BASILDON DISTRICT COUNCIL

THE DISTRICT OF BASILDON (BASILDON TOWN CENTRE) (TRAFFIC MANAGEMENT AND CONSOLIDATION) ORDER 1996

THE DISTRICT COUNCIL OF BASILDON (hereinafter referred to as "the Council") pursuant to arrangements made under Section 101 of the Local Government Act 1972 with the Essex County Council, in exercise of the powers of the said County Council under sections 1(1), 2(1) to (4), 3(2) and 4(1) and (2) and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 (hereinafter referred to as "the Act") and of all other enabling powers, and after consultation with the Chief Officer of Police for the Essex Police, in accordance with Part III of Schedule 9 to the Act, hereby makes the following Order:-

1. This Order shall come into operation on 12 October 1996 and may be cited as the District of Basildon (Basildon Town Centre Traffic Management and Consolidation) Order 1996 with the exception of Article 30 which shall come into operation on 11 November 1996.

2. In this Order -

"hackney carriage" means a hackney carriage as defined in Section 38(1) of the Vehicles (Excise) Act 1971;

"private hire vehicle" has the same meaning as in Section 80 of the Local Government (Miscellaneous Provisions) Act 1976;

"authorised cab rank" means any area of carriageway which is comprised within and indicated by a road marking complying with diagram 1028.1 in Schedule 2 to the Traffic Signs Regulations and General Directions 1981;

"authorised parking place" means any parking place on a road authorised or designated by an Order made or having effect as if made under the Act;

"disabled person's vehicle" has the same meaning as in the Local Authorities' Traffic Orders (Exemptions for Disabled Persons) (England and Wales) Regulations 1986;

"disabled person's badge" has the same meaning as in the Disabled Persons (Badges for Motor Vehicles) Regulations 1991;

"parking disc" means a disc issued by a local authority, 125 millimetres square, coloured orange and capable of showing the quarter hour period during which a period of waiting begins;

"relevant position" means -

(1) A vehicle displays a disabled person's badge issued before 2 March 1992 in the relevant position if -

(a) in the case of a vehicle fitted with a front windscreen, the badge is exhibited thereon on the near side of and immediately behind the windscreen and with its front facing forward so as to be legible from outside the vehicle; or

(b) in the case of a vehicle not fitted with a front windscreen, the badge is exhibited in a conspicuous position on the vehicle.

(2) A vehicle displays a disabled person's badge issued on or after 2 March 1992 in the relevant position if -

(a) in the case of a vehicle fitted with a dashboard, or fascia panel, the badge is exhibited thereon so that Part I of the badge is legible from outside the vehicle; or

(b) in the case of a vehicle not fitted with a dashboard, or fascia panel, the badge is exhibited in a conspicuous position on the vehicle so that Part I of the badge is legible from outside the vehicle.

(3) A vehicle displays a parking disc in the relevant position if -

(a) in the case of a vehicle fitted with a dashboard or fascia panel, the disc is exhibited thereon so that the quarter-hour period during which the period of waiting began is legible from outside the vehicle; or

(b) in the case of a vehicle not so fitted, the disc is exhibited in a conspicuous position on the vehicle so that the quarter hour period during which the period of waiting began is legible from outside the vehicle.

"timing point" means a recognised timing point which is the location where a public service vehicle may wait to ensure adherence to a published timetable or local service registration, and includes departures and terminal points, provided that the location has been approved in writing by the Chief Constable and the Highway Authority;

"parking bay" means an area within a parking place marked out for the leaving of a vehicle of a specific class;

"goods vehicle" means a motor vehicle which has a gross laden weight in excess of five tonnes constructed or adapted for use for the carriage of goods, or a trailer so constructed or adapted;

"lay-by" means an area of carriageway intended for the waiting of vehicles and bounded partly by a traffic sign of the type shown in diagram 1010 in Schedule 2 to the Traffic Signs Regulations and General Directions 1981, and partly by the outer edge of that carriageway on the same side of the road as that on which the sign is placed;

"boxed area" means the area of carriageway specified in Article 32 of this Order marked by traffic signs consisting of cross hatched yellow lines bounded by a yellow line placed on the carriageway in accordance with diagrams 1043 and 1044 of the Traffic Signs Regulations and General Directions 1981, and authorised by the Secretary of State under Section 64 of the said Act of 1984;

"bus lane" means the area of carriageway in the District of Basildon, as described in Schedules 14, 15 and 16 to this Order, which is bounded by a traffic sign authorised, or prescribed by the Secretary of State for the Environment, pursuant to Sections 64

and 65 of the Act of 1984 and placed on the carriageway of the road, which traffic sign consists of a longitudinal white line 30 cm wide (hereinafter referred to as the "white line"):

"public service vehicle" has the same meaning as in Sections 1 and 2 of the Public Passenger Vehicle" Act 1981;
"bus stop area" means any area of carriageway, intended for the waiting of buses, which is comprised within and indicated by a road marking complying with either diagram 1025.1 or diagram 1025.3 in Schedule 2 to the Traffic Signs Regulations and General Directions 1981;

"carriageway" means a way constituting or comprised in a highway being a way (other than a cycle track) over which the public have a right of way for the passage of vehicles;

"school bus" means a vehicle which is constructed or adapted to carry 12 or more passengers and is being used to carry persons to or from school (as defined by Section 114(1) of the Education Act 1944);

"works bus" means a vehicle which is constructed or adapted to carry 12 or more passengers and which has been provided by an employer for the purpose of carrying persons employed by him or on his behalf to or from their place of employment and is being used for such a purpose;

"prohibited area" means any carriageway of the specified road intended for the waiting of public service vehicles which is comprised within and indicated by the road marking complying with either diagram 1025.1 or 1025.3 in Schedule 2 of the Traffic Signs Regulations and General Directions 1981;

"specified hours" means between the hours of 7.00 a.m. and 7.00 p.m. inclusive on any day;

"specified road" means the lengths of road specified in Schedule 14, 15, 16 to this Order.

WAITING RESTRICTIONS

3. Save as provided in Article 8 of this Order, no person shall, except upon the direction or with the permission of a police constable in uniform, or of a traffic warden, cause or permit any vehicle to wait at any time in the lengths of road or on the sides of road specified in Schedule 1 to this Order.

4. Save as provided in Article 8 of this Order, no person shall, except upon the direction or with the permission of a police constable in uniform, or of a traffic warden, cause or permit any vehicle to wait between the hours of 8.00 a.m. and 6.00 p.m. on Mondays to Saturdays inclusive in the lengths of road or on the sides of road specified in Schedule 2 to this Order.

5. Save as provided in Article 8 of this Order, no person shall, except upon the direction or with the permission of a police constable in uniform, or of a traffic warden, cause or permit any vehicle to wait between the hours of 8.00 a.m. and 8.00 p.m. on Mondays to Saturdays inclusive in the lengths of road or on the sides of road specified in Schedule 3 to this Order.

6. Save as provided in Article 8 of this Order, no person shall, except upon the direction or with the permission of a police constable in uniform, or of a traffic warden, cause or permit any vehicle to wait between the hours of 8.00 a.m. to 6.00 p.m. on Mondays to Saturdays inclusive in the length of road specified in Schedule 4 to this Order:

(a) for a period longer than 30 minutes;

(b) if a period of less than 2 hours has elapsed since the termination during the said hours of the last period of waiting (if any) of the vehicle in those lengths of road.

7. Save as provided in Article 8 of this Order, no person shall, except upon the direction or with the permission of a police constable in uniform, or of a traffic warden, cause or permit any vehicle to wait between the hours of 8.00am and 6.00pm on Mondays to Saturdays inclusive in the lengths of road specified in Schedule 5 to this Order.

(a) for a period of longer than one hour; or

(b) if a period of less than four hours has elapsed since the termination during the said hours of the last period of waiting (if any) by that vehicle in the same side of road or length of road.

8. (1) Nothing in Articles 3, 4, 5, 6 or 7 of this Order shall render it unlawful to cause or permit any vehicle to wait in the lengths of road or on the sides of road specified therein for so long as may be necessary to enable -

(a) a person to board or alight from the vehicle;

(b) goods to be loaded onto or unloaded from the vehicle;

(c) the vehicle, if it cannot conveniently be used for such purpose in any other road, to be used in connection with any of the following operations, namely:

(i) building, industrial or demolition operations;
(ii) the removal of any obstruction to traffic;
(iii) the maintenance, improvement or reconstruction of the said lengths or sides of road; and
(iv) the laying, erection, alteration or repair in or on land adjacent to the said lengths or sides of road of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity, or of any telecommunications apparatus as defined in the Telecommunications Act 1984;

(d) the vehicle, if it cannot conveniently be used for such purposes in any other road, to be used in the service of a local authority, or of a water authority, in pursuance of statutory powers or duties;

(e) the vehicle to be used for the purposes of delivering or collecting postal packets as defined in Section 87 of the Post Office Act 1953;

(f) the vehicle to take in petrol, oil, water or air from any garage situated on or adjacent to the said lengths or sides of road; or

(g) to enable the vehicle to be used for fire brigade, ambulance or police purposes.

(2) Nothing in Articles 3, 4, 5, 6 or 7 of this Order shall render it unlawful to cause or permit any vehicle

(a) to wait upon an authorised parking place; or
(b) being a hackney carriage, to wait upon an authorised cab rank.

(3) Nothing in Articles 3, 4, 5, 6 or 7 of this Order shall render it unlawful to cause or permit a disabled person's vehicle which displays in the relevant position a disabled person's badge, and a parking disc, on which the driver, or other person in charge of the vehicle, has marked the time at which the period of waiting began, to wait in the lengths of road or sides of road referred to in the said Articles for a period not exceeding 3 hours (not being a period separated by an interval of less than 1 hour from a previous period of waiting by the same vehicle on the same length or side of road).

(4) Nothing in Articles 3, 4, 5, 6 or 7 of this Order shall render it unlawful for a driver of a public service vehicle to cause that vehicle to wait at a recognised timing point.

LOADING AND UNLOADING RESTRICTIONS

9. Save as provided in Article 17 of this Order, no person shall, except upon the direction or with the permission of a police constable in uniform, or of a traffic warden, cause or permit any vehicle to be loaded or unloaded at any time in the length of road specified in Schedule 6 to this Order.

10. Save as provided in Article 17 of this Order, no person shall, except upon the direction or with the permission of a police constable in uniform, or of a traffic warden, cause or permit any vehicle, with the exception of public service vehicles, hackney carriages and private hire vehicles, to be loaded or unloaded at any time in the length of road specified in Schedule 7 to this Order.

11. Save as provided in Articles 16, 17 and 18 of this Order, no person shall, except upon the direction or with the permission of a police constable in uniform, or of a traffic warden, cause or permit any vehicle to be loaded or unloaded at any time in the length of road specified in Schedule 8 to this Order.

12. Save as provided in Articles 17 and 18 of this Order, no person shall, except upon the direction or with the permission of a police constable in uniform, or of a traffic warden, cause or permit any vehicle with the exception of a hackney carriage on a marked taxi rank to be loaded or unloaded between the hours of 8.00 a.m. and 6.00 p.m. on Mondays to Saturdays inclusive in the lengths of road specified in Schedule 9 to this Order.

13. Save as provided in Article 17 of this Order, no person shall, except upon the direction or with the permission of a police constable in uniform, or of a traffic warden, cause or permit any vehicle to be loaded or unloaded between the hours of 8.00 a.m. and 10.00 a.m. on Mondays to Saturdays inclusive in the lengths of road specified in Schedule 10 to this Order.

14. Save as provided in Article 17 of this Order, no person shall, except upon the direction or with the permission of a police constable in uniform, or of a traffic warden, cause or permit any vehicle to be loaded or unloaded between the hours of 9.00 a.m. and 4.00 p.m. on Mondays to Saturdays inclusive in the lengths of road specified in Schedule 11 to this Order.

15. Save as provided in Article 17 of this Order, no person shall, except upon the direction or with the permission of a police constable in uniform, or of a traffic warden, cause or permit any vehicle, in excess of 5 tonnes gross laden weight, to be loaded or unloaded between the hours of 8.00 a.m. and 6.00 p.m. on Mondays to Saturdays inclusive in the lengths of road specified in Schedule 12 to this Order.

16. Nothing in Article 11 of this Order shall render it unlawful to cause or permit a disabled person's vehicle, which displays in the relevant position a disabled person's badge, to wait for a period not exceeding 4 hours in marked parking bays in the length of road specified in Schedule 8 to this Order.

17. (1) Nothing in Articles 9, 10, 11, 12, 13, 14 and 15 of this Order shall render it unlawful to cause or permit any vehicle to wait in the lengths of road for so long as may be necessary to enable:

(a) the vehicle, if it cannot conveniently be used for such purposes in any other road, to be used in connection with any of the following operations, namely:

(i) building, industrial or demolition operations;
(ii) the removal of any obstruction to traffic;
(iii) the maintenance, improvement or re-construction of the said lengths of road; or
(iv) the laying, erection, alteration or repair in, or on, land adjacent to the said lengths of road of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity or of any telecommunications apparatus as defined in the Telecommunications Act 1984;

(b) the vehicle, if it cannot conveniently be used for such purpose in any other road, to be used in the service of a local authority or water authority in pursuance of statutory powers or duties;

(c) the vehicle to be used for the purposes of delivering or collection of postal packets as defined in Section 87 of the Post Office Act 1953;

(d) the vehicle to take on petrol, diesel, oil, water or air from any garage situated on or adjacent to the said lengths or sides of road; or

(e) to enable the vehicle to be used for fire brigade, ambulance or police purposes.

(2) Nothing in Article 15 of this Order shall render it unlawful to cause or permit any goods vehicle to wait for twenty minutes in any one hour for the purpose of enabling goods to be loaded on or unloaded from a goods vehicle in the marked parking bay in the length of road specified in Schedule 12 to this Order.

(3) Nothing in Article 12 of this Order shall render it unlawful to cause or permit a disabled person's vehicle, which displays in the relevant position a disabled person's badge, to wait for a period not exceeding three hours (not being a period separated by an interval of less than one hour from a previous period of waiting by the same vehicle) in the layby in the length of road described in part (a) (i) of Schedule 9 to this Order.

18. In addition to the restrictions indicated in Articles 11 and 12, the driver of a vehicle shall not cause or permit it to wait in the length of road referred to in Schedule 8 and in the layby in the length of road specified in Schedule 9 to this Order in a position other than wholly within the limits of the parking place.

ONE WAY TRAFFIC

19. Save as provided in Article 20 of this Order, no person shall cause or permit any vehicle to proceed in the lengths of road specified in column l of Schedule 13 to this Order in a direction other than that specified in column 2 of that Schedule.

20. The restrictions imposed by Article l9 of this Order shall not apply to any vehicle when used for the following purposes, namely:

(a) fire brigade, ambulance or police;

(b) the removal of any obstructions to traffic; or

(c) the maintenance, improvement or reconstruction of the lengths of road referred to in Article l9 of this Order.

21. Save as provided in Article 22 of this Order, no person shall cause or permit any vehicle to proceed in Southernhay so as to enter the Basildon Central Bus Station by the western entrance or the eastern entrance.

22. Nothing in Article 21 of this Order shall prevent the driving upon the length of Southernhay specified in said Article 21 of any vehicle owned or operated by public service vehicles on a prescribed route so as to enter the Basildon Central Bus Station by the western entrance.

23. Save as provided in Article 24 of this Order, no person shall cause or permit any vehicle to proceed in Southernhay so as to enter the Basildon Central Bus Station Taxi Rank by the western entrance.

24. Nothing in Article 23 of this Order shall prevent the driving upon the length of Southernhay specified in the said Article 23 of any hackney carriage.

BUS LANES

25. Save as provided in Article 27 of this Order no vehicle other than a public service vehicle, school bus, or works bus, shall at any time enter, proceed or wait in the bus lane, as described in Schedule 14 to this Order, except on the direction or with the permission of a police constable in uniform, or of a traffic warden.

26. Save as provided in Article 27 of this Order no vehicle other than a public service vehicle, hackney carriage, school bus, or works bus, shall at any time enter, proceed or wait in the bus lane, as described in Schedules 15 and 16 to this Order, except on the direction or with the permission of a police constable in uniform, or of a traffic warden.

27. Every public service vehicle, hackney carriage, school bus or works bus proceeding in a westerly direction in Southernhay shall proceed in the bus lane, provided that the foregoing provisions shall not apply so as to prevent any such public service vehicle, hackney carriage, school bus, or works bus from crossing over the white line if it is necessary to do so in order to overtake a vehicle that is stationary in the bus lane, or from proceeding in a westerly direction to enter Clay Hill Road.

28. Every public service vehicle, hackney carriage, school bus, or works bus proceeding in an easterly, south easterly and southerly direction in Station Approach, shall proceed in the bus lane, provided that the foregoing provisions shall not apply so as to prevent any such public service vehicle, hackney carriage, school bus, or works bus from crossing over the white line if it is necessary to do so in order to overtake a vehicle that is stationary in the bus lane.

29. No vehicle shall proceed in the Southernhay bus lane, referred to in Articles 25 and 26, other than in a westerly direction, or in the Station Approach bus lane, referred to in Article 26, other than in a northerly direction.

30. Save as provided in Article 31 of this Order no vehicle other than a public service vehicle, hackney carriage, school bus, or works bus, shall, between the hours of 4.30pm and 6.30pm Mondays to Fridays inclusive, proceed or wait in the bus lane, as described in Schedule 16 to this Order, except on direction or with the permission of a police constable in uniform, or a traffic warden.

31. This Order shall not render it unlawful for any vehicle to enter, proceed or wait in a bus lane if and for so long as may be necessary to enable:

    (a) the vehicle to be used for the removal of any obstruction to traffic;

    (b) the vehicle to be used for police, fire brigade or ambulance purposes;

    (c) the vehicle to be used in the service of any local authority, or water authority, or with the permission of any such authority in pursuance of statutory powers or duties;

    (d) the vehicle to avoid an accident.

PROHIBITION OF RIGHT, LEFT AND "U" TURNS

32. Save as provided by Article 33 of this Order, no person shall, except upon the direction or with the permission of a police constable in uniform, or of a traffic warden, cause or permit any vehicle proceeding:

    (a) in a westerly direction along Broadmayne to make a right turn into Ghyllgrove;

    (b) in a westerly direction along Cherrydown West to make a right turn into Nethermayne;

(c) in a northerly direction along the Great Oaks perimeter road to car park no. 2 to make a right turn into Great Oaks;

(d) in a westerly direction along Southernhay to make a right turn into Fodderwick;

(e) in a northerly direction along Time Square (formerly Bluehouses) to make a right turn into Southernhay;

(f) in a westerly direction along Broadmayne to make (i) a left turn into Linkway; and (ii) a left turn into Great Oaks;

(g) in either direction along Broadmayne to make a "U" turn at (i) the signalled intersection formed by Broadmayne, Ghyllgrove and Southernhay; and (ii) the signalled intersection formed by Broadmayne and Linkway;

(h) in an easterly direction along (i) Southernhay to make a "U" turn at the signalled intersection formed by Fodderwick; and (ii) Broadmayne to make a "U" turn at the signalled intersection formed by Little Oaks, and at the intersection fronting the Fire Station;

(i) northwards out of Great Oaks at its junction with Broadmayne to make a left turn towards Roundacre;

(j) southwards from Broadmayne into the Basildon Centre Access Road to make a left turn into Great Oaks;

(k) northwards from Pagel Mead to make a right turn into Great Oaks;

(l) north-westwards towards Roundacre from Great Oaks at the Basildon Centre Access Road intersection, or from the Basildon Centre Access Road, to make a right turn into Broadmayne; and

(m) eastwards towards Great Oaks from the Basildon Centre Access Road, to enter Great Oaks.

33. Nothing in Article 32 of this Order shall render it unlawful for any vehicle to make the turns specified in the said Article to enable the vehicle to be used:

(a) for police, fire brigade or ambulance purposes;

(b) for the maintenance, improvement or reconstruction of the said lengths of road or sides of road;

(c) for the removal of any obstruction to traffic;

(d) for the laying, erection, alteration or repair in or on land adjacent to those lengths of road of any sewer, or any main, pipe or apparatus for the supply of water, gas or electricity or any telecommunications apparatus as defined by the Telecommunications Act 1984.

<u>YELLOW BOX</u>

34. No person shall, except upon the direction or with the permission of a police constable in uniform, or of a traffic warden, drive a vehicle into a boxed area, situated at the locations referred to in Schedule 17 to this Order, and thereafter drive it in such a direction that it becomes necessary, owing to the presence of stationary

vehicles, for any part of the vehicle to remain at rest within the area. Provided that no driver of a vehicle which is caused to remain at rest within the area shall be guilty of an offence if at the time he drove into that area he had reasonable cause to believe that he would immediately thereafter be able to drive the vehicle wholly out of the area.

PROHIBITION OF CYCLING

35. No person shall ride or cause to be ridden any pedal bicycle, or tricycle, on any of the lengths of highway specified in Schedule 18 to this Order.

BUS STOP CLEARWAYS

36. Save as provided in Article 38 and 39 of this Order no person shall, except upon the direction or with the permission of a police constable in uniform, or of a traffic warden, cause or permit any vehicle other than a public service vehicle to stop in a prohibited area during the specified hours in a specified road, as described in Schedule 19 to this Order.

37. Save as provided in Article 38 and 39 no person shall cause or permit any vehicle to proceed in Southernhay so as to enter the length of road comprising the bus stop area situated on its northern side at the pedestrian entrance to Eastgate, eastwards for a distance of 50 metres.

38. Nothing in Article 37 shall prevent the driving upon the length of Southernhay specified in the said Article of any public service vehicle so as to enter the bus stop by its western entrance.

39. Nothing in Articles 36 and 37 of this Order shall render it unlawful for a person to cause or permit a vehicle to wait within a prohibited area:

(a) if the vehicle is being used for the removal of any obstruction to traffic;

(b) if the vehicle is being used in the service of a local authority, or of a water authority, in exercise of statutory powers or duties and whilst being so used in such service it is necessary for the vehicle to wait in that prohibited area;

(c) in any case where the person in control of the vehicles:

(i) is required by law to stop;
(ii) is obliged to stop so as to prevent an accident; or
(iii) is prevented from proceeding by circumstances beyond his control.

REVOCATION OF EXISTING ORDER

38. The provisions of The District of Basildon (Basildon Town Centre) (Traffic Management and Consolidation) Order 1993 are hereby revoked.

39. The restrictions imposed by this Order shall be in addition to and not in derogation of any restrictions or requirement imposed by any regulation made or having effect as if made under the Road Traffic Regulation Act 1984 as aforesaid or by any other enactment.

Dated this 10th day of October 1996

THE COMMON SEAL of the)
DISTRICT COUNCIL of)
BASILDON was hereunto)
affixed by Order:)

DIRECTOR OF FINANCE
AND CORPORATE SERVICES

HI134

SCHEDULE 1

NO WAITING AT ANY TIME

(1) Ashdon Way

On both sides for its entire length.
On both sides of the access road to car park no. 11.

(2) Access Road - Car Park No. 3

On both sides from its junction with Southernhay to the entry/exit barrier.

(3) Access Road to the Rear of Nos. 6-22 Pinmill

On both sides from its junction with Southernhay north-eastwards, northwards and eastwards to a point in line with the party wall to Nos. 8 and 10 Pinmill.

(4) Access Road to Rear of Towngate Theatre

On both sides from its bifurcation with Great Oaks westwards, south-westwards and southwards for its entire length, including the road to and from Broadmayne.

(5) Access Road to Car Park No. 12

On both sides from its junction with Cherrydown East westwards for its entire length.

(6) Cherrydown East

On the south side from its junction with Clay Hill Road for a distance of 55 metres and on its north side from its junction with Clay Hill Road for a distance of 25 metres.

On the north side from a point 216 metres west of its junction with Clay Hill Road, westwards to its junction with Station Way.

On the south side from a point 214 metres west of its junction with Clay Hill Road, westwards to the junction with Station Way.

(7) Cherrydown West

On both sides from a point 236 metres east of the eastern kerbline of Nether Mayne eastwards for the remainder of its length.

(8) Clay Hill Road

On both sides from its junction with Southernhay southwards to a point 20 metres south of the southern kerbline of Cherrydown East including the bifurcation to Cherrydown East and eastwards to car park no. 13 entrance.

(9) Fodderwick

On the west side from its junction with Southernhay northwards for a distance of 19 metres.

On the east side from its junction with Southernhay northwards for a distance of 15 metres.

(10) Great Oaks

On the north side from its junction with Southernhay westwards to a point 70 metres west of the west kerbline of Little Oaks and from a point 120 metres west of the west kerbline of Little Oaks to its junction with Broadmayne including its bifurcation.

On the south side from its junction with Southernhay to its junction with Broadmayne.

(11) Long Riding

On the northern side from its junction with Southernhay eastwards to a point in line with the eastern flank wall of the Telephone Exchange. On the southern side from its junction with Southernhay eastwards to a point in line with the north flank wall of No. 533 Long Riding.

(12) Linkway

On both sides from its junction with Broadmayne southwards to its junction with Great Oaks.

(13) Southernhay

On both sides from its junctions with Broadmayne and Great Oaks, including the bifurcation south-eastwards, southwards and westwards to its junction with Roundacre.

(14) Station Access Road

On both sides eastwards and southwards for its entire length.

(15) Station Waiting Area

On all sides for its several lengths, excluding parking bays other than the four northernmost.

(16) Station Way

On both sides from its continuation with Cherrydown East westwards, north-westwards and northwards to its junction with Southernhay including its bifurcation.

(17) Service Road to North of Telephone Exchange

On the north side from its junction with the access road to the rear of the properties in Pinmill eastwards for a distance of 34 metres.

On the south side from its junction with the access road to the rear of the properties in Pinmill eastwards for a distance of 14 metres.

(18) Towngate

On both sides for its entire length, including the whole of the turning circle at the western end of Towngate.

(19) Tinkler Side Turning Area West of Telephone Exchange

On all sides from its junction with the access road to the rear of the properties in Pinmill in all directions as delineated by the kerbline to its junction with the service road to the north of the Telephone Exchange.

(20) Market Pavement (South to North Market Access Road)

On the west side of the road linking Southernhay with the Town Centre market area northwards for a distance of 55 metres.

(21) North Gunnels

On both sides from its junction with Great Oaks for its entire length.

(22) The Perimeter Road to Car Park No. 2

The western arm on its west side southwards for its entire length and on its east side from its junction with Great Oaks southwards to its junction with the southern arm of the perimeter road.

The southern arm on the north side from its junction with the western arm of the perimeter road eastwards to the eastern arm of the perimeter road.

The eastern arm on the west side from its junction with Great Oaks southwards to its junction with the southern arm of the perimeter road, and on the east side from its junction with Great Oaks southwards for a distance of 23.5 metres.

(23) The Service Road to the Rear of Multi-Storey Car Park, Brooke House and Church Walk

On all sides for its entire length.

SCHEDULE 2

NO WAITING 8.00 A.M.-6.00 P.M.
MONDAY TO SATURDAY

(1) Cherrydown East

On its north side from a point 25 metres west of its junction with Clay Hill Road westwards for a distance of 191 metres and on its south side from a point 55 metres west of its junction with Clay Hill Road westwards for a distance of 159 metres.

(2) Cherrydown West

On both sides from a point 197.5 metres from the eastern kerbline of Nethermayne eastwards for a distance of 38.5 metres.

(3) Fodderwick

On the west side from a point 19 metres north of its junction with Southernhay for a distance of 110 metres.

On the east side from a point 15 metres north of its junction with Southernhay for a distance of 103 metres.

(4) Little Oaks

On both sides for its entire length.

(5) Nether Priors

On the west side of the service road linking Nether Priors and Long Riding, from a point in line with the north flank wall of No. 533 Long Riding southwards to its junction with Nether Priors and on the east side for its entire length excluding the lay-by.

The service road on the west side linking Nether Priors to the rear of 42 West Thorpe, for a distance southwards of 65 metres and on the east side for a distance southwards of 45 metres.

(6) Market Access Road - East to West

On both sides from a point 10 metres east of the east kerbline of the southern section of Market Pavement westwards for its entire length excluding that area to the rear of the carriageway and fronting the market office and storage building.

(7) Access Road Serving the Rear of 55 Market Square - North to South

On both sides southwards from the south building line between nos. 55 and 57 Market Square to its junction with the east-west market access road, a distance of 45 metres.

(8) The Service Road at the Rear of Nos. 1-20 South Walk

On both sides for its entire length and including the whole of the service area at its eastern end.

(9) The Service Road at the Rear of Nos. 1-21 Market Pavement

On both sides for its entire length.

(10) The Service Road from 21 Market Pavement to Co-operative House

On both sides for its entire length including the service area at its eastern end at the rear of Co-operative House.

(11) Perimeter Road Car Park No. 2 Town Centre

On the east side of the eastern arm from a point 25 metres south of the junction with Great Oaks to the southern arm and on the south side of the southern arm for its entire length and then northwards and eastwards to the junction with the western arm; then northwards on the west side of the western arm for a distance of 10 metres.

(12) Market Pavement (South to North Market Access Road)

On its eastern side from Southernhay to its junction with the Market Access Road (East/West).

HI134

SCHEDULE 3

NO WAITING 8.00 A.M.-8.00 P.M.
MONDAY TO SATURDAY

The Gateway Access Road

On both sides from its junction with Southernhay westwards and southwards for its entire length.

HI134

SCHEDULE 4

NO WAITING 8.00 A.M.-8.00 P.M.
MONDAY TO SATURDAY

(a) For a Period Longer than 30 Minutes
(b) No Return Within 2 Hours

Great Oaks

On the northern side from a point 70m west of the western kerbline of Little Oaks for a distance westwards of 50m.

HI134

SCHEDULE 5

NO WAITING 8.00 A.M.-6.00 P.M.
MONDAY TO SATURDAY

(a) For a Period Longer than One Hour
(b) No Return Within 4 Hours

Railway Station - Central Waiting Area

Within all marked parking bays excluding the four northernmost bays.

HI134

SCHEDULE 6

PROHIBITION OF LOADING AND UNLOADING AT ANY TIME

(a) Southernhay

On both sides from its junction with Station Way eastwards to its junction with Clay Hill Road.

(b) North Gunnels

On both sides from a point 45m south of its junction with Great Oaks southwards for the remainder of its length.

HI134

SCHEDULE 7

PROHIBITION OF LOADING AND UNLOADING AT ANY TIME

Towngate

On the northern side for its entire length.

HI134

SCHEDULE 8

PROHIBITION OF LOADING AND UNLOADING AT ANY TIME

Towngate

On the southern side for its entire length (excluding disabled persons' vehicles not exceeding 4 hours in marked bays).

HI134

SCHEDULE 9

PROHIBITION OF LOADING AND UNLOADING
8.00 A.M.-6.00 P.M. MONDAY TO SATURDAY

(a) Fodderwick

(i) On the west side from its junction with Southernhay northwards for a distance of 100 metres.

(ii) On the east side from a point in line with the front building line of No. 1 Market Square southwards to a point 7 metres south of the south kerbline of the east/west market access road.

(b) Great Oaks

On the north side from a point 55 metres west of the western kerbline of Little Oaks to a point 5 metres east of the eastern kerbline of Little Oaks.

(c) Market Access Road - East to West (To Rear of Market Tavern Public House)

On both sides from the junction with Fodderwick eastwards to a point 5 metres east of the front boundary wall of No. 21 Market Pavement excluding that area to the rear of the carriageway and fronting the market office and storage building.

(d) The Perimeter Road to Car Park No. 2

On the north side of the southern arm from its junction with the western arm eastwards to the eastern arm and on the west side of the eastern arm to its junction with Great Oaks.

SCHEDULE 10

PROHIBITION OF LOADING AND UNLOADING
8.00 A.M.-10.00 A.M. MONDAY TO SATURDAY

Little Oaks

On both sides for its entire length.

HI134

SCHEDULE 11

PROHIBITION OF LOADING AND UNLOADING
9.00 A.M.-4.00 P.M. MONDAY TO SATURDAY

Access Road Serving the Rear of 55 Market Square North to South

On both sides southwards from the south building line between Nos. 55 and 57 Market Square to the junction with the east/west access road, a distance of 45m.

HI134

SCHEDULE 12

NO LOADING AND UNLOADING
8.00 A.M.-6.00 P.M. MONDAY TO SATURDAY

Market Pavement (South to North Market Access Road)

On its east side for its entire length excluding the marked lorry bay for a period of 20 minutes in one hour for the purpose of loading or unloading from a goods vehicle in excess of 5 tonnes gross laden weight.

On its west side from the south kerbline of the east/west Market Access Road southwards for a distance of 35m.

HI134

SCHEDULE 13

ONE WAY RESTRICTIONS

	Column 1	Column 2
(1)	Clay Hill Road From its junction with Southernhay to its bifurcation with Cherrydown East.	All traffic to proceed in a southerly direction from its junction with Southernhay to its junction with Cherrydown East.
(2)	Cherrydown West That part of Cherrydown West from the exit of Car Park No. 12.	All traffic to proceed in an easterly direction.
(3)	Cherrydown East That part of Cherrydown East from its junction with Clay Hill Road to its junction with Station Way.	All traffic to proceed in a westerly direction.
(4)	Great Oaks For its entire length.	All traffic to proceed in a westerly direction.
(5)	Linkway For its entire length.	All traffic to proceed in a northerly direction.
(6)	Little Oaks For its entire length.	All traffic to proceed in a southerly direction.
(7)	Southernhay That part of Southernhay between its junction with Broadmayne and Great Oaks, including its bifurcation.	All traffic to proceed in a southerly direction.
(8)	Station Car Park Service Road Within the circulatory system formed by Cherrydown East, Station Way and the Station Access Road.	All traffic to proceed in a clockwise direction.
(9)	Station Way That part of Station Way from its junction with Cherrydown East to its junction with Southernhay, including the bifurcation at its northern end.	All traffic to proceed in an east to west and south to north direction.

(10) Station Access Road	
(a) From its junction with Station Way to its junction with Cherrydown East.	All traffic to proceed west to east and north to south.
(b) The access road from Ashdon Way to Car Park No. 11.	All traffic to proceed in a north-westerly direction.
(11) Market Pavement	
From its junction with Southernhay to its junction with the east/west Market Access Road leading to Fodderwick.	All traffic to proceed in a northerly direction.
(12) Market Access Road (East-West)	
From its junction with the western kerbline of Market Pavement to its junction with Fodderwick.	All traffic to proceed in a westerly direction.
(13) Car Park No. 2 - Perimeter Road	
From its western junction with Great Oaks for its entire length excluding the section of road 15 metres west of the western arm of the perimeter road at the rear of Nos. 11-13 East Walk.	All traffic to proceed southwards, eastwards and northwards in an anti-clockwise direction.

SCHEDULE 14

BUS LANE (AT ALL TIMES)

Southernhay (Southern Carriageway)

From a point 42m east of the eastern kerbline of Clay Hill Road westwards to a point 45m west of the western kerbline of Clay Hill Road.

HI134

SCHEDULE 15

BUS LANE (AT ALL TIMES)

Southernhay

From a point 45m west of the western kerbline of Clay Hill Road westwards to the junction with Station Way.

HI134

SCHEDULE 16

BUS LANE
(4.30pm to 6.30pm Mondays to Fridays inclusive)

Station Approach

From its junction with Station Way to its junction with Cherrydown East.

SCHEDULE 17

BOX JUNCTION PROTECTION AREAS

Great Oaks

At its junction with Little Oaks.

Southernhay

At its junction with the bus station's western and eastern access roads.

SCHEDULE 18

PROHIBITION OF CYCLING

(1) Long Riding

The pedestrian subway linking Long Riding with the main shopping area or on the ramps associated with that subway.

(2) Other Pedestrian Areas

(a) The pedestrian areas known as Town Square, Market Pavement, East Walk, East Square, South Gunnels, Market Square and the respective footpaths leading thereto.

(b) The subway across Broadmayne (west of The Gore) and the footpath leading from Great Oaks to the southern entrance to the subway.

SCHEDULE 19

BUS STOP CLEARWAYS
(7.00am - 7.00pm any day)

1. Southernhay, Basildon.

2. Fodderwick, Basildon.

3. Clay Hill Road, Basildon.

4. Station Approach Road, Basildon.

HI134