flexibility and relatively low cost, combined with the density of the road network compared to other modes. The dependence on road transport presents a challenge in shifting freight to more sustainable modes, such as rail and river. The Freeport expansion will place an emphasis on rail-based logistics over road logistics although this is a challenge exacerbated by limited capacity to expand freight movements from the ports beyond Thurrock, currently rail connectivity is London-centric, with a lack of north–south connections.

Managing lorry parking demand

The location of industry within Thurrock, and the borough's own location in relation to major national and international transport networks, means that there is high demand for lorry parking in Thurrock. Despite aspirations to increase rail and river freight, this demand for lorry parking is still expected to grow in future years. Although lorry parks exist in the borough, a significant number of lorries are regularly parking in inappropriate places across Thurrock, impacting on local roads and some residential areas – which must be addressed.

Opportunities for change:

Sustainable solutions for freight movements

Expansion presents an opportunity to enhance the efficiency of road freight by consolidating shipments, allowing fewer, fuller, and cleaner vehicles to take the most suitable routes. Emerging technologies will further facilitate the use of cleaner vehicles.

About 90% of freight trips in Thurrock are carried out by road, with the remainder by rail and water – better use of water and rail freight will reduce highway trips and lessen the environmental impact of freight movements. A single freight train can remove around 76 lorries from our roads. Freight services run from Tilbury and London Gateway ports on to the Midlands and North via the Gospel Oak to Barking line, which is shared with passenger services and acts as a capacity constraint. Constraints on existing rail networks in London could be overcome, either by improving capacity or by creating new lines to bypass the city and provide improved access to the North and Midlands.

Addressing road and rail freight challenges will require a shared response with regional partners including Transport East, Network Rail and National Highways to maximise opportunities arising from improvements to the strategic road and rail network, ensuring road and rail needs are incorporated into wider connectivity improvement plans.

Future expansion will provide an opportunity to ensure the necessary levels of lorry parking and driver facilities are available in suitable locations. This can be achieved partially through the planning system where there is an opportunity to mitigate some of the challenges of lorry parking by ensuring developments provide appropriate provision and port developments have on-site facilities for drivers waiting for delivery/collection slots, reducing the need for them to wait or take their compulsory breaks on the public highways.

4.5 Active Travel

Challenges:

As Thurrock continues to grow, future mobility options will include a strong focus on developing a network that supports and enables active lifestyles – making walking, cycling and wheeling the best options for short urban journeys. Gradually reducing car dependency will bring significant benefits, including improved air quality, quieter streets, and safer, healthier communities.

However, current travel patterns show that active travel is underutilised. There is considerable potential to shift from car use to walking, cycling or wheeling for shorter journeys – around 42 per cent of all urban journeys are under two miles and could easily be made by more active modes. Yet many people are reluctant to make this change.

Realising this potential requires a fundamental shift in how people perceive and choose their travel modes. Addressing the issues holding back progress includes:

- **Safe Routes for Active Travel:** In many areas, the lack of safe, continuous and segregated infrastructure discourages walking and cycling. On-road cycle lanes often run alongside high traffic volumes without physical segregation, and pedestrian priority is limited.
- **Limited Active Travel Provision:** In some parts of the borough, walking and cycling infrastructure is sparse or disconnected, making these modes impractical for accessing local amenities, particularly for certain communities.
- **Culture of Car Use:** Travel behaviours are deeply ingrained. Encouraging a shift requires understanding local needs and delivering changes that support and incentivise more sustainable choices.
- **Traffic Dominated Streets:** Some streets are heavily car dominated and congested, creating environments that deter walking and cycling, reduce quality of life and increase road danger.
- **Public Rights of Way (PRoW):** Many PRoW routes are underused due to poor connectivity to key destinations, low public awareness and a perception that they are only for leisure rather than everyday travel.
- **Vulnerability of Routes from New Developments:** Without proper integration into planning processes, new developments risk severing or removing existing PRoW routes, missing opportunities to enhance active travel networks and support modal shift.

Opportunities for change:

Rising travel demand will provide opportunity to overcome barriers by:

- **Enhancing Infrastructure:** Investing in segregated bike lanes, pedestrian pathways, and accessible routes. All new developments will prioritise a user hierarchy favouring people over vehicles, supporting safety and convenience for all users.
- **Implementing Best Practice Design Standards:** Integrating standards such as the Department for Transport (DfT) LTN 1/20 (the national standard for cycling infrastructure design in the UK) and Inclusive Mobility Guidance (advice on improving the accessibility of transport and pedestrian infrastructure) into planning and policy to improve conditions for users, including schoolchildren, the elderly, and those with disabilities.
- **Fostering Community Engagement:** Involving local communities in the development of active travel initiatives such as School Streets or 20 mph zones to ensure they meet residents' needs and preferences.
- **Creating 'Blue and Green Corridors':** Supporting access to recreational facilities and green and blue spaces by developing corridors throughout the borough.
- **Enhancing and Integrating Public Rights of Way:** Improving the quality, accessibility, and visibility of PRoW to encourage more walking and cycling. Strengthening connections between the PRoW network, cycle routes, public transport hubs, and urban centres can help create seamless, low-carbon travel options.
- **Developing Transport Hubs and Interchanges:** Establishing transport hubs that integrate various modes of transport, making it easier to switch between walking, cycling, public transport and, where available, shared mobility services.

Schemes to make the borough's roads safer and more attractive for active travel are underway. Thurrock has published its first Local Cycling and Walking Infrastructure Plan (LCWIP) to better connect Thurrock's communities to amenities without the use of a car. The LCWIP is a first step to address some of the factors hindering progress.

4.6 Road Safety

Challenges:

As Thurrock's population grows and the demands on the public highways increase, we must ensure that all Thurrock's residents, visitors and commuters can continue to move around the borough safely.

There is still much work to be done to maintain and improve road safety. Statistics show in 2024 there was a total of 869 reported Killed or Seriously Injured (KSI's) road accidents in Essex of which 75 were in Thurrock. In 2024 this has shown signs of improvements to 45 KSI's within the borough.

Road danger disproportionately affects pedestrians, cyclists, and motorcyclists. Minimizing road danger is fundamental to creating streets where everyone feels safe while walking, cycling, wheeling and using public transport.

Maintaining and enhancing safety

Continuing to reduce road danger is essential for encouraging a shift from car use to alternative modes of transport, as people will only choose these options if they feel safe. Some of our streets are perceived to have safety and security issues, often influenced by high traffic volumes and frequent conflicts between various travel modes. During community consultations, residents have cited safety concerns as the main reason for not cycling more and for being unwilling to let their children walk unaccompanied.

Encouraging more people to travel actively – by walking or cycling – will require a range of approaches. Key measures include physical segregation between modes, improving lighting to enhance the perception of safety, and ensuring footways and highways are well maintained. However, in some areas limited space constrains road layout improvements, making full segregation challenging.

While infrastructure plays a vital role, road user behaviour remains the leading cause of injury-related collisions – many of which stem from factors beyond the Council's direct control, such as human error. Improving behaviour is therefore essential to enhancing road safety, alongside continued investment in high-quality infrastructure.

Opportunities for change:

Trends in casualty rates: Thurrock follows the national trend of declining accident rates, despite increasing vehicle numbers on the roads. Historic collision data shows a steady reduction in fatalities and serious injury collisions over the past decade.

Road Safety Approach: The Council continues to adopt the 'safe system' approach to road safety, where all components – safe speeds, safe streets, safe vehicles and safe behaviours – work together to reduce harm.

Partnerships and campaigns: In partnership with the **Safer Essex Roads Partnership (SERP)** the Council supports a range of road safety campaigns, including Vision Zero. This ambitious programme aims to eliminate all traffic fatalities and serious injuries across Thurrock and Greater Essex by 2040, while promoting safe and equitable mobility for all. Vision Zero uses a data-led approach to target interventions at high-risk locations, helping to prioritise funding and resources where they are most needed.

Progress and future commitment: By 2023, SERP had achieved a 40% reduction in deaths and serious injuries. We will continue to work in partnership to implement a safe systems approach across the borough. This commitment will shape transport policies and ensure road safety remains a top priority.

The expansion of pedestrian and cycle routes and improved legibility of routes can support continual improvements in pedestrian and cycle safety. Creating safe environments in new developments and infrastructure where vulnerable road users can safely mix with motor vehicles is essential to maintain existing trends and reduce the number and severity of road traffic casualties. Thurrock's Local Cycling and Walking Infrastructure Plan supports this goal.

There remain safety concerns in regard to level crossings over rail lines within the borough, with some of them amongst the worst performing in the country. Pedestrian crossings in particular pose some of the greatest risks to safety with recent examples of fatal incidents.

Level Crossing Closures: Network Rail has already led a programme of closures, including two pedestrian crossings in Thurrock. Working with stakeholders and developers to identify suitable alternative routes can help improve safety through these closures.

4.7 Highway Management and Maintenance

Challenges:

The Council has a duty to maintain the highway and associated assets, and we strive to manage the network in the most efficient and cost-effective way. Our Highways service adheres to the principles outlined in the Code of Practice for Well-Managed Highway Infrastructure and the Department for Transport's Highways Maintenance Efficiency Programmes.

Some of the key challenges faced in maintaining highways include:

- **Budget Constraints:** Road maintenance requires substantial financial investment and transport funding falls short of addressing the scale of growth within Thurrock. Budgetary constraints have led to a backlog in highway maintenance, exacerbated by short-term funding and the competitive process for accessing government funding pots. This is compounded by the expanding network.
- **Asset Maintenance:** Some parts of our highways are considered below standard when considering key assets such as structures, and the borough faces additional challenges due to higher levels of goods vehicles, especially in commercial areas and heavier traffic loads than normal in some areas of the strategic road network. This constant wear and tear can lead to accelerated deterioration of road surfaces and highway structures. Thurrock accounts for approximately 9.91% of all UK HGV traffic, based on vehicle miles travelled. That's a remarkably high share for a single local authority, highlighting its strategic importance in national logistics and demonstrating the need for frequent and ongoing maintenance.
- **Weather and Climate:** Extreme weather conditions, such as heavy rainfall, snow, and temperature fluctuations, can cause damage to highways. This leads to issues like potholes, erosion, and weakened road foundations.

Opportunities for change:

To improve our transport system, we need more government funding for immediate improvements and longer-term investment planning and resource allocation is needed to ensure continuous road upkeep and improvements. The development of a long-term funding strategy can set out how the additional demand on the network can be effectively managed – in particular the volume and routeing of heavy vehicles – to reduce the impact on the highway.

Asset Maintenance: By collecting a range of asset data, our Maintenance Team is able to prioritise its approach using life cycle management practices. This enables us to target key assets, apply the most appropriate treatments and ensure their longevity. Additionally, the data supports the Authority in developing robust, evidence-based cases for funding support.

The ongoing cost of maintaining infrastructure needs to be considered alongside the capital cost of delivering future or new schemes. Aligning transport schemes timescales with development and engaging early with operators helps minimise the Council's exposure to maintenance costs before schemes are, or can be, operated commercially.

4.8 Tackling Climate Change and Low Carbon Growth

Challenges:

Our key challenge in developing a new Transport Strategy is to tackle the climate crisis and support sustainable growth.

Despite recent improvements in air quality, transport-related pollution remains the leading environmental risk to human health – particularly in Thurrock's urban areas. Many locations are car dominated, with frequent traffic congestion during peak hours and significant public exposure to harmful emissions. Critically, there are no safe levels of exposure to pollutants like fine particulate matter (PM2.5) and nitrogen dioxide (NO2).

Thurrock has 16 Air Quality Management Areas (AQMA's) all of which are declared for exceedance of the long-term objective for NO2 (40 µg/m3) from road traffic emissions. These are located mainly in the west of the Borough and are a result of traffic related pollution along busy roads used for commuter traffic or logistical purposes.

Reducing carbon emissions from transport in Thurrock will be challenging, mainly due to its intersection by significant road transport networks, high levels of goods vehicles on strategic roads and high levels of car dependency. These factors adversely affect local air quality and contribute to the boroughs carbon emissions. Further economic growth and rising population could worsen these issues.

Without intervention, levels of air pollution will remain too high compared to government targets. Achieving the Government's ambition of a net zero transport network by 2050 will necessitate radical changes to our transport strategies, plans and policies, as well as our lifestyles, travel habits, and decisions regarding transport investment.

Opportunities for change:

The interventions and policies in our transport strategy will significantly improve air quality, but this challenge cannot be met alone. Decarbonisation is a transboundary challenge that requires collaboration with neighbouring boroughs and partner agencies.

The Transport East Strategy outlines a four-step pathway for regional decarbonisation:

- Promoting zero-carbon growth through planning,
- Expanding digital services,
- Encouraging active and public transport,
- Transitioning to electric vehicles.

Additional regional efforts include developing an Essex-wide Air Quality Strategy to ensure a consistent and integrated approach.

Thurrock will support these initiatives by focusing on key opportunities:

Integrating transport and urban planning: Promoting local living to reduce travel demand, enabling residents to meet most needs within a short walk, wheel or cycle.

Encouraging active travel and public transport: Accelerating the shift from private cars to low-carbon options like electric buses and trains.

Advancing technology: Supporting the uptake of electric vehicles to reduce emissions and noise. The technology exists, but expanding charging infrastructure is essential.

Reducing port emissions: Facilitating a shift from road freight to more sustainable modes such as rail and river transport.

Noise pollution

Road traffic in the borough is a significant source of noise pollution. In particular, high levels of road freight in Thurrock contribute to issues of transport-related noise, and studies have shown it can have major negative direct and indirect effects on health and well-being, increase stress levels, disturb sleep and affect our quality of life.

Noise Reduction: Transport-related noise can be mitigated through several interventions, including reducing car traffic, transitioning to quieter electric vehicles and shifting freight to rail and river. Additional measures like noise-reducing road surfaces and barriers will further help improve the acoustic environment.

SECTION 5

Our Vision, Goals and Policies for Transport

5.1 Our Vision

"Our vision is to create a transport system for Thurrock that improves quality of life for all people. Over the next 30 years we want to transform transport connections to help deliver zero carbon economic growth.

The Connecting Thurrock Vision is to create a transport system that:

- ***Is fully inclusive meeting the social needs of residents;***
- ***Is integrated to provide seamless multi-modal journeys;***
- ***Is accessible for everyone, safe, and attractive to use;***
- ***Delivers sustainable community regeneration and growth; and***
- ***Reflects the exceptional circumstances of Thurrock as an international centre of logistics and commercial development.***

The long-term goal is greater connectivity, innovation, sustainable economic growth, and access to opportunity for all."

The Connecting Thurrock – Vision 2050 aims to deliver a step change for transport, providing an opportunity to refocus our priorities and transform transport and travel within the borough and wider region. At the heart of the vision lies a strategic framework for improvement, defined by a set of interconnected goals.

These goals serve as the guiding principles for our Transport Strategy and provide a framework for developing policies that aim to address the identified strategic issues and challenges driving transformational change and paving the way for a future where transport is seamless, accessible, and environmentally friendly.

Each policy provides further details about how the strategy will be implemented and describes the actions that will be taken by Thurrock Council and our partners to drive improvements and deliver our vision for transport. The transport policies are aligned to deliver multiple outcomes, ensuring they work together to achieve the overall objectives of the strategy.

5.2 Our Goals and Policies

GOAL 1:

Prioritise People and Place by enhancing placemaking to create an accessible, inclusive network that supports all of Thurrock's communities, fosters attractive environments and promotes local living

Our neighbourhood streets serve multiple functions beyond just movement. However, many of the least successful design elements in the development of Thurrock have historically been related to overly engineered highways, which often dominate the area's public space. This can have considerable knock-on effects, fostering car dependency, inefficient land use, and creating unattractive, unfriendly environments dominated by large areas of hard surfacing and parked cars. These conditions negatively impact pedestrian and cyclist safety, public health, and place-making. The Council aims to achieve broader benefits by ensuring neighbourhood streets are primarily places for people. This involves investing in better public realms and managing traffic to enable more walking, cycling and public transport use. By accommodating more modal choices, we can increase public safety, providing inclusive spaces for socialising and play, and deliver better public health, biodiversity and reduced carbon emissions.

Pedestrian priority will cater to the needs of children, the elderly, people with mobility impairments or disabilities and those walking or wheeling. While the needs of private car users will not be overlooked, this shift will help make public transport more accessible, encouraging walking and cycling, and manage car use more effectively.

Examples of designing for accessibility include the installation of dropped kerbs, and tactile paving at all crossings, wheeling friendly alternative to stairs, wide and unobstructed pavements, and cycle lanes segregated from both pedestrian paths and vehicular traffic. Improved Street based accessibility will receive special attention by setting clear guidance on quality and design to ensure that neighbourhood movement and place needs are properly integrated. This would apply not only to new development but also inform works to retrofit and enhance existing streets. By aligning the above principles, and taking reference to the Thurrock Design Charter, we can lead to improved placemaking, making our streets more attractive and be places where people want to be.

Policy 1a: Thurrock Council will make better use of our streets, improving both efficiency and effectiveness by recognising not only their function in vehicle movement but their potential to enhance the liveability and attractiveness of an area.
To achieve this policy, we will:
Improve areas by implementing a movement and place classification to appraise transport schemes in the borough. This approach will balance the needs of cars with those of all road users, ensuring that areas actively promote walking, cycling and public transport use as viable alternatives.
Ensure that accessibility and inclusion are integral to our street design, starting from the early planning stages of new developments and schemes, adhering to the latest Thurrock Design Charter.
Improve the perception of safety on our streets, which disproportionately affect women, young people and those with health conditions, through improved lighting, better maintenance, increased visibility, and empowering communities to report concerns and participate in solutions.

GOAL 2:

Reduce transport emissions and improve air quality to foster a healthier environment

The Council has a statutory duty to regularly review and assess air quality, and to determine whether air quality objectives are likely to be achieved. Where an exceedance is identified the local authority must declare an Air Quality Management Area (AQMA) and prepare an Air Quality Action Plan setting out remedial measures for improvement. There are currently 16 areas in Thurrock that exceed the national air quality objective for NO2. These are all declared because of transport emissions and clustered around road links to the south and west of the borough. Air quality remains a significant concern for residents and communities across the borough. Transport is recognised as one of the primary contributors to air quality emissions and particulates through petrol and diesel engine emissions, as well as brake and tyre dust from road vehicles.

Policy 2a: Thurrock Council will implement necessary transport management measures to limit transport-related emissions, prioritising areas where there is high population exposure to pollutant concentrations that exceed air quality limits.

To achieve this policy, we will:

Seek to better understand air pollution levels across the borough by working with the Council's Environmental Team to develop an Air Quality Assessment Model (AQAM) to review and update the designation of Air Quality Management Areas in Thurrock.

Work with our Essex partners to develop and implement appropriate interventions to inform the delivery of the Essex Air Quality Strategy.

At our local level, road traffic accounts for 40% of carbon emissions, accounting for a significant proportion of the borough's total greenhouse gas emissions. Moving towards a lower-carbon transport system will play a significant role in tackling environmental issues for improving air quality and noise levels in our borough.

At a national level, the Government is promoting the adoption of zero-emission vehicles to address certain aspects of poor air quality. However, fine particulates from brake, road, and tyre wear will still be emitted by road traffic. While the transition to cleaner, lower-carbon transport technologies will reduce pollution compared to petrol and diesel vehicles, these measures alone will not fully resolve all the problems.

As of 30 June 2025, the UK had 82,369 public electric vehicle charging points including 16,698 which were rapid charging devices[1]. In Thurrock, there are 213 public charging points, with 105 of these being rapid chargers[2]. This equates to approximately 94 charging devices per 100,000 population, compared to the UK average of 113 and the East of England average of 91 charging devices per 100,000 population[3]. Although Thurrock performs below the UK average, it exceeds the regional average and ranks within the top 40% of local authorities as of April 2025[4].

1 Zapmap, EV charging statistics 2025, https://www.zap-map.com/ev-stats/how-many-charging-points; date visited – 03 July 2025

2 Zapmap, Map of electric charging points for electric cars UK, https://www.zap-map.com/live/, date visited – 03 July 2025

3 Department for Transport, Electric vehicle public charging infrastructure statistics: January 2025 tables, Table 2a -Publicly available electric vehicle charging devices at all speeds by local authority per 100,000 population, from October 2019, https://www.gov.uk/government/statistics/electric-vehicle-public-charging-infrastructure-statistics-january-2025

4 Department for Transport, Electric vehicle charging devices by local authority: April 2025, https://maps.dft.gov.uk/ev-charging-map/index.html, date visited – 03 July 2025

Policy 2b: Thurrock Council will assist with the transition to greener vehicles by supporting and promoting the uptake of EVs through the provision of public charging infrastructure points across the borough.
To achieve this policy, we will:
Adopt an Electric Vehicle charging infrastructure strategy with clear criteria for provision, location and roll out procedures.
Support the continued rollout and management of a public Electric Vehicle charging network across the borough at both end destinations and through on-street provision in residential areas.
Continue to review and implement requirements for new housing and commercial developments to provide Electric Vehicle charging infrastructure or passive provision to enable chargepoints to be installed in the future.

Policy 2c: Thurrock Council will work with the freight industry, businesses and bus operators to reduce the environmental impact of their operations by promoting and encouraging the transition to greener technologies in the renewal of bus and freight fleets.
To achieve this policy, we will:
Support the promotion of zero emission vehicles through enhanced partnerships and engagement with bus operators and Thurrock based industry partners.
Where funding allows, provide support for the provision of and access to electric charging infrastructure and zero emission power/fuel supply to enable its use by bus and industry operators.

We will need to ensure that our borough's housing and employment growth is balanced with the protection of our environment and the conservation of our natural assets. Our transport initiatives will prioritise the conservation and enhancement of Thurrock's natural, built, and historic environment, ensuring that people are able to enjoy the places they live and continue to have access to green, tranquil environments that contribute to a high quality of life.

Policy 2d: To further support the transition to greener freight operations, Thurrock Council will work with Thames Freeport partners, port operators and maritime stakeholders to promote low-emission shipping and sustainable port practices.
To achieve this policy, we will:
Encourage the adoption of cleaner maritime technologies, including shore power, alternative fuels, and emissions-reducing logistics through engagement with Thames port operators and logistics partners.
Support initiatives that reduce emissions from maritime freight movements, particularly those serving Thurrock's industrial and logistics hubs.
Explore opportunities to integrate waterborne freight into Thurrock's wider sustainable transport network, helping to reduce road congestion and environmental impact, in line with Thames Gateway priorities.

Policy 2e: Thurrock Council will seek to minimise and mitigate the impacts of transport on the natural and built environment, including noise, vibration, water quality, soil quality, biodiversity and embodied carbon. This approach will consider transport not only as vehicular movements but also the planning, construction and operation of transport projects for all new developments and where appropriate for existing infrastructure.
To achieve this policy, we will:
Minimise the impact of transport projects by requiring Environmental Assessments for all large schemes and taking appropriate actions to mitigate any adverse impacts.
Set requirements to calculate the embodied carbon of transport infrastructure and include it as a key consideration to meet net zero carbon emission.
Ensure transport schemes avoid damage to natural areas and compensate for any unavoidable effects by creating new habitats and linkages for biodiversity, aiming for net gain.
Minimise the impacts of transport on landscapes, particularly preserving the quiet enjoyment of rural spaces.
Design new transport infrastructure to minimise the impact of storm water run-off on watercourses and implement Sustainable Drainage Systems (SuDS) to reduce flood risk and maintain natural flow regimes.
Promote sustainable design and construction practices, including minimising construction waste and using local and recycled materials especially in regeneration areas.

GOAL 3:
Diversify travel choices and boost multimodality

The UK Government is actively promoting more walking, wheeling and cycling trips as part of its broader strategy to improve public health, reduce carbon emissions and stimulate local economies. Additionally, efforts have been made to enhance bus routes and infrastructure, with funding provided to make these modes of transport more accessible. Goal 3 aims to implement local policies that enhance opportunities for residents and businesses to use alternative modes of transport for travel within and beyond the borough, making these modes more efficient and accessible. The goal is divided into the following five themes:

- **Encourage modal shift to public transport –** promote a significant shift from private car use to bus and rail.
- **Enable more active travel choices –** encourage walking, cycling and wheeling for all.
- **Promote river transport –** as part of our sustainable mobility options.
- **Support the development of a Regional Mass Rapid Transit system** to enhance regional connectivity and accessibility.
- **Support the adoption of new technologies and modes** to improve efficiency, reduce environmental impact, and provide innovative, sustainable, and accessible transport solutions.

Encourage modal shift to Public Transport – promote a significant shift from private car use to bus and rail.

Thurrock has diverse travel needs. Approximately 17% of residents do not have access to a car, with this figure rising to 25% in certain areas. Additionally, some residents have health conditions or disabilities that impact their transport choices. Transport poverty is also a concern in some parts of the borough, where the high costs of owing a car and limited travel alternatives can affect residents' ability to access essential services and opportunities.

Building a multimodal transport system that suits everyone will mean understanding the needs and preferences of our diverse users. This will involve considering various factors such as accessibility, cost and convenience. We aim to improve the integration of different modes of transport such as buses, trains, cycling and pedestrian pathways, into a cohesive network than can offer flexible, efficient and affordable travel options that cater to everyone's needs, not only those who own a car.

Policy 3a: Thurrock Council will continue to work with bus operators and relevant parties to enhance and maintain a comprehensive, reliable, accessible and affordable bus service that meets the needs of residents, visitors and commuters.
To achieve this policy, we will:
Coordinate the development of a Bus Strategy for the borough, outlining how service provision will be maintained, improved and expanded over the next 10 years.
Engage with bus operators and other partners to monitor and evaluate the bus service, identifying opportunities for improvement.
Conduct a bus journey reliability study to pinpoint sections of the network where bus priority measures are needed and identify potential bus corridor improvements.
Implement and monitor the delivery of improvements through the Bus Service Improvement Plan (BSIP).
Coordinate the development of a Feasibility Study and subsequent trial of a Demand Responsive Transport (DRT) serving villages and rural areas in the borough.
Seek to provide financially sustainable rural bus services by supporting community-led initiatives.

Policy 3b: Thurrock Council will work with rail partners and stakeholders to identify and enhance the accessibility and functionality of railway stations across in the borough to enable improved access and connectivity to rail services in both the borough and beyond.
To achieve this policy, we will:
Continue to support and implement the recommendations of the existing and future Essex Thameside Rail Study.
Commission the development of a Strategic Rail Plan to make a strategic case for significant investment in the capacity and resilience of the Essex Thameside Corridor, aligning with local plans and priorities.
Continue to work with c2c to review and update station travel plans, identifying barriers and areas needing improvement to promote a modal shift when accessing rail.
Work in partnership with rail operators to coordinate better access to passenger transport information such as real-time information displays and mobile app integrations to provide passengers with up-to-date information on train schedules, delays and connections.
Work in partnership with rail operators to review station facilities including gate capacity, and support improvements where needed.
Enhance multimodal integration with seamless connections between different modes of transport such as buses, cycles and pedestrian pathways at railway stations, particularly where these are located in town centres, to improve overall connectivity and support the use of integrated ticketing and payment.
Push for greater multimodality on trains by supporting solutions for the carriage of cycles and other modes of personal transport to enable the “first” and “last” mile of travel.
Work in partnership with operators and other partners to make our transport facilities more accessible places for elderly, vulnerable and disabled people.

Enable more active travel choices – encourage walking, cycling and wheeling for all.

Thurrock has a strong culture of car ownership, with active mode shares below the national average. To achieve the national ambition of having half of all journeys in towns and cities walked or cycled by 2040, we must increase the uptake of active travel modes and make walking and cycling the preferred choice for shorter trips. Some improvements are already underway, guided by the Thurrock Local Walking and Cycling Infrastructure Plan (LCWIP), which identifies and prioritises enhancements to walking and cycling routes across the borough. The plan aims to create a network that encourages more people to walk and cycle for everyday journeys. Additionally, we need to promote the use of these routes and provide the necessary support, information and assistance to enable behavioural change.

Policy 3c: Thurrock Council will deliver high quality walking and cycling infrastructure that positively influences uptake of active travel choices for all and supports the national ambition for 50% of local trips to be made by walking, wheeling and cycling by 2040.
To achieve this policy, we will:
Implement the infrastructure measures outlined in the Thurrock Local Cycle and Walking Infrastructure Plan (LCWIP) using development contributions (under section 106 and 278 of the Town and Country Planning Act 1990), government grants primarily from Active Travel England, and, where possible, a proportion of Council resources.
Continue to develop and maintain a programme of walking and cycling schemes via our LCWIP to reflect new insights, technological advancements and evolving community needs. All schemes will be delivered in line with the Department for Transport's LTN1/20 and Inclusive Mobility guidance ensuring routes are direct, safe, coherent, attractive and accessible to all.
Enhance navigability and promote active travel – we will commission a study to document all wayfinding signs in the borough. This study will aim to update or remove obsolete signs and identify gaps in our walking, wheeling and cycling routes, creating cohesive and user-friendly wayfinding systems.
Review the prioritisation for pedestrians and cyclists at side-road junctions and key desire lines to enable a step change in how people move across the borough.

Policy 3d: Thurrock Council will deliver, and support behaviour change interventions that will promote, enable and empower people to make local trips by active and sustainable travel modes.
To achieve this policy, we will:
Launch marketing and awareness campaigns to promote the benefits of active travel and encourage community participation.
Continue to offer cycle training and support for children, families and adults to the National Standard for Cycle Training – Bikeability levels 1, 2 and 3 to enable more people to cycle safely.
Coordinate projects to enable affordable access to bicycles for residents with focus on deprived areas and vulnerable groups.
Encourage registration of cycles, promoting cycle locks and other security devices.
Promote active travel events and challenges such as led walks/rides.

Policy 3e: Thurrock Council will protect, maintain, and enhance the Public Rights of Way (PRoW) network to ensure it remains safe, accessible, and well-connected.
To achieve this policy, we will:
Ensure Public Rights of Way (PRoW) are fully integrated into transport and development planning by applying relevant national and local guidance, so they are considered in all planning and transport schemes.
Work with Active Travel England, landowners, and developers to safeguard and improve PRoW as part of new developments.
Identify opportunities to upgrade existing routes for walking, cycling, and accessibility, including surfacing, signage, and lighting where appropriate.
Promote the use of PRoW through mapping, wayfinding, and community engagement initiatives for both utility and recreational purposes.

Support the adoption of New Technologies and Modes – to improve efficiency, reduce environmental impact, and provide innovative, sustainable, and accessible transport solutions.

Technological advances in transport will significantly transform how people and goods move within the borough and wider region. Innovations such as connected and autonomous vehicles, digital platforms, micro mobility solutions, and drone technology will enhance efficiency, sustainability and connectivity. We must ensure that Thurrock is well-positioned to take advantage of these beneficial technologies while effectively managing any potential adverse impacts.

Policy 3f: Thurrock Council will monitor and support innovative technological advancements that enhance mobility opportunities, while safeguarding vulnerable road users.
To achieve this policy, we will:
Support the introduction of a single car club operator in the borough to support a reduction in car use and ownership, especially in new housing developments.
Promote the development of micro-mobility options, such as electric cycle and scooter hire schemes, with a strong emphasis on the safety of all users especially our most vulnerable by minimising risk, conflict and anti-social behaviour.
Support the integration of mobility options in the borough under a single app, known as Mobility as a Service (MaaS) – allowing users to plan, book and pay for their travel at the same time in one place or phone app.
Support the development of autonomous vehicle technologies in alignment with national government policies and standards.
Work with neighbouring authorities, transport operators, technology providers, and community groups to ensure a coordinated effort in the delivery of future transport innovations.
Continually monitor the impact of new technologies and continue to adjust polices and regulations as needed to address any challenges and opportunities that arise.

Promote river transport – as part of our sustainable mobility options.

Harnessing the natural features of the River Thames will be a key aspect of enhancing our areas transport infrastructure. One of the major barriers to movement is the severance caused by the river, which restricts north-to-south travel. By assessing the potential of the River Thames to offer increased transport capacity, we can explore numerous opportunities to develop it as a major transport corridor for both passenger and freight movements.

Currently, the Dartford Crossing serves as the primary connection across the river but accommodates very little public transport options, with only an hourly bus service in each direction and lack of rail connectivity. These long-standing issues hinder development potential and restrict community access to jobs and amenities. The lack of viable alternatives reinforces vehicle dependency for residents, commuters and freight and does not support our ambitions for sustainable growth.

Cross river connections are supported by The Thames Estuary Growth Commission, established to set out future aspirations for growth within the Thames Estuary. Their 2050 vision includes an ambitious delivery plan for North Kent, Essex and East London, aiming to improve connections between and within urban and rural areas and industries.

Promoting river transport aligns with these aspirations and supports our goal of creating a sustainable, efficient, and inclusive transport network.

The lack of cross river connections has been further exacerbated by the recent loss of the Tilbury to Gravesend Ferry, a privately operated service that connected South Essex with North Kent. The ferry service had been a long-vital link for commuters with over 100,000 passenger trips annually. The Council is committed to finding a commercially viable and sustainable long-term future for the ferry service recognising its importance for residents and businesses.

Policy 3g: Thurrock Council will support the enhancement of passenger movements along the River Thames.
To achieve this policy, we will:
Support the development of business cases and invest in infrastructure for passenger ferry services to connect Thurrock's Riverside with North Kent and East & Central London.
Support enhancements to landing stages at Tilbury, such as the proposed Pontoon Extension, and where feasible, elsewhere along the Borough's river frontage.
Work with partners to support the shift of freight from road to river including the development of infrastructure to support modern freight vessels.

Support the development of a regional Mass Rapid Transit system to enhance regional connectivity and accessibility.

Mass Rapid Transit (MRT) is a transportation system designed to move a large number of passengers efficiently within urban areas. It includes various modes such as light rail/tram or bus with dedicated tracks or segregated lanes to avoid traffic delays and provide faster and more reliable services.

Developing new rapid transit connections in Thurrock would support movements throughout Thurrock and the rest of Essex, as well as and into Kent and East London, significantly enhancing public transport by providing faster and more reliable connections compared to current bus services. The MRT system will be integrated with the Local Plan for growth, focusing on transit-oriented development and ensuring regional connectivity, including cross-river links. This ambitious project requires significant investment and collaboration with partners and neighbouring authorities to assess its feasibility.

Policy 3h: Thurrock Council will continue to work with partners and neighbouring authorities to safeguard land and progress development opportunities for a Mass Rapid Transit service, creating a fast and reliable sub-regional network linking Thurrock with South Essex and North Kent.

To achieve this policy, we will:

Contribute to a Mass Rapid Transit (MRT) Regional Feasibility Study, which will explore potential routes and key corridors to establish a sub-regional MRT network. This initiative will build on the current and previous efforts of the South Essex Rapid Transit proposals.

We propose that any MRT route should:

- Create multi-modal hubs and connect areas to railway stations
- Link main urban centres, growth areas, ports and employment hubs
- Overcome physical barriers posed by the river
- Alleviate congested bus corridors and significantly reduce carbon emissions from private vehicles
- Integrate with regional, national and international transport networks

Policy 3i: Thurrock Council will implement, maintain and regularly review its Parking Strategy to manage demand, improve accessibility, optimise land use and enhance the street scene.

To achieve this policy, we will:

Update our Parking Design Standards to ensure efficient use of space and integration with urban design principles.

Ensure there is enough designated parking spaces for people with disabilities and ensure they are conveniently located.

Provide ample and secure bicycle parking facilities to encourage cycling as an alternative to driving.

Explore opportunities to review the viability of workplace parking levies.

GOAL 4:

Maintaining and enhancing safety by implementing measures to eliminate fatal and serious accidents and achieve Vision Zero on our roads

Our vision is to have zero fatalities or serious injuries on Thurrock's roads by 2040. Measures will prioritise creating safer road environments, managing speed and improving the safety of vulnerable road users. Policies and actions aim not only to reduce casualties, but also to improve the perception of safety, thereby expanding travel choices where safety concerns might otherwise hinder the use of sustainable transport. Thurrock Council is a core member of the Safer Essex Roads Partnership (SERP), and is committed to the SERP's Vision Zero ambition of no road deaths or serious injuries.

Policy 4a: Thurrock Council will improve safety on our transport network particularly for vulnerable road users.
To achieve this policy, we will:
Continue our work through the Safer Essex Roads Partnership (SERP) to deliver evidence led highway design and implement road safety interventions within the borough, including funding and implementing education, training and publicity programmes to promote safer driving and walking practices.
Produce and publish annual safety monitoring reports that capture hotspots, trends and causes of collisions on our roads to inform the development of Road Safety Plans that incorporate measures which improve safety on our roads and public places.
Coordinate a study to review speed limits on Thurrock's roads, identifying appropriate speed reduction measures and enforcement activities for safer streets with particular focus to the safety and accessibility needs of vulnerable residents.
Remain committed to the SERP's Vision Zero 2040 ambitions.

GOAL 5:

Drive economic growth and regeneration by investing in strategic transport infrastructure to increase efficiency and support sustainable development and renewal

Transport plays a crucial role in economic growth, not only by facilitating efficient business supply chains but also by enabling more people to contribute to and benefit from economic opportunities.

The ongoing growth of our borough has led to the development of the ports and planning consent for the Lower Thames Crossing. These major investment projects, both locally and regionally, will significantly influence the development of our strategic transport networks and the movement of people and goods within Thurrock and the wider region. However, to drive economic growth and fully realise Thurrock's potential, it is essential to ensure that development benefits not only businesses but also our residents and urban environment.

Policy 5a: Thurrock Council will continue to build a strategic case for transport investment that relieves congestion and improves the reliability and resilience of the strategic road network.
To achieve this policy, we will:
Work with National Highways and Transport East to improve the strategic road network and secure funding for key infrastructure projects that unlock sustainable growth and regeneration, benefitting residents and businesses in Thurrock and the wider region
Work with National Highways and the Lower Thames Crossing project to maximise benefits and opportunities for residents and the borough, while minimising construction and operational impacts through committed and future mitigation measures and preparing for potential additional links.

Policy 5b: Thurrock Council will only support new roads essential to unlock development and growth or resolve critical network performance issues, prioritising active and sustainable transport options as an integral part of any improvements.

To achieve this policy, we will:

Deliver local schemes to enable economic growth and, where needed, add new multi-modal roads to open up development sites. Our focus will be ensuring efficient use of the existing network without encouraging additional traffic.

Thurrock's riverside and ports have been central to its history and economy, significantly contributing to both local and national trade. Our ports and logistics centres handle high volumes of commercial activity, facilitating substantial trade and freight movements. With nearly 10% of the UK's HGV traffic passing through Thurrock, we aim to ensure efficient vehicle access to these hubs while addressing community and environmental impacts.

Policy 5c: Thurrock Council will work with the freight industry, businesses and other partners to minimise the impact of freight movements on local communities. The Council will ensure the provision of adequate HGV parking and driver facilities at strategic locations.

To achieve this policy, we will:

Develop and implement a Local Freight Strategy that includes lorry parking and sustainable last-mile freight solutions. This strategy will support the local freight and logistics sector while minimising negative impacts on residential areas through effective management, enforcement measures, and a strong focus on sustainability.

Work with the freight industry to optimise routing, reducing the number of freight vehicles passing through residential areas by reviewing and enforcing existing and future designated freight routes.

Ensure that Construction Traffic Management Plans (CTMPs) and Construction Environmental Management Plans (CEMPS) are submitted for new developments where appropriate

Policy 5d: Thurrock Council will support the enhancement of freight movements by rail and along the River Thames.
To achieve this policy, we will:
Working with freight stakeholders, we will support the use and development of freight carriage, promoting the shift from road to rail and waterway to reduce carbon emissions.
Consider rail and waterway freight transport in development plans whenever feasible.
Work with our partners to lobby for the enhancement of rail infrastructure, supporting increased freight movement by rail from Thurrock, and the creation of additional rail freight paths.

GOAL 6:

Promote sustainable development by coordinating land use and transport planning to create well connected, liveable communities that reduce, prevent and mitigate negative social, environmental and climate change impacts

Growth is a key ambition of Thurrock to be enabled by the delivery of both the Local Plan and this Transport Strategy, as well as the delivery of other infrastructure to support the borough in the future. However, we need to ensure that new developments that support our growth ambitions are properly planned, and with sustainability at its heart, from the materials used and its efficiency, to better and appropriate land use, on suitable locations with transport links which are not solely reliant on the private car.

Policy 6a: Thurrock Council will ensure that accessibility and connectivity to services and amenities is considered at an early stage of the development management process to support sustainable growth and help people access jobs, services and opportunities and where feasible and appropriate, secure developer contributions to enhance sustainable infrastructure and operations.

To achieve this policy, we will:
Make effective use of the land-use planning process by adopting a vision-led approach to development and its associated transport requirements. Ensure that new proposals fully realise their potential to deliver excellent access to the public transport and active travel network. Transport assessments and travel plans will be utilised as tools to support this approach.
Encourage and support new development that enables mixed use 'local living' by applying the DfT's Connectivity Planning Tool. This will ensure that new developments are located within walking and cycling distance of key amenities and have good access to public transport, thereby reducing reliance on private motorised transport.
Collaborate with Public Health teams to ensure that Planning Applications are accompanied by a Health Impact Assessment (HIA). The HIA should provide a comprehensive evaluation of transport-related health impacts and identify effective mitigation measures to enhance positive outcomes and address any unintended negative consequences.

Policy 6b: Thurrock Council will require that all planning applications are accompanied by a Travel Plan in accordance with the Council's Travel Plan Guidance for Developers (April 2025). Travel Plans must be tailored to the scale and nature of the proposed development and demonstrate alignment with the requirements set out in the guidance.

To achieve this policy, we will:

Apply the Council's Travel Plan Guidance for Developers consistently across all planning applications, ensuring Travel Plans are proportionate to the scale and nature of each development. Where appropriate, we will work collaboratively with Active Travel England and other partners to promote high-quality, sustainable transport solutions in new developments, with a particular focus on walking, cycling and public transport connectivity.

GOAL 7:
Managing and maintaining network performance through proactive management and maintenance

The delivery of this strategy will initiate a step change in the way people and goods move throughout the borough. Critical to its success is ensuring the existing road network and future infrastructure is maintained to a standard that delivers consistent performance. The Council is responsible for maintaining public highways including roads, footways, and Public Rights of Way to keep them accessible for all. This ongoing maintenance is essential for residents, visitors, and businesses to make necessary trips, thereby fostering economic and community growth. While the Council does not oversee the entire transport network – such as river assets, railways, and the strategic road network, which are managed by other entities, it will collaborate with these partners to ensure these assets also remain functional and operational. Additionally, certain infrastructure assets, such as bridges and drainage systems, are showing signs of stress and age and will require increased resources, repairs, and upgrades to remain fully operational in the coming years.

Policy 7a: Thurrock Council will continue its statutory duty to manage and maintain the highway network, so that it functions to support the needs of all road users and minimises the effects of traffic on communities and the environment.
To achieve this policy, we will:
Monitor and evaluate the progress of the current Highways Maintenance and Management Strategies and coordinate periodic revisions.
Review and enhance response plans for road network and transport services disruptions.
Identify the whole life-cycle costs for new highways assets and infrastructure, and ensure these costs are incorporated into the original funding, with plans for managing these assets throughout their lifespan.
Develop a protocol to incorporate or retrofit Sustainable Drainage Systems (SuDS) in transport projects, minimising the need for traditional highway drainage and reducing flood risk.

Proposed amendments to the structure of Local Government across England will see Thurrock combine with neighbouring district authorities to create a new Unitary Authority. Prior to this, a new Mayoral County Combined Authority will also be created covering Greater Essex, bringing a series of function and responsibilities to a new Strategic Authority. This will result in the creation of a new highway authority, requiring alignment of assets and maintenance which have previously been managed by different authorities, and necessitating the transfer of these assets to these newly established organisations.

Policy 7b: Thurrock Council will support the transfer of Highway Assets to appropriate bodies where this improves the opportunities for growth and customer experience, or in line with changes through Devolution and Local Government Reorganisation.
To achieve this policy, we will:
Identifying highway assets which are due to be transferred to a future Greater Essex Strategic Authority, including any highway to be identified as forming part of the Key Route Network, or other assets which may be of interest – such as bus shelters and real time passenger information.
Preparing for the transfer of remaining highway assets to any new Unitary Authority created through Local Government Reorganisation.
Support and promote adoption by National Highways of the outstanding stretches of the A13 which do not form part of Strategic Road Network, and the A1014 Manorway from its junction with A13 with London Gateway Port, in line with existing classification arrangements at Tilbury Port.

SECTION 6

Major Schemes

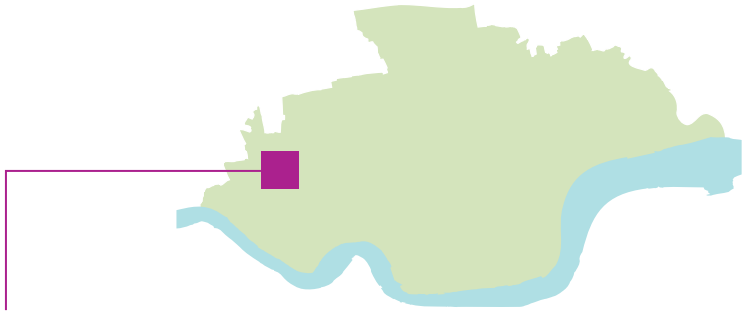
We have identified a number of major transport schemes necessary to address the challenges and capitalise on the opportunities outlined in previous chapters. These schemes extend beyond improvements to the road network to include enhancements to rail, bus, and active travel, aligning with the goals set in this strategy. While some initiatives are longstanding strategic and local projects, others aim to unlock growth from the Local Plan and secure benefits from the Thames Freeport status.

The scope of these projects often extends beyond the Council's remit and will require collaboration with bodies such as National Highways, Network Rail, the Department for Transport, regional and neighbouring authorities and private developers. These interventions cannot be delivered solely by the Council and will require securing government funding and contributions from private developers where applicable.

A key element in delivering this ambitious programme is funding. At this time, the Transport Strategy presents schemes that address identified existing or projected needs as part of the Council's growth agenda, however further work is required to identify key economic and cost factors related to their delivery, Benefit Cost Analysis and funding mechanisms.

External funding will be essential for implementing these projects, and there is no expectation for Thurrock Council to fund them entirely. In cases, where schemes are growth-led and enable housing or commercial development, it is expected that the supporting infrastructure will be delivered through the consenting process. For other schemes, the Council will seek to identify funds and grants and collaborate with third parties to support their progress.

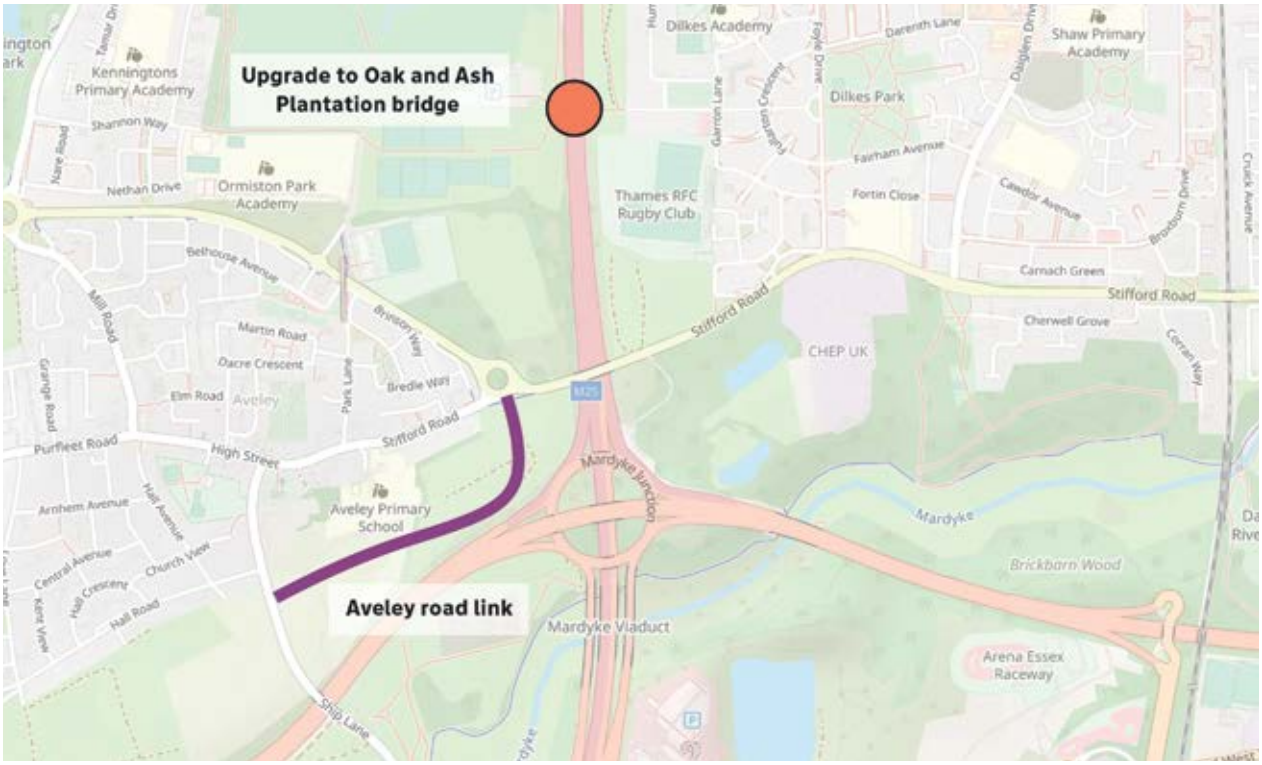
At this stage, there is no guarantee of these schemes coming forward nor within specific timeframes. The schemes included in this section represent the Council's list of projects to advocate, champion and put forward in future government funding bids and/or negotiate for development contributions.

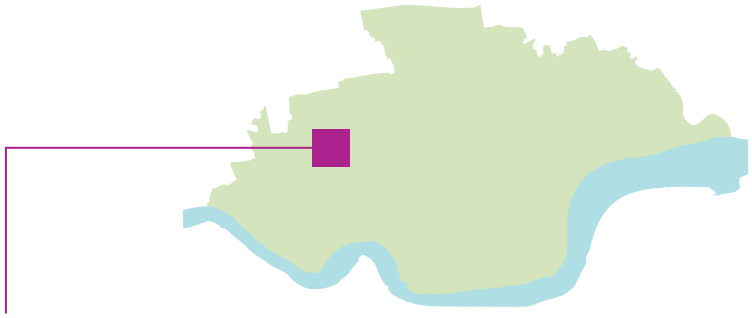


Aveley

Sitting in the west of the borough, the small town of Aveley benefits from good links onto both the A13 and A282/M25. It is well served by Transport for London bus services connecting to the London Borough of Havering, and towards Lakeside, as well as by Ensign bus services. Challenges related to inappropriate movement of HGVs to and from J31 of the M25 cause real concern, and growth through new housing will bring additional transport challenges. To support these, Aveley would benefit from a new road link bypassing the town centre, connecting Ship Lane with Stifford Road and Lance Corporal Nicky Mason Way. This new road will provide an alternative for traffic that does not need to go into the centre of Aveley, in particular freight movements, removing HGVs and long-distance trips from the High Street. The relief from unnecessary traffic on Aveley High Street will create a more pleasant environment for the local community and for short-distance trips. The new road will support the delivery of new housing as foreseen within the Local Plan, and this housing opportunities would help to unlock funding for this critical piece of local infrastructure.

A major sustainable transport scheme in the area is the upgrade to the bridge over the M25 by the Oak and Ash Plantation. This bus and active travel scheme will help bring the communities of Aveley and South Ockendon together, and making community facilities within each other easier to access, overcoming the barrier that the M25 imposes on them.



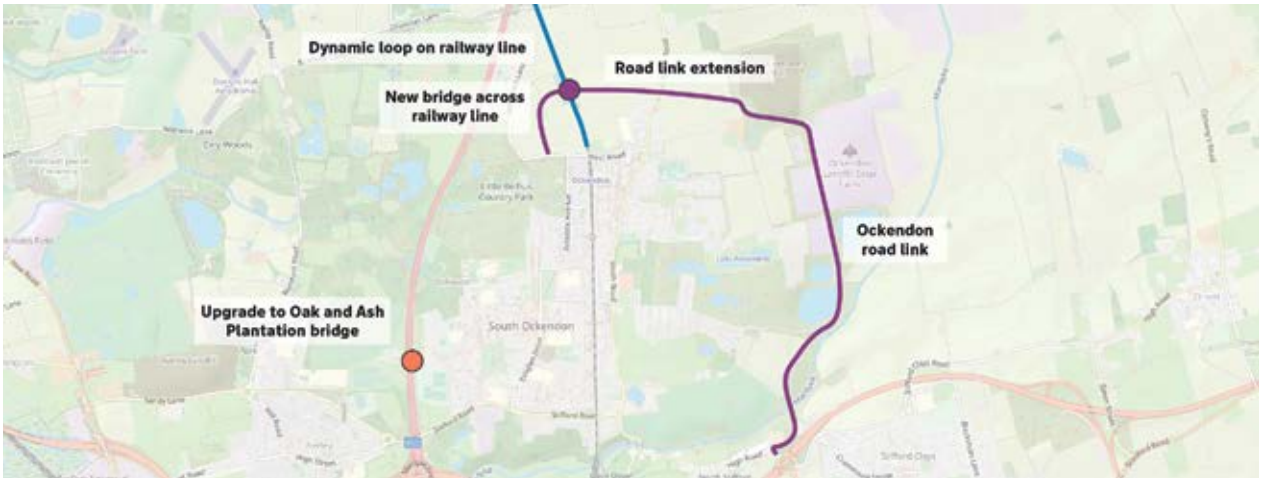


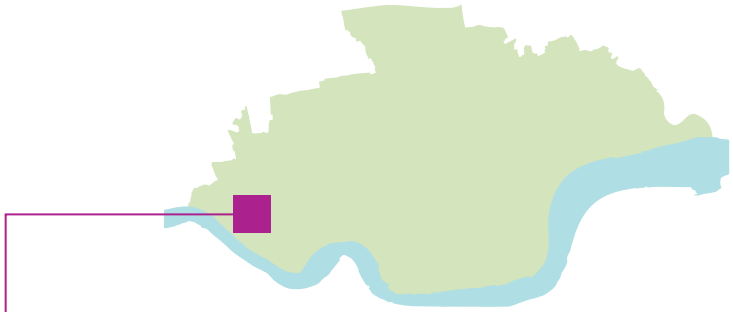
South Ockendon

South Ockendon is the borough's largest settlement which sits north of the A13 and is bounded by the M25 to the west. Despite its proximity to these major roads, it has poor connectivity to them. The settlement has a fully functional town centre, and a railway station – though this sits at the northern end of the town, some considerable distance from many of its residents and is poorly served by bus connections. South Ockendon will need a set of new road connections to unlock development sites as part of the Local Plan. The main road required as part of this package will come as a new road link to the east of the town joining High Road, North Stifford and the Stifford Interchange (A13 junction with High Road, Stifford Clays Road and the A1012) with the B186 North Road. This road link will have further connections with Hall Lane, Mollands Lane, Buckles Lane and a potential new link to the B186 South Road. Options to extend the road link on the northern end to join West Road/Arisdale Avenue would include a new bridge across the railway, providing a safer alternative with a bridge better suited for HGV movements than the existing structure on West Road. Further development sites would be unlocked with the road link extension to West Road.

In collaboration with Network Rail, Thurrock Council will support the delivery of upgrades to the single-track north to the town. The single-track between Upminster and Ockendon is a long-known constraint to increasing the frequency of trains on the Ockendon branch line (the section between Upminster and Grays) of the Essex Thameside Corridor. The best option identified by Network Rail is a dynamic loop, that allows trains running in opposite directions to pass each other without stopping, mitigating the need to dual track the entire section between Upminster and Ockendon.

As shown in the Aveley schemes, the creation of an sustainable transport link between South Ockendon with Aveley can be achieved through the upgrade to the bridge over the M25 by the Oak and Ash Plantation. This scheme will help bring the communities of Aveley and South Ockendon together, overcoming the barrier that the M25 imposes on them.





Purfleet-on-Thames

Purfleet-on-Thames is a mixed settlement of residential and heavy industry with a full port operation. Rail services operate on a branch line, between Grays and Fenchurch Street, running via Rainham. The High Speed 1 (HS1) line bisects the community without stopping nor giving residents access to it. To the northwest of Purfleet-on-Thames, the line runs alongside the c2c rail services on separate tracks. Purfleet-on-Thames connects directly to M25 J31 and the A13 Wennington Interchange and can suffer from congestion due to the movements of HGVs accessing the SRN or the port. Purfleet-on-Thames is subject to major redevelopment proposals, the latest plan has evolved from previous proposals adapting and overcoming its challenges. Redevelopment of the town centre comes with the opportunity for several transport improvements including the closure of the London Road level crossing, new bridges across the railway line for safe and uninterrupted movement, a focus on the amenity of the public space and the relocation of the station building removing visual barriers and creating better connected public spaces.

To create a more welcoming public space at the heart of Purfleet-on-Thames without visual barriers, the station building will be relocated some distance north of the current location and will incorporate a new pedestrian and cycle link connecting developments on both sides of the railway line, the new public space and station building's entrance. This link will enable continuous east-west movements from the Centurion Way Open Space up to the High House Production Park and north-south movements connecting the riverside with new residential areas and a primary school.

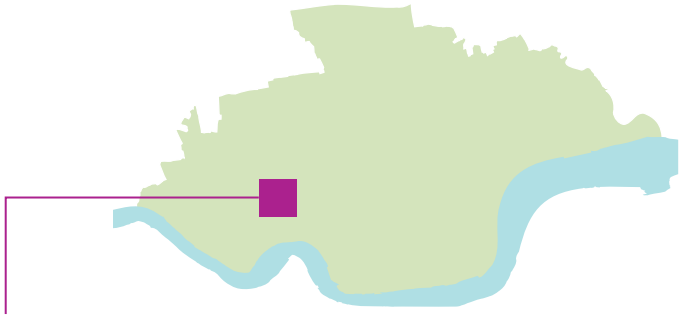
London Road will be realigned to the north to another new bridge across the railway line and continue to join Botany Way, allowing buses and local trips to continue uninterrupted with a ban on HGVs. A crucial element of the plan includes the resurfacing of Botany Way.

Access to the riverside developments will also be possible through a new pedestrian and cycle bridge to keep local streets on the riverside free from through traffic.

The delivery of these new bridges will allow the closure of the current level crossing on London Road and Timber Board Mills improving safety and capacity on the railway line.

Outside the town centre, the A1306 Arterial Road between the A1090 Purfleet Bypass and Wennington Interchange (A13 junction with A1306 Arterial Road) will be improved from the current single carriageway to a dual carriageway. Improvements on this key freight route will bring more resilience and reliability to the freight movements from the Port of Purfleet and the Lakeside Basin and will create a more resilient network ready to explore future benefits of the designated Thames Freeport.

Wider improvements in the area include upgrading the signal system on Junction 31 (M25/A282 junction with A1306 Arterial Road, Stonehouse Lane and Ship Lane) to the more advanced Microprocessor Optimised Vehicle Actuation (MOVA) system. This signal system will allow for signal timings to vary in response to traffic conditions, reducing delays and accident levels and linking the signal systems of Junction 30 and Junction 31 together.



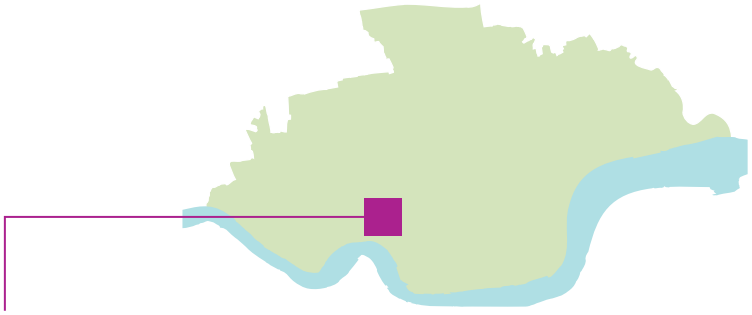
West Thurrock and the Lakeside Basin

West Thurrock is loosely defined as the area sitting between the A282 to the west and the Ockendon railway line to the east, and south of Arterial Road. It is comprised of a mix land use types from residential property, significant retail space in and around the Lakeside Basin, and major industrial development. Many bus routes serve Lakeside as the end destination, and as such, West Thurrock is well served by bus services, through these are along certain corridors.

Weston Avenue is a key freight route serving the industrial states in the area, but its current alignment is not appropriate for this use due to the sharp turns close together on the southern end of the road as it joins London Road. Weston Avenue will be realigned to join directly St Clements Way at the junction with London Road. The new alignment will streamline freight movements in the area making the road safer not only for HGVs but for residents moving in and out of West Thurrock. This will require a full reconfiguration of the junction with London Road to cater for all movements and a signal upgrade to ensure its best performance.

Further infrastructure improvements for the freight routes in the area will be delivered on the A1090 Stoneness Road and its bridge over the railway to ensure its structure and surrounding areas cope with the high HGV traffic in the area and cater for safe active travel trips.

More attractive and safer paths for active travel along London Road are needed to bring the communities of Purfleet-on-Thames and West Thurrock together. In particular, collaboration with National Highways will be sought to overcome the severance of the A282 bridges and supporting bridge structures with the provision of suitable paths that also serve the Dartford Crossing bike service's new pick-up point in Thurrock.

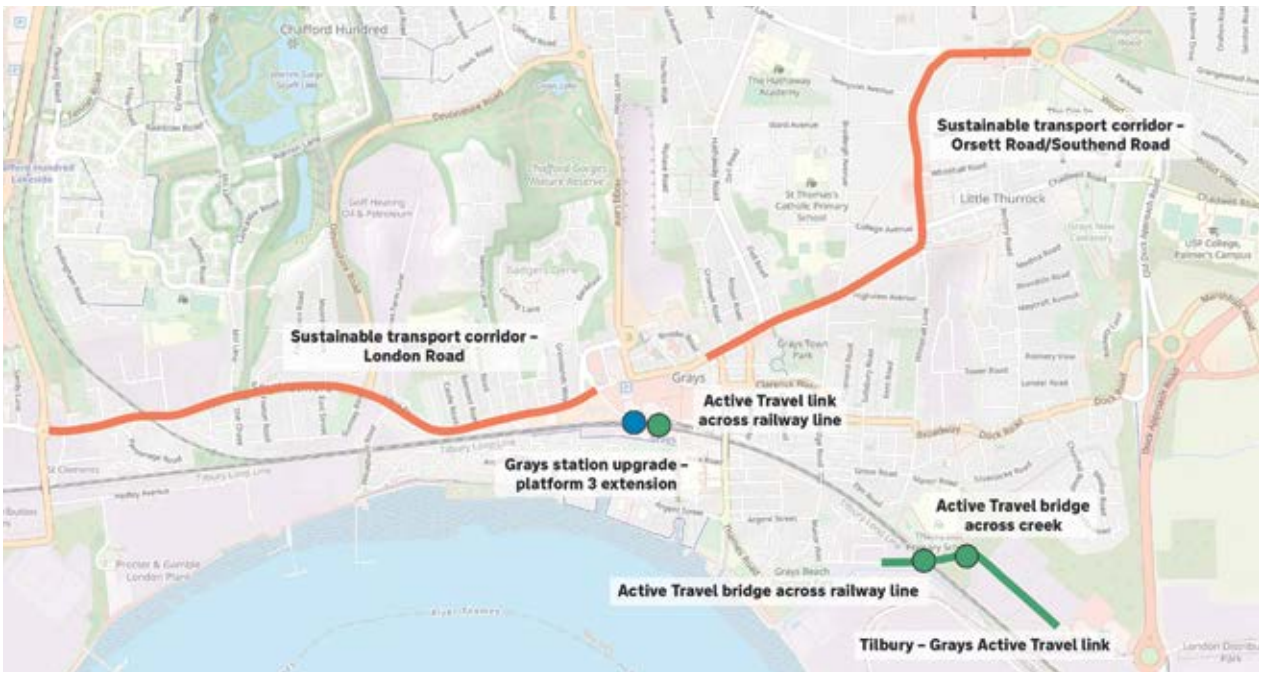


Grays

Grays is the largest town in the borough and hosts the main cultural, political and administrative functions of it. Its conurbation is often considered to include Little Thurrock, South Stifford, Stifford Clays and parts of Chafford Hundred. Grays is served by two key east-west arterial routes, the A1306 in the north – primarily for higher volume traffic movements, and A126 London Road in the south – primarily acting as the borough's core bus corridor with on-street parking and residential frontages.

Several interlinked transport improvements are needed at the heart of Grays town centre. Platform 3 at Grays Station will be extended to accommodate twelve-car trains and serve the increasing demand at the busiest station in the borough. This improvement is key for the Essex Thameside Corridor as it is necessary to unlock the wider rollout of twelve-car trains on the railway line, and thereby improving passenger capacity. The platform extension will require a major reconfiguration of the northern side of station area and onto Crown Road.

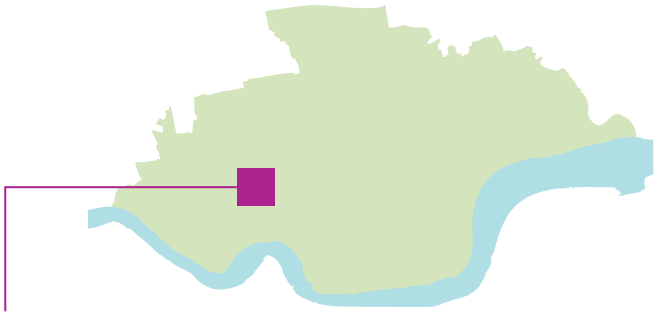
In collaboration with Network Rail and the rail operator (currently c2c), we will seek to deliver a solution that not only increases capacity on the railway line but improves the environment of the public space around the station and the High Street. Improvements include the desired closure of the level crossing at the High Street with the provision of an alternative option for pedestrians and cyclists that allows safe and uninterrupted movement, enhancing connectivity between Grays riverside and town centre and community cohesion, and the relocation of the taxi rank.



Grays has the highest bus frequencies in the borough with the main services running east-west and having Grays Bus Station as the main bus interchange at the centre of it. To take full advantage of this situation, we will set up a Sustainable Transport Corridor with a focus on bus services and active travel on these roads that also allow local car trips but move through movements away from the area onto the A1306 Arterial Road. To the west of Grays Bus Station, this corridor will be established on London Road serving Grays and South Stifford, to the east of Grays Bus Station this corridor will be established on Orsett Road/Palmers Avenue, Southend Road and Lodge Lane serving Grays and Little Thurrock.

The Sustainable Transport Corridor will prioritize bus services improving journey times and reliability of the busiest routes in the borough, unlocking more capacity on the corridor which could serve as an initial step toward high-capacity regional services known as Bus Rapid Transit (BRT) or Mass Rapid Transit (MRT) and provide safer environments for pedestrians and cyclist.

A major addition to the active travel network in the borough will come in the form of a direct link between Grays and Tilbury. A new active travel bridge over the creek will connect Thurrock Park Way with Elm Road open space and the Public Right of Way Footpath 186. The bridge could be further extended over the railway line to Curzon Drive, allowing further connections with the National Cycle Network route NCN13 along the riverside via Manor Way and Grays Beach Park.

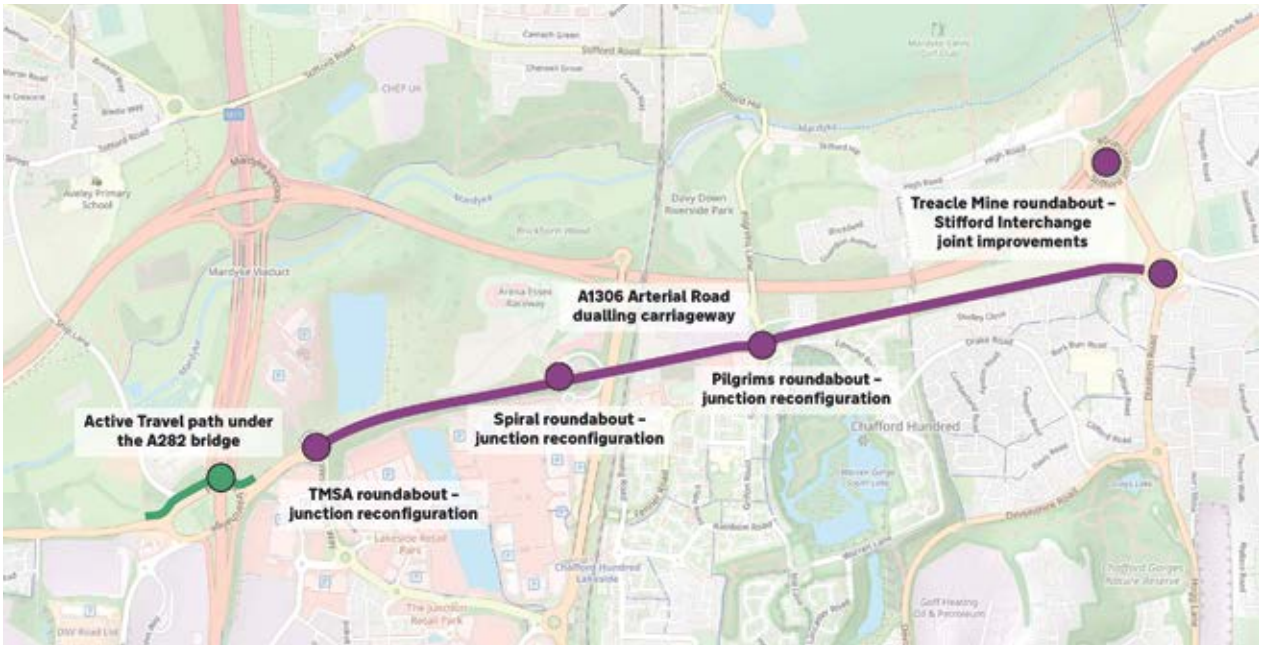


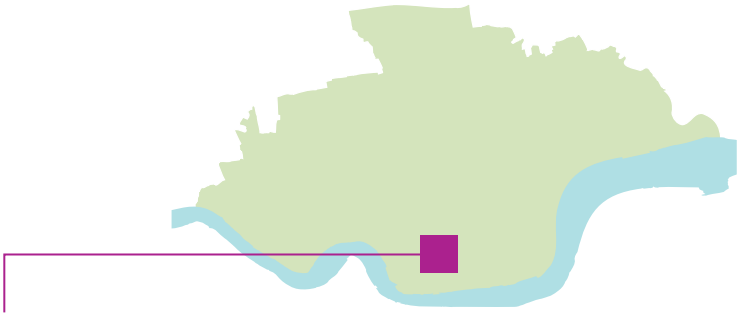
Chafford Hundred

Chafford Hundred is a suburb built on parts of the historical parishes of Stifford and West Thurrock to the northwest of Grays Town Centre. The A1306 Arterial Road runs along the northern end of Chafford Hundred connecting the M25/A282 J31, Lakeside Shopping Centre and basin area to the west and Grays with the A13 through the Treacle Mine roundabout and the Stifford Interchange to the east. The road has a shared path running along its southern side with further links to the borough's active travel network. The road's capacity will be increased by dualling the single carriageway and delivering improvements at its junctions (Thurrock Motor Services Area, Spiral and Pilgrims roundabouts), catering better for existing traffic flows, unlocking development sites and accommodating traffic redirected from London Road. As part of the scheme, the shared path along the A1306 will be retained and improved.

In collaboration with National Highways, we will seek to work jointly to deliver a redesign of the Treacle Mine roundabout link with the Stifford Interchange. These two junctions serve as the main link between local communities and the strategic road network at the A13. Treacle Mine roundabout is often operating at capacity, with knock-on effects to large parts of the local road network on Grays and adjacent areas. We will work to deliver an appropriate solution that ensures reliability on journey times around the area.

With regards to active travel, the crossing of the M25 at Junction 31 will be improved, seeking a more attractive route on the A1306 Arterial Road with an environment as pleasant as possible under the bridge and safer crossing across the arms of Junction 31.





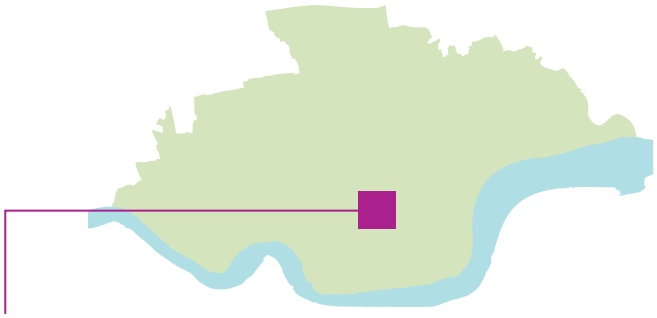
Tilbury

Tilbury is the most southerly town in the borough and is famed for its docks. While its industry provides valuable employment opportunities, access from the residential area of Tilbury to these employments sites is a challenge – segregated by severance from both the railway line and the A1089. Tilbury has direct links on the strategic road network, providing fast vehicular access to the A13 and beyond, but the key ASDA Roundabout is a bottleneck. The A1089 St Andrews Road/Dock Road is the main route linking the port areas, industrial estates and distribution centres of Tilbury with the strategic road network. Significant pressure falls in the operation of the ASDA roundabout where the A1089 joins Thurrock Parkway, Dock Road and Windrush Road.

Longstanding known issues of the ASDA roundabout include safety, drainage and capacity concerns, with several accidents reported over the last few years and increasing levels of traffic. These issues pose a threat to the reliability of freight operations from the Port of Tilbury, Tilbury2, a future Tilbury3, and Amazon Fulfilment Centre amongst other industries.

In collaboration with National Highways, Thurrock Council will support the delivery of major improvements to the ASDA roundabout to make it a grade-separated junction. A grade-separated junction will release pressure from the junction by allowing free flow to the HGV traffic from the ports on the A1089, increasing the safety of personal trips going in and out of Tilbury's town centre, and capacity of the junction to cater for the expected increase of port and industry activity that the Thames Freeport designation boosts in the area, including the recently announced Tilbury3.

A major addition to the active travel network in the borough will come in the form of a direct link between Grays and Tilbury. A new active travel bridge over the creek will connect Thurrock Park Way with Elm Road open space and the Public Right of Way Footpath 186. The bridge could be further extended over the railway line to Curzon Drive, allowing further connections with the National Cycle Network route NCN13 along the riverside via Manor Way and Grays Beach Park.



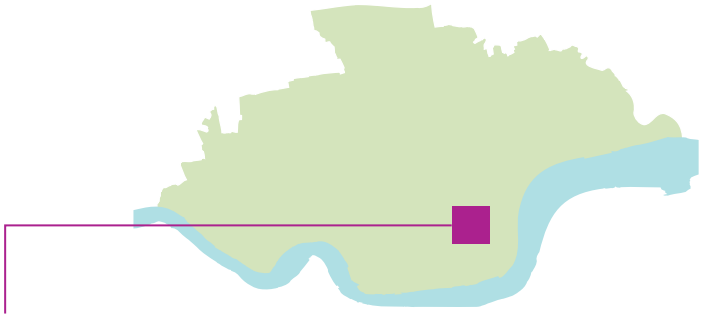
Chadwell St Mary

Chadwell St Mary is a small town which sits east of Grays, north of Tilbury and west of East Tilbury. Chadwell has a direct link onto the Orsett Cock junction at the A13. It is not served by rail but has a number of bus services. Its key pinch point is at the Cross Keys Junction – a 4-arm crossroad providing access to neighbouring settlements restricted by a Grade I and two Grade II listed buildings. Chadwell St Mary will benefit from new roads bypassing the town to its east. With limited options to move across the town, Cross Keys junction concentrates most of the traffic in the area, exceeding its design capacity at peak times and causing delays and large queues on all arms.

A new road link to the southeast of the town between Linford Road and the roundabout with Marshfoot Road and St Chads Road will release pressure on Cross Keys and will allow the redesign of the junction for a more pleasant environment for the local community with a focus on bus services and short-distance trips by active travel. This new road will also enable development sites as part of the Local Plan.

An additional new road link to the east of the town running north between Linford Road and Brentwood Road will add resilience to the network and unlock further development sites as part of the Local Plan.

In support of active travel, wider connectivity will be improved through a dedicated path along Muckingford Road linking Chadwell St Mary and East Tilbury, improving pedestrian and cycle connectivity between settlements. Delivery of this longstanding missing link also forms part of the mitigation measures of the Lower Thames Crossing project.

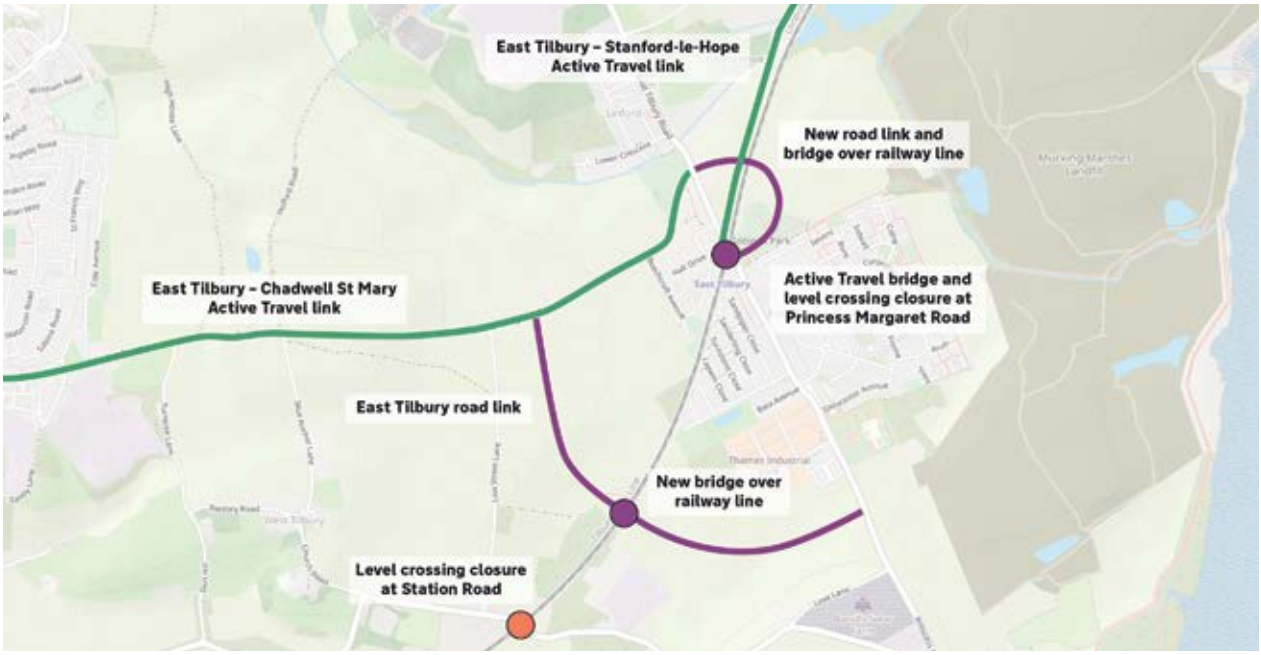


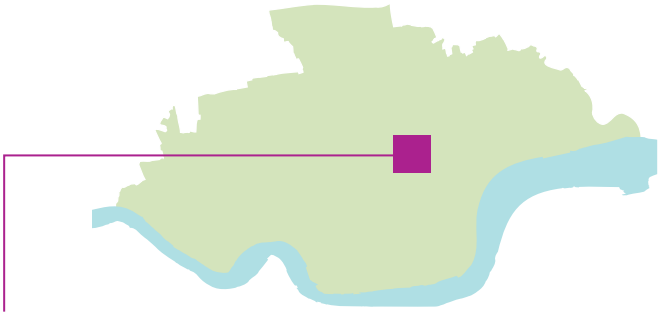
East Tilbury

The village of East Tilbury is located in the Southeast of the borough, sitting to the east of Tilbury, and southwest of Stanford-le-Hope. Served by rail, the level crossing across Princess Margaret Road is a cause of congestion and severance in the community, creating congestion and local concerns of safety. The outstanding level crossing severance issue will be overcome with a new multimodal bridge over the railway line. The bridge will form part of a new road link connecting Muckingford Road with Princess Margaret Road and Station Road, bypassing the village to the west and allowing the level crossings of Princess Margaret Road and Low Street to be closed. The road link will also unlock development sites as part of the Local Plan. There are opportunities for a second multimodal bridge by Gobions Park, from development sites as part of the Local Plan.

An active travel link over the railway line connecting platforms and both sides of the village will be delivered as an alternative to the level crossing closure on Princess Margaret Road, this could be delivered in conjunction with the crossing by Gobions Park.

East Tilbury will see new active travel links that allow for safe travel to and from the village without relying on a private car or public transport. Towards Stanford-le-Hope, this will come as a new dedicated path along the railway line between Princess Margaret Road and Butts Lane. This would create a safe route between East Tilbury and St Cleres school in Stanford-le-Hope. Towards Chadwell St Mary, there will be as a dedicated path along Muckingford Road/Linford Road between Princess Margaret Road and Cross Keys as part of the mitigation measures of the Lower Thames Crossing project.





Stanford-le-Hope

The eastern conurbation of Stanford-le-Hope, including Corringham and Fobbing, is served by rail and bus, with active town centres in Stanford-le-Hope and Corringham. Level crossings in Stanford-le-Hope and Fobbing disrupt traffic flow, especially when trains pass in quick succession, causing delays. Stanford-le-Hope hosts the London Gateway deep seaport, currently with four berths and plans for two more, alongside expansion of its logistics park. Consent for the Thames Enterprise Park east of London Gateway will increase HGV traffic, particularly at the A13 Stanford Interchange.

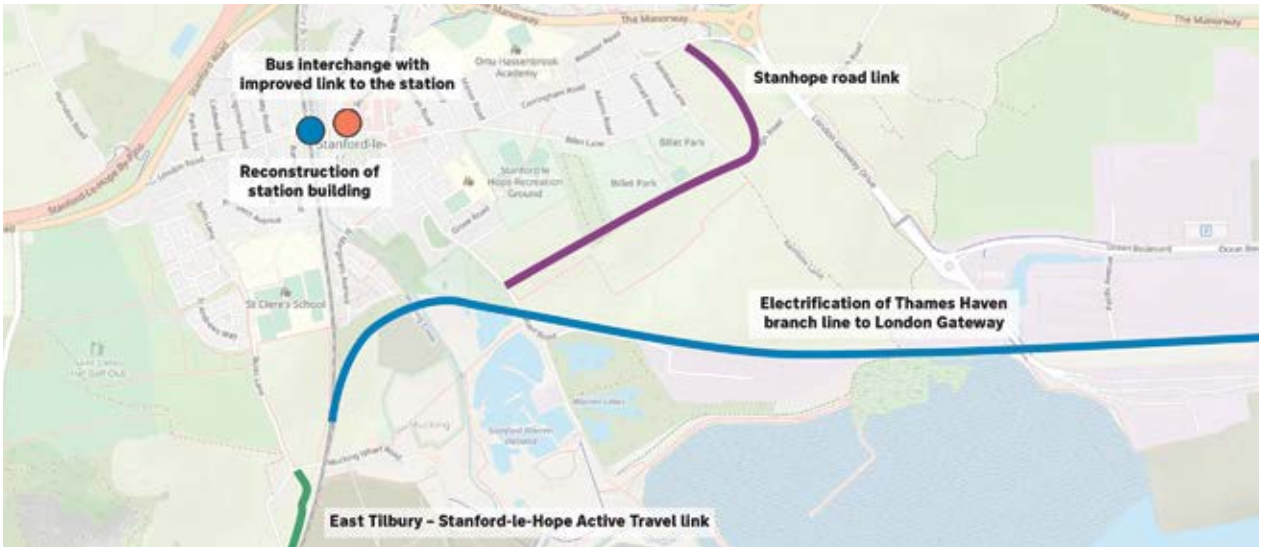
Following demolition of the previous station buildings, a new Stanford-le-Hope railway station will be delivered. It will feature step-free access, a wider London-bound platform with covered waiting areas, a footbridge with lifts, and improved walking and cycling routes around the station.

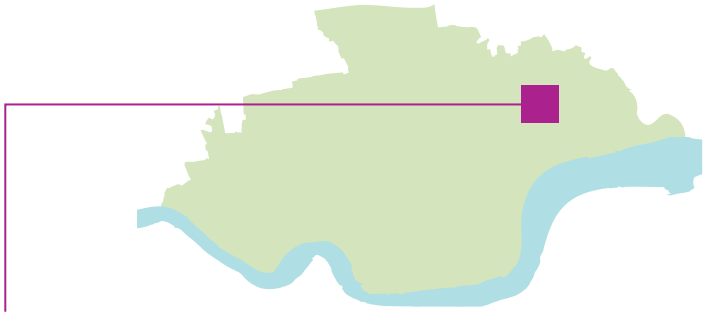
A new bus interchange on King Street will serve local services and the London Gateway Link Bus, improving access for port and logistics park employees and enabling smoother interchange.

In partnership with Network Rail, the Thames Haven branch will be electrified, enhancing efficiency, reducing noise and emissions, and enabling faster braking and acceleration.

A proposed road link between Wharf Road and Corringham Road will address long-standing traffic issues, providing a direct freight route between Stanhope Industrial Park and the strategic road network. This will divert HGVs from town centres and local roads, creating a more pleasant environment and unlocking development sites in the Local Plan.

Active travel connectivity will be enhanced via a dedicated path along the railway between Princess Margaret Road and Butts Lane, improving pedestrian and cycle links between Stanford-le-Hope and East Tilbury.

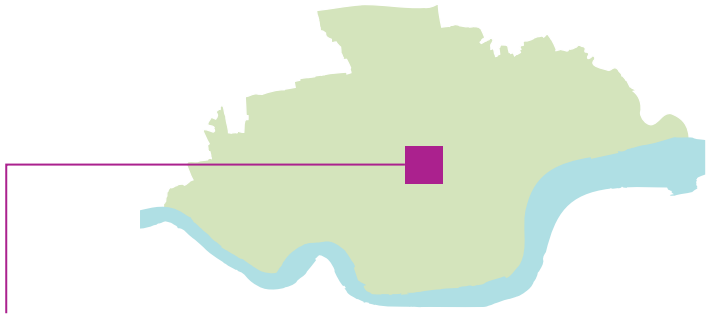




Corringham and Fobbing

Set within the eastern edge of Thurrock, the communities of Corringham and Fobbing offer a distinctive mix of historic character, semi-rural landscapes, and growing residential areas.

A new road parallel to the B1420 Southend Road/Lampits Hill with a new bridge over the railway better suited for current and future traffic levels will help support the downgrading of the current hump bridge on Southend Road to be an active travel route. A new road linking Fobbing High Road and Lampits Hill would allow the level crossing at Fobbing to be closed.



Southfields and Orsett

The communities of Orsett and Southfields are located either side of the A13 and Orsett Cock Roundabout – Orsett to the northwest of the junction, Southfields to the south east. The importance of the Orsett Cock for local access to the LTC could result in traffic issues impacting these communities due to their proximity and links to the junction. Orsett also has a key hospital used by residents from across the borough.

As part of the A13 widening works, a third circulatory lane was added to the Orsett Cock Roundabout. However, this junction is expected to see increased pressure as an exit point from the Lower Thames Crossing onto Thurrock's local road network and part of a route to access it (there is no direct link proposed, access needs to be via the Manorway Interchange). To further improve the performance of the junction we will seek to reduce the number movements through the roundabout with the closure of the A1013 arms of the Orsett Cock roundabout and optimize traffic signal for the four-arm roundabout. This scheme comes as a proactive measure to deal with the foreseen traffic impact from the Lower Thames Crossing.

To continue allowing these internal east-west movements along the A1013, it is proposed that there is realignment of the A1013 from the junction with Rectory Road to the east of Sandown working as a bypass to the Southfields settlement with a new junction at Brentwood Road and a new link to Muckingford Road. This road link is an enhancement of the previously proposed link between Brentwood Road and Muckingford Road to unlock development sites as part of the Local Plan.

As part of the active travel network, we will create a new shared path along the A128 Brentwood Road connecting the current shared path along the A1013 Stanford Road towards the north, increasing the options for active travel to the villages and connecting the borough further afield towards West Horndon and Brentwood.

Cross-boundary improvements

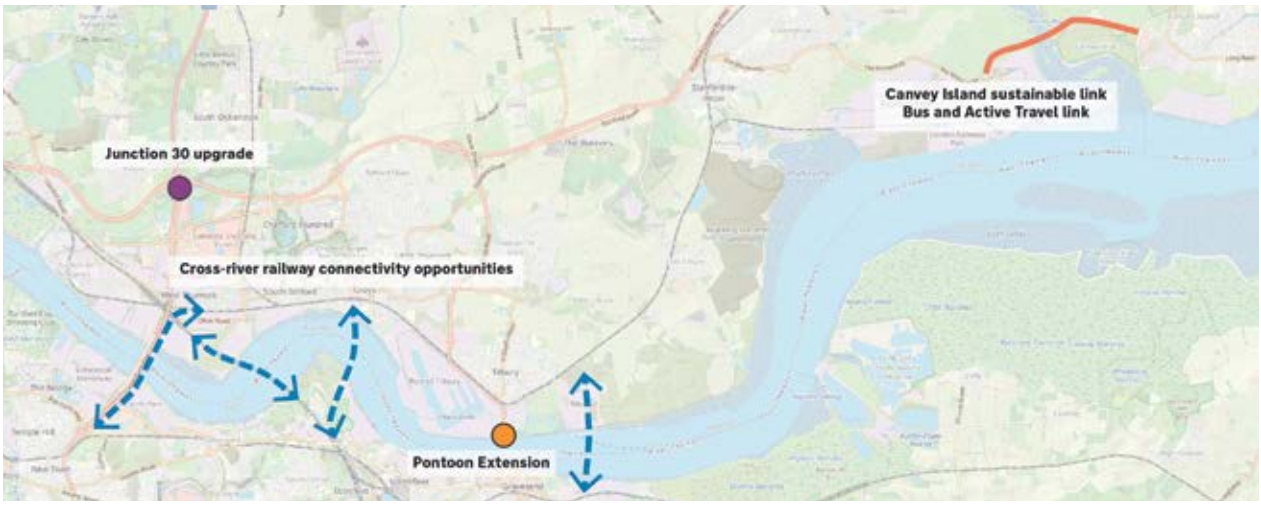
We are proposing new sustainable travel alternatives to overcome the barrier from the River Thames, and the Holehaven Creek and to fill gaps on the wider railway network.

The loss of ferry connectivity across the Thames has resulted in reduced north-south accessibility between Thurrock and North Kent. Despite the short distance, the River Thames creates severance between North Kent and South Essex, and there remains only one connection, via the Dartford Crossing. A new Pontoon Extension at Tilbury will aim to act as a catalyst to restore ferry connectivity between Tilbury and Gravesend, while potentially enabling east-west river services into London.

We will work to identify and set the foundations of a railway alternative that connects Thurrock and Kent. In collaboration with Network Rail and railway operators, we will collectively explore the use of existing infrastructure, (High Speed 1 tunnel under the Thames) with services stopping at a station in Thurrock, a link to the Essex Thameside Corridor and the viability of the proposed alternatives identified in Thurrock's Transport Vision.

We will engage with regional and neighbouring authorities and the Government to deliver the longstanding aspiration of a link between Canvey Island and the Coryton peninsula in a sustainable and environmentally friendly way. This link will provide better access to the developing freeport area through new bus only routes and active travel infrastructure, without compromising the performance of the road network – in particular the A1014 Manorway. This sustainable transport link will form part of the cycle route along the River Thames linking with the NCN13.

On the strategic road network, we will engage with National Highways and support improvements on Junction 30 of the M25, advocating for dedicated left-turn slips on all arms to improve network performance, minimising a key traffic congestion hotspot in the borough.



Summary of Proposed Transport Schemes

Major active travel projects					
Project area	**Main scheme**	**Associated measures**	**Driving need**	**Project nature**	**Strategic alignment**
Purfleet-on-Thames	Active travel bridge across railway line by Timber Board Mills	Closure of Timber Board Mills level crossing	Pedestrian and cycle connectivity	Longstanding local issue	Goal 3: Diversify travel choices and boost multimodality
West Thurrock	Pedestrian and cycle improvements across the M25/A282 – Path along A1090 London Road under the bridge		Severance issue /Pedestrian and cycle connectivity	Longstanding local issue	Goal 3: Diversify travel choices and boost multimodality Goal 4: Maintaining and enhancing safety
Lakeside, Chafford Hundred and Stifford Clays	Walking and cycle improvements across the M25/A282 – A1306 Arterial Road		Severance issue /Pedestrian and cycle connectivity	Longstanding local issue	Goal 3: Diversify travel choices and boost multimodality Goal 4: Maintaining and enhancing safety
Grays, South Stifford & Little Thurrock/ Tilbury	Tilbury – Grays active travel link – Bridge over the creek linking Thurrock Park Way with Elm Road open space and FP 186	Option to extend the bridge across the railway line to Curzon Drive	Pedestrian and cycle connectivity	Longstanding local issue	Goal 3: Diversify travel choices and boost multimodality Goal 5: Drive Economic Growth and Regeneration
East Tilbury	Active travel link across Princess Margaret Road level crossing	Closure of Princess Margaret Road level crossing	Pedestrian and cycle connectivity	Longstanding local issue	Goal 3: Diversify travel choices and boost multimodality
East Tilbury /Chadwell St Mary	East Tilbury – Chadwell St Mary active travel link – Dedicated path along Muckingford Road between Princess Margaret Road and Cross Keys		Pedestrian and cycle connectivity	Longstanding local issue	Goal 3: Diversify travel choices and boost multimodality Goal 4: Maintaining and enhancing safety
East Tilbury /Stanford-le-Hope	East Tilbury – Stanford-le-Hope active travel link – Dedicated path along the railway line between Princess Margaret Road and Butts Lane		Pedestrian and cycle connectivity	Longstanding local issue	Goal 3: Diversify travel choices and boost multimodality
Southfields & Orsett	Shared path along A128 Brentwood Road		Pedestrian and cycle connectivity	Longstanding local issue	Goal 3: Diversify travel choices and boost multimodality Goal 4: Maintaining and enhancing safety

Sustainable transport corridors					
Project Area	**Main scheme**	**Associated measures**	**Driving need**	**Project nature**	**Strategic alignment**
Aveley /South Ockendon	Oak & Ash Plantation sustainable bridge – Bus and active travel link across the M25 between Aveley and South Ockendon		Bus connectivity /Severance issue /Pedestrian and cycle connectivity	Longstanding local issue	Goal 3: Diversify travel choices and boost multimodality
Grays, South Stifford & Little Thurrock	London Road – Orsett Road/Southend Road bus and active travel corridor		Bus reliability /Pedestrian and cycle connectivity	Longstanding strategic issue	Goal 1: Prioritise people and place Goal 3: Diversify travel choices and boost multimodality
Cross-boundary projects	Canvey Island Sustainable link – Bus and active travel link between the A1014 Manorway and Canvey Island		Severance issue/Bus connectivity /Pedestrian and cycle connectivity	Longstanding strategic issue	Goal 3: Diversify travel choices and boost multimodality Goal 5: Drive economic growth and regeneration
Cross-boundary projects	Tilbury Pontoon Extension – extension to Tilbury Landing Stage to support north-south and east-west passenger movements on the River Thames		Severance issue/ferry connectivity /Pedestrian and cycle connectivity	Recent strategic challenge	Goal 1: Prioritise People and Place Goal 3: Diversify travel choices and boost multimodality Goal 5: Drive Economic Growth and Regeneration
Local Railway projects					
Project area	**Main scheme**	**Associated measures**	**Driving need**	**Project nature**	**Strategic alignment**
South Ockendon	Dynamic loop on the railway line between Ockendon and Upminster		Railway capacity	Longstanding strategic issue	Goal 3: Diversify travel choices and boost multimodality Goal 5: Drive economic growth and regeneration
Purfleet-on-Thames	Station building relocation linked to new active travel bridge across railway line	Closure of London Road level crossing	Railway capacity /Severance issue /Pedestrian and cycle connectivity	Growth-led	Goal 3: Diversify travel choices and boost multimodality Goal 5: Drive economic growth and regeneration Goal 6: Promote sustainable development

Local Railway projects *continued*					
Project area	**Main scheme**	**Associated measures**	**Driving need**	**Project nature**	**Strategic alignment**
Grays, South Stifford & Little Thurrock	Grays station upgrade (platform 3 extension) and closure of High Street level crossing	Active travel link across the railway line	Railway capacity /Severance issue /Pedestrian and cycle connectivity	Longstanding strategic issue	Goal 1: Prioritise people and place Goal 3: Diversify travel choices and boost multimodality
Stanford-le-Hope	Construction of Stanford-le-Hope station building	Bus Interchange and improved stations link		Growth-led	Goal 3: Diversify travel choices and boost multimodality
Stanford-le-Hope	Electrification of Thames Haven branch line to London Gateway		Railway capacity	Longstanding strategic issue	Goal 5: Drive economic growth and regeneration
Cross-boundary projects	Cross-river railway connectivity opportunities		Railway capacity	Longstanding strategic issue	Goal 3: Diversify travel choices and boost multimodality Goal 5: Drive economic growth and regeneration
Major highway projects					
Project area	**Main scheme**	**Associated measures**	**Driving need**	**Project nature**	**Strategic alignment**
Aveley	Aveley Road Link – road link between Ship Lane and Stifford Road, Lance Corporal Nicky Mason Way	Removal of Ship Lane junction with High Street	Move traffic out of village centre /Local Plan development	Longstanding local issue and Growth-led	Goal 1: Prioritise people and place Goal 5: Drive economic growth and regeneration
South Ockendon	Ockendon Road Link – road link between the A13 Stifford interchange and the B186 North Road	Connection with Stifford Road Connection with Buckles Lane Connection with Mollands Lane	Local Plan development	Growth-led	Goal 5: Drive economic growth and regeneration
South Ockendon	Ockendon Road Link extension – road link between the B186 North Road and West Road/Arisdale Avenue with multimodal bridge over railway line		Local Plan development	Growth-led	Goal 5: Drive economic growth and regeneration
Purfleet-on-Thames	London Road realignment with new bridge across the railway line	Closure of London Road level crossing	Purfleet-on-Thames re-development	Longstanding local issue	Goal 5: Drive economic growth and regeneration

Major highway projects *continued*					
Project area	**Main scheme**	**Associated measures**	**Driving need**	**Project nature**	**Strategic alignment**
Purfleet-on-Thames	Dualling carriageway of the A1306 Arterial Road between Wennington Interchange and Botany Way		Freight route	Recent strategic challenge	Goal 5: Drive economic growth and regeneration
Purfleet-on-Thames	J31 signal improvements (MOVA to integrate with J30)		Road network performance	Longstanding strategic issue	Goal 7: Managing and maintaining network performance
West Thurrock	Weston Avenue realignment	London Road / St Clement Way / Weston Avenue junction re-configuration	Freight route	Longstanding strategic issue	Goal 5: Drive economic growth and regeneration
West Thurrock	Stoneness Road Bridge improvement		Freight route	Longstanding strategic issue	Goal 7: Managing and maintaining network performance
Lakeside, Chafford Hundred and Stifford Clays	Dualling carriageway of the A1306 Arterial Road between TMSA roundabout and Treacle Mine roundabout	Thurrock Motor Services Area / Spiral / Pilgrims junction improvements Retain and improve shared path along the A1306	Road network performance	Longstanding strategic issue	Goal 5: Drive economic growth and regeneration
Lakeside, Chafford Hundred and Stifford Clays	Treacle Mine roundabout and Stifford Interchange improvements		Road network performance	Longstanding strategic issue	Goal 7: Managing and maintaining network performance
Tilbury	A1089 St Andrews Road roundabout grade separation		Road network performance	Longstanding strategic issue	Goal 4: Maintaining and enhancing safety Goal 5: Drive economic growth and regeneration
Chadwell St Mary	Chadwell St Mary southeast Road Link – Road link between Linford Road and Marshfoot Road	Cross Keys junction redesign	Road network performance / Bus reliability	Longstanding strategic issue	Goal 1: Prioritise people and place Goal 3: Diversify travel choices and boost multimodality Goal 5: Drive economic growth and regeneration

Major highway projects *continued*					
Project area	**Main scheme**	**Associated measures**	**Driving need**	**Project nature**	**Strategic alignment**
Chadwell St Mary	Chadwell St Mary southeast Road Link – Road link between Linford Road and Marshfoot Road	Cross Keys junction redesign	Road network performance/ Bus reliability	Longstanding strategic issue	Goal 1: Prioritise people and place Goal 3: Diversify travel choices and boost multimodality Goal 5: Drive economic growth and regeneration
Chadwell St Mary	Chadwell St Mary northeast Road Link – Road link between Linford Road and Brentwood Road		Local Plan development	Growth-led	Goal 5: Drive economic growth and regeneration
East Tilbury	East Tilbury Road Link with new bridge over the railway – Road link between Muckingford Road and Princess Margaret Road with additional link to Station Road	Closure of Princess Margaret Road level crossing Closure of Low Street level crossing	Severance issue/ Railway capacity /Local Plan development	Longstanding local issue	Goal 5: Drive economic growth and regeneration
East Tilbury	East Tilbury Eastern bridge – Road link and bridge across the railway line on Princess Margaret Road	Alternative active travel link to closure of Princess Margaret Road level crossing Closure of Princess Margaret Road level crossing	Severance issue/ Railway capacity /Local Plan development	Longstanding local issue	Goal 5: Drive economic growth and regeneration
Stanford-le-Hope	Stanhope Road Link – Road link between Corringham Road and Wharf Road		Freight route /Local Plan development	Longstanding local issue	Goal 1: Prioritise people and place Goal 5: Drive economic growth and regeneration
Corringham, Fobbing and Lower Langdon	New road parallel to Southend Road with new bridge over railway	New road link with Fobbing High Road Closure of High Road level crossing (outside the boundaries) Downgrade of Southend Road hump bridge	Substandard infrastructure /Local Plan development	Longstanding local issue and Growth-led	Goal 5: Drive economic growth and regeneration Goal 7: Managing and maintaining network performance

Major highway projects *continued*					
Project area	**Main scheme**	**Associated measures**	**Driving need**	**Project nature**	**Strategic alignment**
Southfields & Orsett	Closure of A1013 arms on the Orsett Cock roundabout	A1013 road realignment – east of Sandown to Rectory Road Road link from A1013 realigned to Buckingham Hill Road	Local Plan development/ Lower Thames crossing counteraction	Recent strategic challenge	Goal 5: Drive economic growth and regeneration Goal 7: Managing and maintaining network performance
Cross-boundary projects	J30 dedicated left-turn slips		Road network performance	Longstanding strategic issue	Goal 7: Managing and maintaining network performance

SECTION 7

Summary and Next Steps

This Thurrock Transport Strategy outlines an ambitious programme of interventions and policies to shape the future of travel and transport across the borough over the next 15 years. As previously noted, this strategy is designed to support Thurrock's growth agenda and help deliver the objectives of the Thurrock Local Plan through to 2040 and beyond. It also represents the first step toward fulfilling our statutory requirement to adopt a Local Transport Plan.

To support the implementation of this Strategy, the following key actions are proposed:

Strategic Development and Planning

- Completion of the Thurrock Local Transport Plan by mid-2026
- Creation of a comprehensive Funding and Implementation Plan to identify timescales, viable funding sources and delivery mechanisms
- Preparation of a Quantifiable Carbon Assessment to evaluate environmental impacts

Supporting Sub-Strategies and Technical Documents

- Freight Strategy
- Bus and Passenger Transport Strategy
- Revised Bus Service Improvement Plan (BSIP) and Enhanced Partnership (EP)
- Electric Vehicle Strategy
- Demand Rapid Transit Proposals
- Thurrock Speed Strategy
- Thurrock Asset Management Plan
- Public Rights of Way Improvement Plan

Monitoring and Reporting

- Ongoing performance monitoring through a Transport Monitoring Plan, covering all programmes, strategies and key indicators

Funding and Delivery

A significant challenge to delivering this strategy will be securing sufficient funding – both capital and revenue – over its lifespan. Like many local authorities, Thurrock Council faces financial constraints, making it difficult to fund major infrastructure improvements independently.

To address this, the forthcoming Implementation Plan will incorporate a Funding Strategy to explore:

- Opportunities to align transport schemes with housing and commercial development, enabling delivery through developer contributions and planning obligations.
- Alternative external funding sources for schemes not directly linked to development.
- Strategic partnerships and regional/national funding programmes.

This strategy, and subsequent Local Transport Plan will be monitored indirectly through a Transport Monitoring Plan, identifying performance across all Transport programmes, strategies and key indicators.

Together, this Strategy and its supporting documents set a clear direction for Thurrock's transport future – driving innovation, enabling inclusive economic growth, and accelerating progress towards climate goals. It lays the groundwork for a transformative network that connects communities, unlocks opportunity, and shapes a future where mobility works for everyone.

Visitors walk through Thurrock Thameside Nature Park. The 120 acres of grass, bramble and shrub that make up the park sits on top of what was Europe's largest landfill site overlooking the Essex coastline in the Thames Estuary.

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