

**The Essex County Council (Tendring District) (Prohibition of Waiting,  
Loading and Stopping) and (On-Street Parking Places)  
(Civil Enforcement Area) (Amendment No.57) Order 202\***

**Statement Of Reasons**

Station Road is situated at the northern part of Clacton-on-Sea Town and to the south of Clacton-on-Sea Railway Station. The location is set within an active commercial area with numerous High Street shops. Station Road extends to the north leading to the ever-busy A133 and to the southeast to the High Street. Further south it leads to the Marine Parade and onto the bustling Clacton Pier. Station Road is a busy location within the Town centre and as such attracts a high level of pedestrian flow as well as motorised traffic and other road users. The location is within a PR2 classification of the road network.

The aim of this proposal brought forward by the Integrated Passenger Transport Unit (IPTU) is to remove one parking bay in Station Road, Clacton-On-Sea to facilitate the installation of a bus cage for a new bus stop. This new bus stop is aimed at helping to provide an efficient and reliable service for the public particularly the most vulnerable.

In view of the recommendation that a good infrastructure as well as an inclusive design strategy should be provided as set out in 'The Inclusive Mobility Guide by The Department of Transport' this ought to be included. This will ensure that vulnerable members of the public and especially passengers with mobility issues get on and off the bus safely and conveniently. The proposal will include amongst other aspects the installation of raised bus kerbs, the removal of the existing parking bay and length of waiting restriction for a 23 metre length bus cage which will allow sufficient room for bus drivers to manoeuvre into and out of the proposed bus stop safely and effectively without coming into conflict with parked cars.

Upon site investigation it was observed that the presence of the existing parking bay (to be removed) and the existing single yellow line at the location would impact on the bus service delivery and its safety. This is because bus drivers will find it extremely difficult to manoeuvre onto the bus stop with parked cars under the current parking conditions. This will compel the bus drivers to stop in the middle of the carriageway, encouraging passengers to get on and off the bus at an inappropriate distance and without the benefits of the kerbs, it might also create a potential hazard not only for the less mobile members of the public but all passengers as they try to get on and off the bus. This situation will also make it almost impossible for passengers with mobility scooters, pushchairs and wheelchair users to have access onto the bus or for those leaving the bus.

This could result in delays, traffic congestion, inconvenience as well as visibility issues. The situation could further create negative impact on the environment due to the pollution effect. With the implementation of this proposal the bus drivers will be able to safely and effectively manoeuvre onto the bus stop for passengers to access the buses conveniently and safely ensuring a positive proposal by helping improve health and wellbeing, minimise cost and a decrease in greenhouse gas and pollution thus working towards the vision of net zero 2050 agenda.