

**The Essex County Council (Braintree District) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) (Amendment No.53) Order 202\***

**Statement Of Reasons**

This request has come from the Bus operators through The Integrated Passenger Transport Unit (IPTU) due to persistent and strong complaints from the bus drivers who experience safety concerns, delays, traffic queues and inconvenience during the execution of their duties as well as safety concerns for pedestrians.

With Section 1 of The Road Traffic Regulation granting powers to highway authorities outside London to undertake Traffic Regulation Orders (TROs) with the aim of mitigating situations such as danger, pollution, damage, facilitating traffic flow etc. which this situation in discussion results in, it is therefore very significant to undertake this TRO application to help resolve these concerns.

Manor Street is situated at the southern part of Braintree Town and is within a relatively populated residential area with a few commercial shops. Manor Street leads to Market Place and High Street which is a highly busy part of the town centre with constant traffic and pedestrian flow. Manor Street is a PR2 within the road classification network and attracts a high level of constant flow of busses and other motorist. The location has a one-way traffic order with all traffic travelling westwards.

This is aimed at facilitating the manoeuvring of buses at the bus stop to help prevent any hazard, delays, traffic congestion, inconvenience as well as improve visibility and enhance safety. This situation does not only have negative impact on the bus drivers but also on pedestrians as they sometimes walk into the middle of the carriageway to get on the busses due to the inability of the bus drivers to manoeuvre round the parked cars safely and effectively to access the bus stop. This is a safety concern for pedestrians which sometimes include venerable members of the public. The further negative impact of this situation is the pollution effect it gives due to the traffic congestion it sometimes creates. Since the buses sometimes stop in the middle of the carriageway due the reason previously stated, there is sometimes the build-up of traffic which affects pollution as vehicle wait idly with engines running for a long time. This is a very negative impact on the environment.

The positive effect of this proposal will be to ensure safety of the bus drivers, other motorists as well as pedestrians. It will also encourage the use of public transport which will help promote good health and wellbeing, minimise cost and a decrease in greenhouse gas and pollution thus working towards the vision of net zero 2050 agenda. These positive impacts will be achieved if the parking bay adjacent the bus cage at the location is removed and the bus cage is further extended to a 23 metre length to facilitate the manoeuvring of the buses.

With the evidence of bus drivers' experience, on site observation by the investigating Engineer, it is therefore deemed very significant to introduce this proposal as it will have a very positive impact at the location as well as the society wholistically by easing traffic congestion, avert delays, encourage sustainable transport, health benefits, cost and environmental impact.