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
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.