

Rochford District Transportation and Highway Meeting

Thursday 30th August 2012 – 10am
County Hall, Chelmsford

Agenda

1. LDF Update
2. Discussion of transport requirements / highway improvements for potential sites (residential & employment). Including potential costs:

North of London Road, Rayleigh

- links between residential and new employment along London Road
- potential options for a bus-only route
- links with Rawreth Industrial Estate

West Rochford

West Hockley

- Folly Lane and Church Road potential access

South Hawkwell

East Ashingdon

South West Hullbridge

South Canewdon

South East Ashingdon

West Great Wakering

- potential links to the High Street and Star Lane
- links between residential and new employment along Star lane
- links between brownfield and greenfield potential residential options

3. Hockley, Rayleigh and Rochford Area Action Plans
4. Transportation SPD
5. AOB

Notes

Attendees

Katherine Wilkinson (ECC)
Mark Lawrence (ECC)
Tony Buston (ECC)
Sam Hollingworth (RDC)
Natalie Hayward (RDC)

Rayleigh

- Access onto the site would be considered as part of a planning application (rather than through a CIL contribution)
- A roundabout or signalised junction would be required
- Improvements to the roundabout at the western end of London Road could be addressed through CIL but this would be subject to the CIL tests
- In general ECC will investigate the potential for 'stats data searches' for the locations. RDC will investigate potential funding
- A bus only route could be provided (using bus gates; cameras; tank traps etc). It is important to retain a dialogue with relevant bus companies (First or Arriva)
- Instead of two access points to the north and south, one access point to the north could be provided, and one to the south. The site could be linked into a smaller adjacent development which has access onto London Road and provide a circular link, one strategic access point and one smaller access point onto London Road. A bus only route could still be provided. A signalised junction would increase costs
- There is a lack of capacity at the Hullbridge Road/Rawreth Lane junction as the utilities present in the adjacent field to the north makes improvements challenging. Contributions could be pooled from neighbouring developments to fund this improvement
- In relation to employment land to the south of London Road, ECC requested that RDC calculate the approximate number of jobs likely to be generated from new employment sites

Michelins Farm

- ECC discussed the issues with developing compliant junctions and stated that it could be engineered but this would likely be costly and could impact on viability

Rochford

- Cycling links both along Ironwell Lane and Hall Road and through the site (connecting Hall Road to Ironwell Lane). This site should link to the Sustrans route.

- ECC advised that the Sutton Road/Anne Boleyn junctions have been looked at the planning application stage

Hockley

- Existing access on and off the site is acceptable provided it meets the required standards
- No new point of access should be provided if the site to the west is included; the existing link to the south onto Church Road should be utilised
- There is an existing public footpath to the south connecting to Hockley Road and there is a frequent bus service along here

Hawkwell

- There are no issues with residential development on Thorpe Road Industrial Estate
- Thorpe Road will only be improved in the application area to deter people going south
- Contributions towards cycling along Ironwell Lane (potential off road route) would be required and this site should link to the Sustrans route.
- Potential for on road alternative cycling route along Hall Road

Ashingdon

- The south east site should have at least two access points primarily onto Ashingdon Road, possibly three
- A modal shift should be emphasised – pedestrian and cycling links, improvements to public transport

Hullbridge

- Potentially one access point to the south and one to the east. Elsewhere pedestrian links to the east.
- Contributions towards public transport and cycling required. This site should link to the Sustrans route.

Canewdon

- Noted farm traffic uses the road leading to the church
- One access from site to the west wouldn't be an issue

Great Wakering

- Depending on numbers, the site to the north could have one access point

- Links to cycle network to be considered, potentially in conjunction with Southend
- Station travel planning and access to the nearest station would be required (applicable to all sites)

HAAP

- ECC comments on previous stages of the HAAP are still applicable

RayAAP/RocAAP

- Transport issues to be discussed later in the year.

Transport SPD

Rochford stated their intention to develop a Transport SPD. ECC agreed to support them in this.