
HIGH STREET AND HOCKLEY ROAD, RAYLEIGH
PROPOSED CHANGES TO EXISTING TRAFFIC REGULATION ORDERS

1. SUMMARY

- 1.1 The purpose of this report is to ask Members to consider the revised proposals for Traffic Regulation Orders in High Street and Hockley Road, Rayleigh, following the decision made at Council, Minute No 430. This is based upon the existing disabled provision in 'The Lagoon' being retained. The revised proposals are presented in the form of a completed Chief Officer Action Form (see Appendix A) and the accompanying drawings numbered TRA/11/2279, TRA/11/2280 and TRA/11/2282 (see [Appendix B](#)).

If approved the proposal will proceed to the formal consultation stage.

2. RESOUCCE IMPLICATIONS

- 2.1 The proposals will be financed by the 2001/2002 Locally Determined Budget.

3. RECOMMENDATION

- 3.1 Members are asked to approve the revised proposals set out in the Appendices to this report.

Appendix A – Chief Officer Action Form

Appendix B – Attached drawings nos TRA/11/2279, TRA/11/2280,
TRA/11/2202

N McCullagh
Area Manager, Transportation & Operational Services
Essex County Council

Background Papers

None.

For further information please contact Andy Dellar on 01268 771458



Essex County Council
Transportation &
Operational Services

ACTION TAKEN BY CHIEF OFFICER	TRANSPORTATION & OPERATIONAL SERVICES
	Action by DIRECTOR OF ENVIRONMENTAL SERVICES under delegated powers
	Ref Page: D8 Item: 5.0

Office Ref/Originator's name/File number: Area Manager South/AD/JF/T/2/8	Telephone: 01268 771458
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TRAFFIC REGULATION ORDERS

No objections having been received to informal consultations. I hereby authorise the publication of the proposed Traffic Regulation Orders as detailed below, subject to and in accordance with the Standard Order Making Procedure.

1 DETAILS OF ORDER

District: Rochford

Location/Description High Street, Hockley Road, Rayleigh
Proposed changes to existing Traffic Regulation Orders

2 SCHEDULE

Please see over

Finance: Traffic Management Revenue element of Rochford District Locally
Determined Budget

Signature(s)	Date(s)	Designation(s)
Authorising Chief Officer:		Area Manager for Environmental Services Directorate
Concurring Chief Officer:		

Schedule

Proposed no loading and unloading at any time

High street
Southeast Side

From a point 16 metres northeast of its junction with Crown Hill, northeastwards for a distance of 30 metres.

Hockley Road
Both Sides

From a point in line with the eastern kerbline of Websters Way, generally eastwards for a distance of 50 metres.

Proposed no loading and unloading at any time (with an exemption for 'goods vehicles').

High Street
Southeast Side

From a point 46 metres northeast of its junction with Crown Hill, northeastwards for a distance of 36 metres.

Proposed one-way Order from northeast to southwest

High Street
That area known as the 'Lagoon';

From its northern junction with High Street (at a point opposite No.61 High Street), southwestwards to its southern junction with High Street (at a point opposite Nos. 85/87).a distance of approximately 70 metres.

Proposed prohibition of vehicles (with exemptions for licensed taxis, disabled drivers, motorcycles and pedal cycles).

High Street
That area known as the 'Lagoon'

From its northern junction with High Street (at a point opposite No.61 High Street), southwestwards to its southern junction with High Street (at a point opposite No's 85/87) a distance of approximately 70 metres.

STATEMENT OF REASONS

High Street, Rayleigh hosts a thriving shopping centre with its wide range of facilities providing a vital service to residents and visitors to the town. A number of alterations to the existing traffic management arrangements are proposed, which will help to reduce congestion, and assist drivers of goods vehicles to load and unload.

The other proposals will deal with congestion problems caused by vehicles which are regularly parked on the High Street adjacent to the 'Lagoon' and obstruct the passage of public service vehicles wanting to access the adjacent bus stop. The rather limited facilities for the loading and unloading of goods vehicles delivering to the nearby shops has meant that these vehicles are sometimes parked in the bus stop, this leads to difficulties when buses cannot use these facilities and passengers have to board and alight from the vehicle whilst it is parked in the road. This situation also obstructs the passage of vehicles in the High Street.

The High Street improvement scheme, completed in 1999, included changes being made to the movement of traffic in the 'Lagoon'. Further changes are now required in conjunction with the scheme, in order to regularise traffic movements. The occasional unloading of vehicles in Hockley Road near to its junction with Websters Way causes congestion and frustration among drivers, steps will now be taken to alleviate the problem.