

**The Essex County Council (Old Road, Harlow)
(Experimental Prohibition of Motor Vehicles) Order 2026**

**The Essex County Council (Harlow District) (Prohibition of Waiting, Loading and
Stopping)
and (On-Street Parking Places) (Civil Enforcement Area) (Amendment No.90)
Experimental Order 2026**

Statement of Reasons

The introduction of the Old Road prohibition is intended to test the planning condition associated with the Gilden Park development to mitigate the impact on Old Harlow (Old Road) and check if the network changes since the condition was made, including the new junction at M11 J7a and other recent changes to the road network, support the closure.

Now that the Gilden Park Development is complete and other changes to the highway network (including the opening of M11 Junction 7a and the banning of right turns into and out of Mulberry Green) have been carried out, there is a perception that Old Road continues to be used as a cut through between Cambridge Road and Gilden Way. Traffic surveys have been carried out.

The scheme introduces a prohibition of motor traffic on Old Road over the railway bridge, between the junctions with Wheatfields and The Hoo allowing use by cycles and pedestrians. This is intended to encourage southbound motorists to use more appropriate major roads between the places they live, work and visit. The recent changes to the Old Road junction with Cambridge Road which now facilitates right turn movements complements the closure.

The restriction is being implemented as an experiment so that the experimental measures can be monitored and evaluated during the first 6 months and considered for retention. The experiment can be assessed during operation and interested parties may comment during the 6 month consultation period. This may also allow the Council to modify or vary the scheme at short notice once in force, should circumstances require.

The restriction will be signed as a No Entry except cycles due to the clarity of the message and will be physically enforced by the use of preformed bolt down traffic islands, bollards with supporting signage, allowing for alterations if required following the experiment. Sections of waiting restrictions (No Waiting at Any Time) are to be installed at either end of the restriction to ensure that parking does not occur blocking private accesses and access for cycle traffic.