

Active Travel Fund proposal for introducing a modal filter from Panfield Lane / Rayne Road junction to Blyth's Meadow, Braintree (TRAF/7927)		
<p>The Essex County Council (Panfield Lane & B1256 Rayne Road, Braintree) (Prohibition of Left Hand Turn) Order 20** The Essex County Council (Various Roads, Braintree (Contraflow Bus Lane & One Way) Order 20** No.2 Proposed Contraflow Cycle Lane & Puffin Crossing upgrade on B1256 Rayne Road/Coggeshall Road</p> <p>A consultation was carried out between 8 June 2022 to 30 June 2022. Four Objections were received as follows:-</p>		
Comment Type	Comment	Response
Objection 1	<p>We have read the proposal to create a cycle lane along Coggeshall Road and Rayne Road and are of the opinion that this is not necessary. We live in the restricted stretch of Panfield Lane where there are bollards at the beginning with the sign NO Vehicles, Access only. There are two main concerns here. There are between 100 and 200 vehicles during a 24-hour day that drive straight through without stopping at any property. Lorries, cars, motorbikes, vans, taxis, police, ambulances all, apart from buses. However apart from these drivers breaking the law there are less than 20 bikes every 24 hours. You must be carrying out these works as there are large government grants for cycle lanes. Something that would raise money rather than cost money is to put a traffic camera in Rayne Road pointing down Panfield Lane. The fine for driving straight through is £60 or £80 not sue the exact amount. This would raise some healthy money for the council.</p>	<p>ECC successfully bid for funding to introduce cycling and walking schemes in order to reduce the number of journeys that are carried out in a private vehicle, basing the bid on the recognised need for such facilities to support and encourage more walking and cycling in Braintree.</p> <p>As regards the offending vehicles, this is police matter of enforcement, powers that ECC does not have to carry out enforcement. Any revenue generated from speed camera fines goes to the Government's "Consolidated Fund" in effect the Government's bank account at the Bank of England and this is in turn used for general expenditure rather than going directly to the police. It is then distributed by the Department for Transport through grants.</p>
Objection 2	<p>Objection from Manager of Chinnery's Court - the independent living retirement development situated along Panfield Lane. Ban on left turn into Rayne Road would create additional traffic on Panfield Lane especially the two-way narrow section from Bunyan Road to Rayne Road. This would result in longer journeys, more pollution and reduce safety.</p>	<p>ECC successfully bid for funding to introduce cycling and walking schemes in order to reduce the number of journeys that are carried out in a private vehicle, basing the bid on the recognised need for such facilities to support and encourage more walking and cycling in Braintree.</p> <p>The schemes that have been designed and developed were designed by designers who have spent much time designing similar schemes and have used up to date best practice to ensure that the schemes are as effective as they can be. The6y have also been fully safety audited to ensure that they are as safe as can be reasonably made. Therefore, the fear that the</p>

		new schemes will result in longer journeys and generate more pollution should be averted.
Objection 3	<p>As residents of Chinnerys Court, one of the properties on the stretch of Panfield Lane between its junctions with Bunyan Road and with Rayne Road, we wish to object to this Proposal for the following reasons.</p> <p>At present residents or visitors to any of these properties wishing to use a vehicle in order to visit a shop or business in the town centre, or to head in the general direction of Halstead or Coggeshall, can turn left at the junction with Rayne Road, joining traffic already going that way. We would point out that "visitors" to this and other premises include careers, home- helps, staff, those making deliveries or providing transport (taxis for example). It does not seem either sensible or reasonable to force all vehicles to turn right at this junction, across the line of traffic, and head off in the opposite direction to where they want to go.</p> <p>Vehicles are not permitted to turn from Rayne Road into Panfield Lane, so in order to access properties on this stretch of road they must enter it through a narrow entrance close to its junction with Bunyan Road. Two-way traffic is permitted here, with Priority given to outgoing vehicles/ If the proposed left-turn prohibition comes into force there is likely to be an increase in two-way traffic at the narrow point as drivers decide to use Aetheric Road so as to reach Rayne Road and turn left. Any increase in traffic would pose a risk to pedestrians, including school-children on their way to or from St. Francis or John Bunyan Schools or Tabor Academy, and increase traffic congestion and air pollution in Aetheric Road.</p>	<p>The main objective of the consulted schemes is to reduce the number of private vehicles using the roads of Braintree and to encourage as many of those drivers to switch to more sustainable modes of transport, namely cycle and to increase walking. By achieving this, it will free up road space for those remaining car users to make their journeys quicker and more reliable by reducing congestion. This has the added benefit of reducing the amount of air pollution, to everybody's benefit. Also, those who do walk and cycle, they will enjoy health benefits that will improve their quality of life. Also, with better walking and cycling infrastructure, together with less traffic, the roads will be safer to use. The schemes have been fully safety audited to ensure that the schemes are as safe as they can be.</p> <p>However, ECC does accept that for a few the new arrangements will inconvenience them, but it has been found that over time people adapt to the new arrangements. These new arrangements around the care home are part of a larger package of measures that are designed to improve the general wellbeing of the town.</p> <p>As regards the offending vehicles, this is police matter of enforcement, powers that ECC does not have to carry out enforcement. Essex police are supportive of the measures but with stretched resources they unfortunately will only provide enforcement, some of the time.</p>

	<p>Our stretch of Panfield Lane is meant to be used only for access to Properties along it, but that rule is of course not always observed. It may be that the insistence on a right turn into Rayne Road is intended to prevent this cutting-through. Maybe, instead, the use of cameras, with clear warnings, would help prevent this.</p>	
Concerns	<p>Concerned that:-</p> <ul style="list-style-type: none"> •The junction of Panfield Lane with Rayne Road should have appropriate signage to warn drivers that cyclists will be approaching the Rayne Road / Panfield Lane junction from the east, unlike today •Traffic on Panfield Lane will be worse and could compromise safety of motorists, pedestrians and cyclists •The ban on a left turn at the junction of Panfield Lane with Rayne Road will cause traffic to undergo a significant round trip to end up heading eastwards, which will be worse for traffic flows, pollution and safety. 	<p>ECC was successful in bidding for the funds to design and implement a comprehensive range of measures to improve walking and cycling infrastructure. The measures are designed to increase the number of people walking and cycling and to reduce the level of traffic on the roads. However, ECC does accept that for a few the new arrangements will inconvenience them, but it has been found that over time people adapt to the new arrangements. The new arrangements around the care home are part of a larger package of measures that are designed to improve the general wellbeing of the town.</p> <p>The schemes have been designed by experienced designers and all the latest design standards, including the relevant signing provision will be, will be included. They are well versed in all the latest best practice in this area. On top of that, all the new schemes have been safety audited to ensure that they can be used in the knowledge that they are as safe as can be reasonably be to use. However, all comments that we receive on design aspects of the proposed schemes are reviewed by the designers to see where any improvements can be made, within the available budget.</p>