

**The Essex County Council (Turnip Lodge Lane) (Tendring District)
(Prohibition of Motor Vehicles (Except for Access) Order 202***

**Essex County Council (A133 Clacton Road
(Central Reservation Closure) Traffic Regulation Order 202***

Statement of Reasons

Prohibition of Motor Vehicles (Except for Access)

This Statement of Reasons explains the decision to stop up the eastern end of Turnip Lodge Lane through the Side Roads Order process, and to introduce a prohibition of motor vehicles—except for access—on the remaining western section of the lane from Loverose Lane. The purpose of this arrangement is to maintain essential access for residents and legitimate visitors while preventing through-traffic and protecting the character, safety, and function of the lane.

Turnip Lodge Lane is a narrow rural lane with limited width, constrained verges, and no formal passing places. Historically, the lane has been subject to inappropriate levels of through-traffic, including vehicles attempting to use it as a shortcut between surrounding routes. This has resulted in safety concerns, damage to the lane surface and verges, and conflict between motor vehicles, pedestrians, cyclists, and equestrians.

As part of the approved Side Roads Order, the eastern end of Turnip Lodge Lane has been formally closed. This prevents the lane from functioning as a through-route and aligns with the wider highway changes associated with the scheme.

However, the western portion of the lane continues to serve several properties. It is therefore necessary to retain motor vehicle access for residents, landowners, service vehicles, and visitors with a legitimate need to reach those properties.

The lane was never designed or intended to function as a through-route for general traffic. Its geometry, surfacing, and rural setting make it unsuitable for such use. The Side Roads Order has already legally closed the eastern end, meaning through-movement is no longer possible. The proposed restriction simply reinforces this legal change and prevents inappropriate access that could compromise safety.

Bollards are required to ensure compliance with the prohibition and to prevent deliberate misuse of the lane. Without a physical measure, enforcement would rely solely on signage, which experience shows is insufficient in rural areas where drivers may attempt to bypass restrictions. The bollards will be designed and positioned to minimise visual impact while remaining effective.

Prohibition of Traffic on A133 Clacton Road (Central Reservation/Gap)

The closure of two existing central reservation gaps near the new A133 roundabout is proposed to address road safety risks and remove substandard highway features.

Gap Between Loverose Lane Junction and the New A133 Roundabout

The existing gap does not meet current design standards for central reservation openings and there is insufficient space for vehicles to decelerate within the reservation, requiring drivers to slow on the main eastbound carriageway. This behaviour increases the likelihood

of rear-end shunt collisions, particularly as drivers approaching the new roundabout are already focused on lane selection and speed adjustment. Vehicles using the gap must cross the westbound carriageway, creating a point of conflict with through-traffic travelling at speed. The combination of turning movements and limited visibility increases collision risk.

A safe and simple alternative movement is available: eastbound drivers can perform a controlled U-turn at the new A133 roundabout, which is designed to modern standards and provides appropriate deflection, visibility, and speed control.

Gap at Elmstead Road Junction

The same design deficiencies apply in the westbound direction, no protected deceleration space and increased risk of rear-end collisions.

The Elmstead Road junction has a history of collisions involving right-turning vehicles crossing the westbound A133 carriageway, keeping the gap would not address a known safety issue. With the new A133 roundabout in place, drivers exiting Elmstead Road who wish to travel east can now turn left and safely U-turn at the roundabout—an option that did not previously exist. Drivers wishing to enter Elmstead Road eastbound from the A133 are to utilise Colchester Road/Brightlingsea Road into Elmstead Road. Making use of the A133/Colchester junction to the west.

The A1331 improvement scheme includes a comprehensive package of pedestrian, cycle, and equestrian infrastructure designed to support safe, convenient, and sustainable north–south and east–west movements across the corridor. The scheme delivers a Toucan and Pegasus crossing, segregated and shared use routes, and enhanced connectivity to existing and future development areas. These measures are necessary to ensure that the transport network accommodates all users and aligns with national and local policy objectives promoting active travel.

Cycle Tracks

The scheme provides a Toucan and Pegasus crossing to enable safe crossing of the A133 for pedestrians, cyclists, and horse riders, Segregated north–south pedestrian and cycle facilities adjacent to the new link road, Shared use connections where the route ties into the wider network, an east–west equestrian link from Tye Road to Turnip Lodge Lane via the new Pegasus crossing.

These facilities are required to support north–south movement between development parcels and existing communities. Improve east–west connectivity towards Elmstead Market. Provide safe, inclusive, and accessible routes for all non-motorised users. Integrate the development with the surrounding area in a manner consistent with sustainable transport principles.

The provision of high quality pedestrian, cycle, and equestrian routes is directly aligned with national guidance (e.g., LTN 1/20) and local transport policy, which require developments to prioritise active travel. The A1331 corridor is a key movement route, and without these facilities, safe and direct non-motorised travel would be severely constrained. The infrastructure is proportionate to the scale of development and essential to ensuring that future travel demand is met sustainably rather than through increased car dependency.

The design intentionally uses segregated facilities where high flows of pedestrians and cyclists are expected—specifically along the north–south link road—to minimise conflict and improve comfort. Shared use sections are only applied where the route integrates with the

existing wider network, which already operates on a shared basis. This approach ensures continuity, avoids abrupt transitions, and reflects established best practice for blending new infrastructure with legacy routes.

Equestrian movements are an established part of the local network, particularly between Tye Road and Turnip Lodge Lane. The Pegasus crossing provides a safe, formalised crossing point for riders who would otherwise be required to navigate a high speed, high volume road environment. The east–west equestrian provision ensures that existing rights of way and riding routes remain connected and usable, preventing severance and maintaining the safety and welfare of riders and horses.

The scheme is designed to balance the needs of all users. The Toucan and Pegasus crossing is timed and located to minimise disruption to vehicle flow while ensuring that vulnerable road users can cross safely. Providing safe alternatives to car travel reduces long term pressure on the road network, supporting smoother traffic flow overall. The infrastructure therefore complements, rather than competes with, vehicular improvements.

Demand is often suppressed until suitable infrastructure is provided. The A1331 scheme supports new development, meaning usage will grow as the area evolves. The facilities are therefore a forward looking investment that ensures the transport network is resilient and fit for purpose.

The pedestrian, cycle, and equestrian facilities—including the Toucan and Pegasus crossing—form an essential part of the A1331 scheme. They ensure safe, direct, and inclusive movement for all users; maintain and enhance connectivity to Elmstead Market and surrounding areas; and integrate the development into the wider transport network. The design responds proportionately to anticipated demand, aligns with policy requirements, and addresses potential concerns through a balanced, evidence based approach.

The scheme represents a necessary and well considered enhancement to the local infrastructure, supporting sustainable travel and safeguarding the needs of current and future users.