

**The Essex County Council (Harlow District) (Prohibition of Waiting, Loading and Stopping)
and (On-Street Parking Places) (Civil Enforcement Area)
(Amendment No.56) (Part 2) Order 202***

STATEMENT OF REASONS

Essex County Council have been awarded a proportion of the £172million Housing Infrastructure Grant (HIG) that Homes England are investing into the area to develop a Sustainable Transport Corridor (STC) along the A1019 between Burnt Mill Roundabout in the north and Harlow Town Centre in the south.

National and local housing needs have grown over recent years and the proposed Harlow to Gilston Garden Town development within the area will offer regeneration opportunities and increased future housing connected by new and improved sustainable development.

The growth and success of the new developments and the anticipated transport modal shift will be dependent on the implementation of Sustainable Transport across the town, linking the main attractors for example: Harlow Town Station, Harlow Town Park key shopping locations and Harlow Town Centre (including the planned regeneration works to the bus station), to the key areas of new and existing communities.

The North to Centre STC will help develop a culture of health and wellbeing with the aim of 50% of journeys from existing communities and 60% of those from new communities being made sustainably (by bus, cycling or walking).

The current network has a number of these elements already in place; however, they do not meet current standards, lack connectivity and do not encourage or promote new usage. There is a significant lack of signalised crossing provisions at key areas, which do not align with current expectations in terms of safety, connectivity and quality of provision for desired modal switch.

The STC scheme aims to create high-quality public spaces which bring together people and the environment. Along the transport corridor route this principle is key, helping to create a safer, greener, and healthier environment. The scheme will link nearby local facilities, connecting key destinations with each other and the wider sustainable travel network already being delivered across the Town. New pedestrian routes, cycle routes and controlled crossings will provide an increased priority for active travel, with segregated routes keeping cyclists, pedestrians and vehicles safely separated.

Walking and cycling – Active travel (being able to walk and cycle) has seen a large increase in recent years and for shorter journeys can provide an attractive and viable alternative to car use.

To encourage more people to walk and cycle, we are adding new separated (away from the vehicular traffic) footways and cycleways, making it easier and safer to walk and cycle to and from Harlow Town Centre and other local attractors as well as connecting to the wider existing active travel network.

There will be areas of landscaping and lighting, making journeys an enjoyable experience within a more pleasant local environment. Landscaping and planting will enhance the green corridor, with shrubs, low-level planting, and trees, increasing biodiversity along the route as well as enhancing and linking with the adjoining Harlow Town Park.

Crossing points – Along the corridor, there are currently a very limited number of controlled crossings for pedestrians and cyclists to use. To support the approach to sustainable travel and enable people to safely make their journeys, new controlled crossings will be provided for cyclists and pedestrians in multiple locations providing direct desire line linkage to the wider network and local attractors. These include Toucan crossings, segregated signalised crossings, dedicated crossing phases at signalised junctions, Parallel crossings and Zebra crossings.

Bus Rapid Transit – Bus Rapid Transit (BRT) is a fast, high-quality, high-frequency service which links key destinations and can provide an attractive alternative to car use. The North to Centre STC will see dedicated lanes for a proposed BRT and existing service buses. These services will connect the emerging Garden Town neighbourhoods and existing communities with Harlow Town rail station, Harlow Town Centre, Harlow college, key employment areas, retail areas and leisure facilities.

The BRT Services using the transport corridor will integrate with the existing bus network including the regenerated Harlow Transport Interchange (existing bus station) being delivered separately by Harlow Council.

Traffic Regulation Orders for pedestrian and cycle movements, bus movements, restricted vehicle movements and parking restrictions throughout the whole scheme were previously advertised in September 2024.

Amendment to previous consultation, Waiting Restrictions - Following the consultation period in September 2024 and feedback received at that time, it has been decided to re-advertise the waiting restrictions within Terminus Street, Post Office Road, Crown Gate and South Gate to better reflect the requirements of stakeholders and the future use of the highway network and surrounding area. These were previously advertised as 'No Waiting at Any Time' and 'No Loading at Any Time' restrictions.

As part of the scheme, the Terminus Street / Post Office Road route will become a two-way bus route including the entrance to the regenerated Harlow Transport Interchange. As a result, the area will be busy, with business access points and pedestrian/cycle crossings providing access to the Town Centre located along the route length. Installing red route restrictions will ensure that these roads are kept clear at all times allowing the safe flow of traffic and deter unsafe parking or loading activities, including on the adjacent footways / cycleways and verges.

In addition, Crown Gate will also be two-way and become the exit from the regenerated Harlow Transport Interchange, allowing buses turn onto Velizy Avenue in both directions. South Gate will remain one way to cater for delivery access to a number of businesses, vehicular access to other properties (including the Magistrates Court) and the relocated Taxi bays for the southeast area of the Town Centre. Red route restrictions on these roads will ensure that they are kept clear at all times to allow the safe free flow of traffic and deter any unsafe parking or loading activities including on the adjacent footways / cycleways and verges. The requirement for an additional taxi bay located within South Gate outside the Police Station has been identified and is also included within this notice.