

The Essex County Council (Braintree District) Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) (Amendment No.39) Order 202*.

STATEMENT OF REASONS

Panfield Lane is designated as a Priority 2 route within the Essex functional hierarchy, functioning as a local distributor road that provides access to residential properties and accommodates bus movements within the Braintree district. The section relevant to this proposal is subject to a 30mph speed limit, and street lighting is provided at regular intervals.

Planning permission has been granted for the Branoc Park development on land west of Panfield Lane, Braintree (planning reference 15/01319/OUT). The approved proposals include the introduction of a priority junction, a zebra crossing, and an uncontrolled crossing point incorporating a pedestrian refuge island.

The installation of the zebra crossing is required to discharge the Section 106 obligations associated with the development. The crossing will improve access to key amenities delivered as part of the scheme, including the primary school, community sports facilities, business premises, and residential areas. It will support safe pedestrian movement—particularly for schoolchildren and other vulnerable road users—by enhancing visibility and encouraging sustainable travel choices.

To ensure the safe operation of both the priority junction and the uncontrolled crossing point, the Road Safety Audit has recommended the introduction of Waiting Restrictions on the approaches. These restrictions will prevent vehicles from parking in locations where they could obstruct intervisibility between motorists and pedestrians waiting to cross. Maintaining clear sightlines reduces the risk of pedestrian–vehicle conflicts, supports the free flow of traffic, protects the capacity of the local highway network, and ensures adequate visibility for vehicles entering and exiting the development.

It is acknowledged that some residents may be directly affected by the introduction of the zebra crossing and associated double yellow lines, particularly where this results in the loss of on street parking immediately adjacent to their properties. However, alternative on street parking remains available on nearby roads, including Pegasus Way and Bailey Bridge Road. These proposals are fully funded by the developer.