

## Statement of Reasons

The main objectives for introducing the proposed Traffic Regulation Order(s) are as stated below:

Essex County Council is working in partnership with Chelmsford City Council to regenerate the northern end of Chelmsford High Street and Tindal Square in front of Shire Hall. Currently the historically important building of Shire Hall, the shops in Tindal Square and the access to the cathedral are cut off from the High Street by a carriageway and is not an inviting area for public use. The junction between Tindal Street, Market Road, Duke Street and Tindal Square is a confusing and visually unappealing area with vehicles approaching from, and departing to different directions, using multiple through routes

The proposed scheme will remove general motorised traffic from the Tindal Square area and allow the creation of a high quality public open space that is a destination in its own right, which can be used for arts, events and celebrations. All of the existing paving and street furniture will be replaced providing a seamless flow from Half Moon Square through to Tindal Square.

Currently delivery vehicles enter the High Street area from either New Street or Duke Street via Tindal Square which will not be possible or desirable with the proposed physical changes. The direction of flow for delivery vehicles entering the High Street area will be reversed with all vehicles entering via Baddow Road and exiting via New Street. This combined with changes to the delivery times and alterations to the rising bollards (which will only now lower on request) will give greater control over the types, size and numbers of vehicles entering the area. The advantage of utilising Baddow Road as the access point is that should a vehicle be denied access to the High Street area there is a route through Barrack Square and Friars Walk back onto Parkway without having to reverse or turn around. Waiting and loading restrictions along New Street between Church Street and Waterloo Lane shall remove the potential for vehicles entering and exiting Waterloo Lane being hindered by parked vehicles.

To further control vehicle movements within the High Street area, an Environmental weight limit of 7.5t will be implemented along the entire length of the High Street, Moulsham Street north of Baddow Road, Springfield Road west of King Meadow Roundabout, and Tindal square. This will help protect historic structures such as Stone Bridge over the River Can, reduce the regular damage that occurs to street furniture and street lighting equipment and control the maintenance burden of heavy vehicles passing over and damaging the fabric of the public realm area.

Vehicles will be permitted access to High Street if they hold a valid permit issued by Chelmsford City Council.

As the New Street/Waterloo Lane junction cannot accommodate turning movements by large vehicles and the proposed prohibition of motor vehicles order on Tindal Square will prevent any through traffic, a 31ft and 1.2 inch length prohibition is to be implemented on New Street south of its junction with Legg Street. This shall prevent any larger vehicles traveling southbound on New Street from getting stuck at the New Street/Tindal Square interface as there is no available turning location at this point.

The northern section of Tindal Street, which is currently two way (to facilitate vehicles exiting the shopping centre service yard) will be changed to one way. Vehicles leaving the service yard shall be required to turn right onto Tindal Street, joining Parkway from Bellmead.

The removal of the existing loading lay-by within Tindal Square will be offset by the provision of a dedicated loading area within Duke Street and alternative arrangements for the cathedral off Church Street.

A No Waiting at Any Time restriction will be implemented at the eastern end of Barrack Square to visually separate the vehicle and pedestrian section of Barrack Square leading to Moulsham Street to prevent vehicles travelling along the pedestrian section.

The current prohibition of cycling along the High Street will remain in place, however cycling will be allowed through the Tindal Square area as this provides a vital east - west route connecting multiple existing cycle routes to the university, rail station, Chelmer Village, Springfield, Broomfield and routes south around the High Street into Great Baddow and Moulsham.