

**The Essex County Council (Harlow District) (Prohibition Of Waiting, Loading  
and Stopping) And (On-Street Parking Places)  
(Civil Enforcement Area) (Amendment No.72) Order 202\***

**Statement of Reasons**

The proposals contained within this scheme, are intended to serve a number of purposes, most of which directly relate to improving the quality of life and access to everyday services by the local residents on Minchen Road and those in the side roads leading from it. It is understood that some of the elements will bring a degree of minor inconvenience to some residents, however the overall package should bring compensatory benefit to all.

The scheme is seeking to install a suite of traffic regulations (parking restrictions) at selected locations along the length of Minchen Road which should facilitate movement for all modes of transport and make the area a generally safer place to live. The scheme would see the following measures implemented.

Bus stop cages (road markings) at each of the bus stops along the road, to enable buses to serve the stops correctly; aligning with the kerb edge, to help particularly - the elderly, less mobile, disabled as well as those passengers with buggies or carrying heavy shopping to board and alight the buses with greater ease and in a safe manner. These bus stop cages will also provide 'passing places' to enable vehicles travelling in one direction to be able to facilitate the through movement of vehicles in the opposite direction. This is particularly important for any large vehicles such as delivery lorries, refuse collection vehicles as well as more safety critical vehicles such as fire engines and ambulances. It should also serve to reduce the incidence of through traffic coming into conflict with parked vehicles.

Junction protection markings – these are markings which facilitate the enforcement of parking restrictions around junctions. Many of the junctions along Minchen Road are subject to vehicles parking around them, which hinders access and visibility for a range of road users. This is considered to be an issue for pedestrians along the length of Minchen Road – especially so when this parking is across dropped kerb sets, which are designed to facilitate the reasonable access requirements of the less mobile, disabled as well as those with visual impairment or pushing buggies. Parking in this way also endangers children seeking to cross the road as it renders them less visible to traffic passing along Minchen Road as well as hindering their ability to see over the parked vehicles. The introduction of quieter vehicles, including electric cars and bikes means that the ability for pedestrians generally to see oncoming traffic rather than rely on hearing it, is increasingly important. It is also important to note that parking around the corners of junctions is cited within the Highway Code as being unacceptable, due to the safety issues it poses to other users – so should not be happening anyway.

Speed hump protection markings – this is in essence a length of protected area either side of speed humps, which enables vehicles to align properly with them and make the journey comfort better for the driver and any passengers. The journey comfort is improved as smaller vehicles can then overrun the shallower edges of the humps and larger vehicles can straddle them entirely – rather than the current position where due to adjacent parking, vehicles have little option but to drive over the top of the speed humps, giving a very uncomfortable ride. This is true for all vehicles, but especially so for bus passengers, for whom the consequential rocking movement of the vehicle can cause passengers standing up to get off the bus to stumble or even fall. The imbalanced twisting of vehicle chassis can also lessen the life of the vehicles and therefore increase costs for all users of the road. For regular users of the road, such as delivery drivers, bus drivers and of course local residents, the constant severe jolting can also contribute to muscular skeletal issues.

As you may be aware a combination of the issues explained above, which made operating bus services along Minchen Road difficult, led to the steady reduction in service and ultimately to the withdrawal of the daytime bus service which has caused inconvenience to many local residents for whom there are limited alternatives for them to access their regular daily life needs – such as employment, education, shopping or accessing leisure activities. Essex County Council has maintained some access to the area through its evening and Sunday bus service provision. It is hoped that addressing these issues will help encourage the bus operator to return to serving this large residential area once more.

There have also been a number of road traffic accidents along Minchen Road (at least 4 reported in the last year – one of which was serious) – where poor visibility and / or restricted road space have been contributing factors. It is therefore also anticipated that the introduction of the improved visibility and provision of passing places will help create a safer environment for the residents of Minchen Road and its side roads.

It is hoped that the explanation of the reasoning behind the planned implementation of the scheme will help residents understand the wider importance of the scheme for them personally, their families, visitors and neighbours. The measures proposed are all considered to represent a combined package of justified measures to address the range of issues faced by residents and users of Maddox Road and provide a suitable minimum level of intervention required to address the safety and access issues for the area.

Essex Highways thank you for your time in reading this letter and hope that the information provided will enable you to lend your support to the scheme being consulted on. As indicated earlier in this letter, we do recognise that the scheme would provide minor inconvenience to some residents but believe that the holistic benefits to the neighbourhood will outweigh this.