

The Essex County Council (Braintree District) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) (Amendment No.55) Order 202*

The Essex County Council (Various Roads, (Off Mulberry Avenue) and Old Braintree Road) Crossing) (20mph Zone) Order 202*

The Essex County Council (Mulberry Avenue, Crossing) (7.5 Tonne Weight Limit) Order 202*
The Essex County Council (Old Braintree Road, Crossing) (Prohibition of Motor Vehicles) Order 202*

The Essex County Council (Various Roads, Crossing) (Combined Speed Limits) Order 202*
Proposed implementation of a Raised Table on Old Braintree Road

STATEMENT OF REASONS

Proposed Introduction of Speed Limits on the B1018 Braintree Road, and Long Green

This Traffic Regulation Order (TRO) seeks to implement appropriate speed limits on sections of the B1018 Braintree Road and Long Green, in Crossing, Braintree. The proposed changes are essential to enhance road safety, facilitate the integration of new residential development, and ensure compliance with current road design standards.

A new Link Road has been approved to serve a residential development comprising 250 new homes in Crossing. This Link Road will connect the B1018 Braintree Road and Long Green via a series of roundabout junctions. To accommodate this infrastructure and ensure safe and consistent traffic conditions, the following measures are proposed:

- Introduction of a 30mph speed limit on the new Link Road (Mulberry Avenue), and realigned sections of (Old) Braintree Road and the B1018 Braintree Road within the development site.
- Implementation of 30mph speed limits on designated sections of the B1018 Braintree Road and Long Green.
- Establishment of a 40mph buffer zone on Long Green to provide a safe transition from higher speed limits.

The current speed limits of 50mph on Long Green and 40mph on (Old) Braintree Road are incompatible with the design parameters of the proposed roundabouts and road layout. Retaining these limits would result in safety concerns, including inadequate forward visibility and insufficient bend radii. Notably, the compact roundabout proposed for Long Green cannot meet the required design standards for a 50mph road.

The proposed speed limit adjustments will:

- Align with the design speed of 30mph for the new and modified road sections.
- Promote safer traffic conditions for residents on both sides of Braintree Road and Long Green.
- Support the Council's speed management strategy by prioritising road safety and consistency in speed regulation.

This TRO is intended to improve safety for all road users and support the successful integration of new infrastructure within the local community. Public consultation and all statutory procedures will be undertaken as part of the TRO process.

Proposed 20mph Zone [New development estate roads and (Old) Braintree Road (cul-de-sac)]

The County Council is proposing to implement a 20mph Zone Order covering the newly constructed estate roads and a section of Braintree Road (cul-de-sac). This proposal is intended to reduce vehicular speeds and improve road safety for residents and pedestrians within the development. The area is suburban in character and forms part of a new residential estate designed to prioritise local access and community safety. The affected roads are not part of the Priority 1 Route (PR1) or (PR2) network and are primarily used by residents, visitors, service vehicles, and vulnerable road users such as pedestrians and cyclists. The internal layout of the estate, along with the anticipated demographic, suggests high levels of pedestrian activity, particularly among families and children.

The estate roads have been constructed with a range of physical traffic calming features, including junction tables, speed cushions, bends, and road narrowing, all designed to ensure that vehicle speeds remain at or below 20mph. A traffic hump is also present on Braintree Road (cul-de-sac), further supporting speed reduction. These measures align with Essex County Council's policy that new housing estate roads should be designed to maintain low vehicle speeds. The introduction of a formal 20mph zone is therefore proposed to reinforce these physical measures and provide a consistent regulatory framework.

This proposal originates from the requirements of the Section 278 /38 Agreements under the Highways Act 1980, which govern the layout of existing highway and the adoption of the new estate roads. The roads have been constructed in accordance with the Essex Design Guide and the Essex Speed Management Strategy, both of which promote safe and sustainable residential environments. The existing 40mph speed limit on Braintree Road (cul-de-sac) is no longer appropriate given the change in road character and usage. It will be revoked and replaced with a 20mph zone restriction to ensure consistency across the development.

The introduction of the 20mph zone is expected to deliver several benefits. It will reduce vehicle speeds and improve safety for all road users, particularly pedestrians and cyclists. A lower speed environment will also encourage walking and cycling, supporting healthier and more sustainable travel choices. Replacing the 40mph limit on Braintree Road with a 20mph zone will ensure a consistent speed environment throughout the residential areas of the estate, reducing driver confusion and improving compliance. Additionally, the reduced speed limit will contribute to a quieter, safer, and more pleasant residential environment, enhancing quality of life for residents. Lower speeds will also reduce wear and tear on the carriageway and associated infrastructure, supporting long-term maintenance objectives.

Introduction of waiting restriction on Mulberry Avenue, realigning 24hr Clearway and No Stopping at Any Time on Verge or Footway order on Braintree Road (B1018) and Introduction of 24hr clearway order on Long Green

The Essex County Council is proposing to introduce "No Waiting at Any Time" restrictions on Mulberry Avenue and to realign the existing "Clearway" Order applied to the cul-de-sac section of (Old) Braintree Road to the newly constructed B1018 Braintree Road. These measures are intended to support safe and efficient traffic movement, improve visibility at junctions, and ensure compliance with road safety standards.

Mulberry Avenue is a newly constructed link road that connects to the wider highway network and may be used as a cut-through route by general traffic. To manage vehicle speeds and enhance safety, traffic cushions have been installed along its length. As part of the proposals, two new bus stop clearway markings will also be introduced to ensure that buses can safely access and exit designated stops without obstruction from parked vehicles.

The proposed waiting restrictions on Mulberry Avenue are designed to prevent parking that could obstruct the carriageway and make it difficult for buses to safely straddle the speed cushions. In addition, these restrictions will be extended onto the junctions of estate roads that connect to Mulberry Avenue. This will prevent parking at or near junctions, thereby improving visibility for drivers and pedestrians and facilitating safe turning movements.

The existing clearway order on the cul-de-sac section of (Old) Braintree Road, which is classified as a PR1 route in the Essex County Council Road hierarchy, is no longer appropriate due to changes in the road layout. It is therefore proposed that this order be revoked and realigned to apply to the newly constructed section of the B1018 Braintree Road. Another proposed clearway order is for a section of Long Green, classified as a PR2 route in the Essex County Council Road hierarchy.

The proposed clearway Orders will prohibit stopping or parking along these sections of road, except in emergencies, to maintain unobstructed traffic flow and reduce the risk of congestion or delay.

These proposals are consistent with Essex County Council's traffic management objectives and are intended to enhance road safety, protect public transport operations, and ensure that the highway network functions efficiently for all users.

Prohibition of motor vehicles on (Old) Braintree Road (Cul-de-sac)

The Essex County Council is proposing to introduce a Prohibition of Motor Vehicles Order on the existing cul-de-sac section of (Old) Braintree Road. This section of road, which is no longer required as a through-route due to the construction of a new realigned section of the B1018 Braintree Road, is intended to function as a no-through road. However, without formal restrictions in place, there remains a risk that drivers may continue to use the former entrance and exit points to access or park vehicles, potentially leading to safety concerns and inappropriate use of the highway.

To address this, the proposed order will prohibit motor vehicles from entering or exiting the cul-de-sac section of (Old) Braintree Road along the old road alignment. This measure is intended to reinforce the change in road function and prevent unauthorised vehicle movements that could compromise safety or obstruct the intended layout of the development.

The newly constructed and realigned section of (Old) Braintree Road will serve as the primary access route, designed to current standards and capable of accommodating all vehicular traffic safely. Restricting vehicle access to the cul-de-sac will help ensure that all traffic is directed through this safer, purpose-built alignment.

To support the prohibition, the affected sections of the cul-de-sac will be physically altered with the installation of high kerbs and grassed areas. These features are intended to clearly signal that the area is no longer part of the active carriageway and to discourage vehicle use. The visual treatment will help reinforce the restriction and support compliance by making the former road alignment appear as part of the landscaped environment rather than a usable highway.

This proposal aligns with Essex County Council's objectives to improve road safety, manage traffic effectively, and ensure that the highway network reflects current usage and design standards.

Introduction of 7.5T weight limit restrictions on Mulberry Avenue.

The Essex County Council is proposing to introduce a 7.5 Tonne weight limit restriction on Mulberry Avenue, a newly constructed link road connecting Long Green and the B1018 Braintree Road. This measure is intended to prevent the use of Mulberry Avenue as a cut-through route by heavy goods vehicles (HGVs), while still allowing access for buses and vehicles requiring legitimate access to properties or services within the area.

Mulberry Avenue has been designed primarily to serve as a local access road for a new residential development. Its layout, traffic calming features, and surrounding land use are not suitable for regular HGV traffic. Without a formal restriction, there is a risk that HGVs may use the route as a shortcut between the B1018 and Long Green, leading to increased noise, reduced safety, and potential damage to the carriageway and adjacent infrastructure.

The proposed weight restriction will help preserve the residential character of the area and ensure that Mulberry Avenue remains a safe and appropriate route for local traffic. By limiting HGV movements, the restriction will reduce the likelihood of conflict between large vehicles and vulnerable road users, such as pedestrians and cyclists, particularly at junctions and crossing points.

In addition to improving safety, the restriction will enhance visibility for drivers entering and exiting residential properties along Mulberry Avenue and reduce the potential for congestion caused by large vehicles navigating a road not designed for their frequent use. The exemption for access ensures that essential services and deliveries can continue without disruption.

This proposal supports Essex County Council's objectives to manage traffic effectively, protect residential environments, and promote safe and sustainable travel within new developments.

The whole scheme is funded by the developer as part of the planning and highway adoption process.