

REPORT ON RAYLEIGH TOWN CENTRE REVIEW

1 SUMMARY

- 1.1 Report on the review of the effects of the Traffic Regulation Order Variations for Rayleigh High Street. The variations were agreed by Rochford District Council on 22 June 1999.
- 1.2 Rayleigh Town Centre Monitoring Panel have considered the review and identified the issues and possible measures to resolve residual problems as given in Appendix A

2 INTRODUCTION

- 2.1 The scope and factual results from the survey are contained in Appendix B (to follow).

3 RESULTS OF PANEL DISCUSSIONS ON THE REVIEW

- 3.1 The factual results of the review were considered by the Rayleigh Town Centre Monitoring Panel on 1 November 2000. Appendix A is the result of the Panels discussions.
- 3.2 Appendix A does not contain a complete list of all issues discussed but contains all those where it was considered a reasonable solution should be investigated.
- 3.3 Members were concerned by the lack of response from the fire and ambulance services.
- 3.4 Item 8 in appendix A is beyond the scope of the review but panel members felt it should be identified as an issue that requires consideration.
- 3.5 It was recognised that the scheme overall is a success but there are some minor items that still require work.
- 3.6 The Rayleigh Town Centre Monitoring Panel wish to continue until the measures identified are progressed to a point that they can be considered in full at the Rochford District Transportation and Environmental Services Committee on 25 January 2001.

4 FINANCIAL IMPLICATIONS

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- 4.1 The review was carried out within the staff resources of Essex County Council, Transportation and Operational Services division.
- 4.2 If issues identified through the review are feasible then finance for developing and implementing measures will be required. Estimates will need to be fed into the budget making process.

5 LEGAL IMPLICATIONS

- 5.1 Some of the measures being considered will require further variations to the existing Traffic Regulation Order

6 RECOMMENDATION

It is proposed that the Committee **RESOLVES**

- (1) That the issues listed in Appendix A be investigated further by the Rayleigh Town Centre Monitoring Panel and that a list of implementable measures with estimates be brought to the meeting of this Committee on 25 January 2001.
- (2) That the Rayleigh Town Centre Monitoring Panel continues to meet, if necessary beyond 31 December 2000, to complete the review of the scheme.

Nick McCullagh

District Manager, Transportation & Operation Services
Essex County Council

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Background Papers:

None.

For further information please contact Julie Martyn on:-
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E-Mail:- julie.martyn@essexcc.gov.uk

<u>Appendix A</u>		
Summary of Panel meeting discussions		
Number	Issue	Possible means of resolution that need investigating
1	Use of the lagoon area, High Street	-card entry system taxi's only or -more disabled and taxi rank stacking on the outer edge of the lagoon
2	Delays to buses	-bus priority measures at signalled junctions and pedestrian crossings
3	Gradient of pavement at junction of Eastwood Road and Websters Way	-raised zebra crossing at the southern end of Websters Way
4	Roundabout layout at the junction of Eastwood Road and High Street	-review layout and possibly move central spot
5	Dropped kerb, High Street, outside Boots	-move from current position to provide level access to the front of the taxi rank
6	Traffic Order between Rectory Garth and Church Street	- review in consideration of comments from the police constable
7	Junction efficiency at junction of Websters Way/Hockley Road/High Street	-consider layout to maximise efficiency but also considering cyclists and pedestrians
Xtra 8	Exit of Love Lane car park	-outside the scope of the review but panel members feel this should be identified for review

(pages 11, 12 and 27 to follow)

Rev 1/11/00

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Rayleigh Town Centre Review

Purpose

To review the effects of the implementation of the Traffic Regulation Order variations that were agreed by Rochford District Council on 22 June 1999. This review is a result of a resolution from that meeting but will cover additional information to gauge overall the success of the scheme.

The review covers the Order amendments agreed and implemented, a copy of the schedule is attached.

Area to be covered

The length of roads covered by the order amendments only.

Information to be gathered

- 1 Surveys of use of loading bays and on street parking
- 2 Survey of use and abuse of taxi rank
- 3 Survey of use of disabled parking bays
- 4 Disabled parking outside of disabled parking bays
- 5 Queue sampling at Crown Hill and Church Street
- 6 Bus operators view on the scheme
- 7 Disabled groups views on the scheme
- 8 Emergency services views on the scheme
- 9 Chamber of Trade's view on the scheme
- 10 Taxi operating companies view on the scheme
- 11 Accident statistics since the implementation of the revised one way system.

Use of Results

The information will be collected, collated, reported to the Rayleigh Town Centre Monitoring Panel and then to the Transportation and Environmental Services Committee of Rochford District Council

Cost of Review

The review is being carried out using existing staff resources at the South Area Managers Office. The time taken will depend upon the availability of these resources.

SCHEDULE To Report to Kitchener Transportation & Environmental Services
3 June 99

PROPOSED NO WAITING AT ANY TIME AND NO LOADING OR UNLOADING
BETWEEN 8 a.m. - 10 a.m. and 4 p.m. - 6 p.m.

Bellingham Lane

Both Sides

From its junction with High Street, northeastwards for a distance of 40 metres.

Northwest Side

From a point 40 metres northeast of its junction with High Street, northeastwards for a distance of 6 metres.

High Street

Both Sides

From its junction with Love Lane, northeastwards to its junction with Heckley Road including the area known as Boots Lagoon a distance of 544 metres.

Eastwood Road

Both Sides

From its junction with High Street, southeastwards for a distance of 135 metres.

Websters Way

Both Sides

From its junction with Eastwood Road, northeastwards for a distance of 15 metres.

PROPOSED LIMITED WAITING FROM 8.00 AM - 6.00 PM FOR
30 MINUTES NO RETURN WITHIN 2 HOURS EVERY DAY

High Street

Northwest Side

- i. From a point 20 metres northeast of its junction with Crown Hill, northeastwards for a distance of 11 metres (within the layby).
- ii. From a point 115 metres northeast of its junction with Crown Hill, northeastwards for a distance of 20 metres (within the layby).
- iii. From a point 225 metres northeast of its junction with Crown Hill, northeastwards for a distance of 12 metres.

Southeast Side:

- i. From a point 50 metres northeast of its junction with Love Lane northeastwards for a distance of 12 metres (within the layby).
- ii. From a point 122 metres northeast of its junction with Crown Hill, northeastwards for a distance of 13 metres (within the layby).
- iii. From a point 145 metres northeast of its junction with Crown Hill, northeastwards for a distance of 24 metres.

2.

Eastwood Road

Northeast Side

From a point 64 metres southeast of its junction with High Street, southeastwards for a distance of 12 metres (within the layby).

LIMITED WAITING FOR DISABLED ONLY 8.00 AM - 6.00 PM
FOR ONE HOUR NO RETURN WITHIN 2 HOURS EVERY DAY
OUTSIDE RESTRICTED TIMES UNLIMITED PARKING FOR DISABLED DRIVERS ONLY

*Resolution by RDC
Council 22/6/99*

High Street

Northwest Side

- i. From a point 244 metres northeast of its junction with Crown Hill, northeastwards for a distance of 6 metres.

Southeast Side

- i. From a point 44 metres northeast of its junction with Love Lane northeastwards for a distance of 6 metres.
- ii. From a point 100 metres northeast of its junction with Crown Hill, northeastwards for a distance of 23 metres (within the layby).

Within the area known as the Roots Lagoon

Northwest side

From a point 25 metres southwest of its junction with High Street, southwestwards for a distance of 10 metres.

Eastwood Road

Northeast Side

From a point 75 metres southeast of its junction with High Street, southeastwards for a distance of 6 metres (within the layby).

PROPOSED NO WAITING, NO LOADING/UNLOADING AT ANY TIME - EXEMPTION TO
LOADING AND UNLOADING FOR GOODS VEHICLES

High Street

Northwest Side

- i. From a point 139 metres northeast of its junction with Love Lane, northeastwards for a distance of 14 metres.

Southeast Side

- ii. From a point 62 metres northeast of its junction with Love Lane northeastwards for a distance of 17 metres.
- iii. From a point 185 metres northeast of its junction with Crown Hill, northeastwards for a distance of 20 metres.

Eastwood Road

Northeast Side

From a point 42 metres southeast of its junction with Eastwood Road, southeastwards for a distance of 12 metres.

**PROPOSED LIMITED WAITING FOR MOTOR CYCLISTS ONLY
8.00 AM - 6.00 PM FOR 30 MINUTES NO RETURN WITHIN 2 HOURS**

Within the area known as the Boots Lagoon

Northwest Side

From a point 5 metres southwest of its junction with High Street, southwestwards for a distance of 10 metres (within the market area).

RAYLEIGH TOWN CENTRE - PROPOSED VARIATION TO EXISTING
WAITING RESTRICTIONS

STATEMENT OF REASONS

The Town Centre has to accommodate a range of functions and demands including the need to be a viable shopping and commercial area, provide leisure facilities and a wide range of other services. It also has to operate as an interchange for journeys by car, bus and taxi, allowing access and provide through movement to/from the wider highway network.

Previous changes to the pattern of traffic flow and current environmental improvement works will have produced a less traffic dominated and more pedestrian-friendly 'feel' to the area, the High Street in particular.

The remaining road space, after allowing for traffic movement and enhanced pavement area, needs to be managed in the most effective way to accommodate public transport - including taxis and loading and unloading to service shops and businesses. In addition the parking needs of the disabled and a limited amount of short stay general parking are considered to be important.

The accompanying layout plan shows the arrangement of proposals in the High Street and Eastwood Road designed to satisfy these requirements with dedicated parking bays for each user group.

At present 12 spaces for general parking are located in the 'Boots lagoon area' together with 5 spaces for the disabled here and nearby, an on-street rank for 5 taxis and no formal loading/unloading provision.

It is considered that the lagoon area, being free of passing traffic is best utilised by taxis and disabled users and that other general parking is best placed on-street to provide efficient and convenient access to cashpoints etc.

The current scheme and this Order proposes 4 loading/unloading bays, 17 general parking spaces, an area for motorcycles, 8 disabled spaces and a rank for 8 taxis representing an improved provision for all. In addition, extra cycle parking is to be provided.

5.

Essex County Council as Highway Authority, reflecting the Government's Integrated Transport Strategy, is presenting this proposal on the basis of relative priority with public transport, including taxi services having top priority followed by the disabled and then general parking provision which is otherwise adequately provided for in public off-street car parks.

The County Council must also have regard for the safety of and optimum free movement for all users of the highway and particularly the safety and convenience of all vulnerable classes including pedestrians, cyclists, disabled and elderly members of the community.

Report on survey of use of parking and queueing at Church Road and Crown Hill

Purpose

To see how the parking as allocated in the Road Traffic Order is used throughout the day on average days, market day and Saturday.

Methodology

The survey covered the lengths of roads subject to the Traffic Regulation Order for the town centre area. A walking route was devised that allowed the person carrying out the survey to view all the locations easily and this was used consistently to get a meaningful result. A survey sheet was drawn up that included all parking spaces and allowed for recording of the vehicle type; a selection of the registration numbers of the parked vehicle and if orange or blue disabled badges are displayed. It also allowed for the recording of the length of queues (in number of vehicles), number of taxis in the rank and for any comment. A blank sheet is attached. On the survey days, during the survey hours the route was walked and information recorded every hour during the survey times.

The survey took place on the following days between the following hours

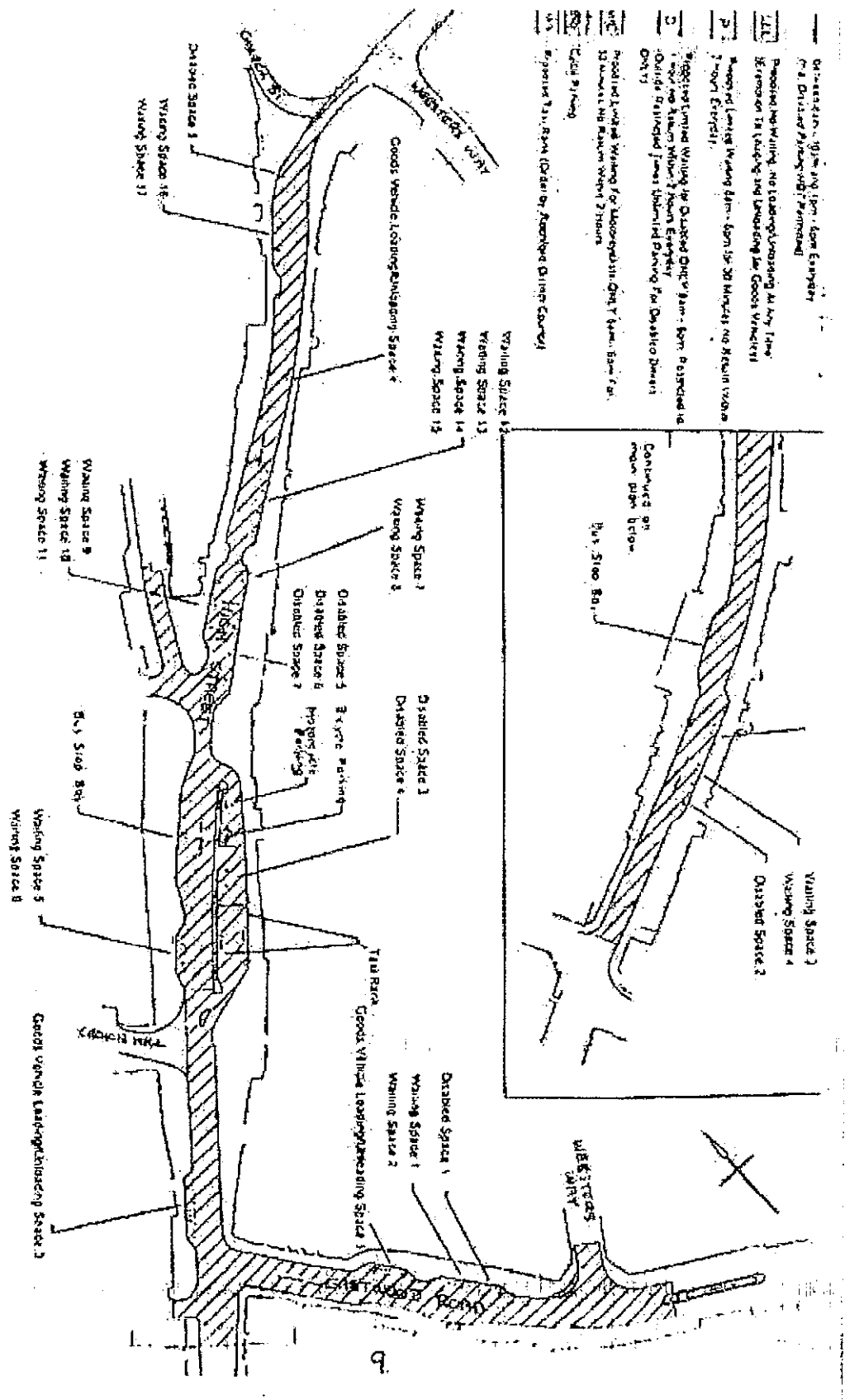
Thursday 7 September	9:00 to 19:00
Saturday 9 September	9:00 to 15:00
Tuesday 10 October	9:00 to 18:00
Wednesday 11 October	9:00 to 18:00

These days were selected to be within normal school term time and the gap in survey dates is due to the fuel crisis.

From the data collected the following information can be concluded.

Item 12

8



CARS QUEUING AT CROWN HILL

	07/09/2000	08/09/2000	10/10/2000	11/10/2000
	Thursday	Saturday	Tuesday	Wednesday
9:00 AM	2	2	10	9
10:00 AM	0	5	8	9
11:00 AM	10	5	6	7
12:00 PM	0	7	0	2
1:00 PM	9	4	7	7
2:00 PM	3	8	2	0
3:00 PM	0	4	7	1
4:00 PM	6		1	8
5:00 PM	7		4	6
6:00PM	12		1	11

	07/09/2000	09/09/2000	10/10/2000	11/10/2000
	Thursday	Saturday	Tuesday	Wednesday
9:00 AM	0	0	2	1
10:00 AM	2	2	0	0
11:00 AM	1	5	1	7
12:00 PM	1	7	2	7
1:00 PM	0	6	1	3
2:00 PM	0	6	7	0
3:00 PM	0	5	3	2
4:00 PM	7		4	2
5:00 PM	2		3	3
6:00PM	0		10	8

RAYLEIGH TOWN CENTRE REVIEW - SUMMARY OF SURVEY

Start time	MC's in MC space	Taxis in Taxi rank (Max 8)	Loading spaces occupied (Max 8)	Disabled spaces occupied (max 8)	Waiting spaces occupied (Max 17)	Disabled Parking Bay Abuse
9:05 AM	1	7	3	2	13	0
10:00 AM	1	11	5	8	17	1
11:05 AM	2	4	4	5	15	0
12:00 PM	4	7	2	5	16	0
1:10 PM	4	11	1	5	16	1
2:02 PM	4	5	2	4	17	2
3:00 PM	3	6	3	4	13	2
4:02 PM	2	2	3	6	10	1
5:00 PM	2	6	0	2	12	0
6:40 PM	1	0	6	2	15	1
9:00 AM	2	1	1	4	16	2
10:00 AM	4	2	0	5	12	0
11:00 AM	4	2	1	3	12	0
12:00 PM	5	1	2	5	14	1
1:00 PM	4	2	0	4	13	0
2:00 PM	3	3	1	6	14	1
3:00 PM	1	3	0	5	9	0
9:00 AM	1	7	0	4	17	0
10:00 AM	0	4	1	6	15	1
11:00 AM	0	10	1	6	15	1
12:00 PM	1	7	4	4	16	0
1:00 PM	1	6	2	6	17	2
2:00 PM	1	7	2	5	14	0
3:00 PM	0	7	3	7	15	1
4:00 PM	0	1	2	7	17	1
5:00 PM	0	0	1	0	16	0
6:00 PM	1	4	3	1	7	0
9:00 AM	1	8	1	4	12	0
10:00 AM	2	9	1	5	10	0
11:00 AM	0	7	3	8	13	1
12:00 PM	0	5	3	4	15	3
1:00 PM	2	8	3	6	17	0
2:00 PM	1	9	2	4	14	1
3:00 PM	0	1	3	6	16	1
4:00 PM	1	4	4	7	16	2
5:00 PM	0	3	1	5	13	2
6:00 PM	0	1	1	2	14	1

SUMMARY OF RESULTS

The survey indicates that the Traffic Regulation Order restrictions are well adhered to and there are no substantial problems in the queuing at the junctions of Crown Hill and Church Street on to the High Street. The approximate average number of vehicles queuing in Crown Hill was six, and the average number of vehicles queuing in Church Street was four.

The figures regarding the Taxi Rank in the Lagoon showed that its capacity was exceeded on three occasions (A.M). This resulted in the Lagoon's flow of traffic being affected at the busiest times of the day. Weekdays show the greatest numbers using the Taxi rank at any particular time.

The loading spaces throughout the survey show that their use is not being maximised, and on many occasions a considerable proportion of available spaces are not in use. This level of use is appropriate for loading bays as anyone wishing to unload/load usually has space to do so without affecting traffic flows.

The disabled parking bays were also predominantly not used to their full capacity. However the Disabled bays in the Lagoon were generally used at all times. Figures on the abuse of the disabled parking show there to be a problem with non badge holders, particularly when the High Street is at its busiest.

Waiting spaces are shown to be used extensively throughout the day with capacity used fully on several occasions. This may account for the abuse of parking, which occurs, both in the disabled bays and throughout the High Street where parking is restricted. The largest area of abuse is illegal parking adjacent to the Lagoon area.

The provision for motorcycles is shown to be more than adequate.

In conclusion many of the parking issues highlighted are particularly prevalent during weekdays with the abuses more sporadic than in any sustained manner. As a result traffic is only affected detrimentally when the High Street is at its busiest with the main problem areas being congestion in the Lagoon which occasionally affects traffic flow.

P/6/RAY/TWCAB
19 October 2000
Trudy Mills

Dear Sir/Madam

RAYLEIGH TOWN CENTRE REVIEW

You will be aware that Rochford District Council, Rayleigh Town Council and Essex County Council have been working together to enhance Rayleigh Town Centre. Rochford District Council resolved in June 1999 to implement the current waiting restrictions in Rayleigh Town Centre and then review after one year.

As part of this review all transportation bodies are being consulted to gain their views on the waiting restrictions. You may also wish to take the opportunity to comment on the general layout of the Town Centre since the completion of the alterations.

The Highway Authority will be carrying out parking beat surveys to assess how the existing restrictions are working and whether there is any illegal parking taking place.

This is to be carried out in the near future and I would be grateful for your views by the end of September.

Thank you in advance for your co-operation.

Yours faithfully

Area Manager South

Arriva
Thamesway
Frank Spence, Hackney Carriage Office
Dave Downing, Essex Police
Fire & Rescue
Ambulance Service
RDC
Bert Jones
Joan Ward
Chamber of Trade

5241

TABLE OF CONSULTATION RESPONSES

CONSULT EE	COMMENTS	ECC RESPONSE
ESSEX POLICE	<ul style="list-style-type: none"> Highlights abuse by Orange Badge holders in High St side of the Lagoon. And to prevent this should be given over to a loading bay. Some parking bays should be re-allocated for Orange Badge holders. No order to prohibit parking between top of Church St and Rectory Garth. 	<ul style="list-style-type: none"> Recommend the amendment of the existing Traffic Regulation Order to a loading bay to prevent this parking and alleviate the existing congestion this causes. This however, conflicts with the comments made by the Bus companies as mentioned below. This does not seem to be an issue for the disabled from the comments received from this group as part of the consultation. The survey shows the other disabled bays are currently not optimised to their maximum. Recommend a Traffic Regulation Order for a no loading restriction. Needs to be discussed with 'Amigos', as this could restrict their deliveries.
THAMESWAY	<ul style="list-style-type: none"> Problems in delays on Saturdays especially at top of Crown Hill, the Traffic Lights at the church, and Websters way. Problems with vehicle parking outside the Lagoon and general lack of enforcement. Roundabout at junction of Eastwood Rd and the High St be altered to keep traffic in appropriate lanes. Extra priority for buses in the High St to alleviate delays. Many problems still exist but in different part of the system. 	<ul style="list-style-type: none"> Recognise delays do occur although traffic generally is constantly progressing/moving. Decentralisation may be a way forward and will facilitate a more regular enforcement of the existing Traffic Regulation Order's in the town centre. The roundabout 'spot' can be relocated Northwards to encourage drivers to remain in their dedicated lanes, especially when turning right from Eastwood Rd. As mentioned in their letter this would be difficult to achieve with the current layout of the town centre although investigation of bus priorities at signals could be a way forward. The general idea of the new arrangements has been successful although I agree there are delays in other parts of the area.
ARRIVA	<ul style="list-style-type: none"> Delays at peak times are normal although the main areas of congestion are Websters Way and the top of Crown Hill. Propose a designated bus lane in High Street or Priority system. Roundabout at junction of Eastwood Rd and the High St be altered to keep traffic in appropriate lanes. 	<ul style="list-style-type: none"> As mentioned in their letter this would be difficult to achieve with the current layout of the town centre although investigation of bus priorities at signals could be a way forward. No road space available at the North of the High Street, although bus priority at signals could be investigated. The roundabout 'spot' can be relocated Northwards to encourage drivers to remain in their dedicated lanes, especially when turning right from Eastwood Rd.

ROCHFORD DISTRICT COUNCIL ACCESS OFFICER	<ul style="list-style-type: none"> Existing 3 hour waiting period in disabled bays retained. Retain disabled parking bays within Taxi rank at Boots Lagoon. 	<ul style="list-style-type: none"> This can be agreed. This can be agreed.
ROCHFORD DISTRICT ACCESS COMMITTEE FOR THE DISABLED	<ul style="list-style-type: none"> Happy with the current 3-hour limit on Disabled bays. Problems still exist regarding accessibility to some shops. Problems exist for 'scooter' users at crossing at the Eastwood Rd end of Websters Way. 	<ul style="list-style-type: none"> No comment. This may need to be looked at individually and clarification is required as to the exact difficulties with access being encountered, i.e. shop forecourts, shop doorways etc. (As part of the Disability Discrimination Act). Possibility of raising the existing Zebra crossing could be investigated as due to the limited width of the footways at this location - No other measures can be investigated.
AMBULANCE SERVICE	<ul style="list-style-type: none"> Awaiting response to consultation 	
FIRE & RESCUE SERVICE	<ul style="list-style-type: none"> Awaiting response to consultation 	
ROCHFORD DISTRICT COUNCIL HACKNEY CARRIAGE OFFICER	<ul style="list-style-type: none"> Despite facilities at 'The Approach', the main taxi circuits boycott this Rank. Capacities are often exceeded in both Ranks, which causes obstruction to the flow of traffic. Confusion exists to the public as to who is at the front of the 'Lagoon' Rank. Re-examine areas used for motor and pedal cycles. Extend the East side of the 'Lagoon' Rank. Re-allocate the West section into Disabled parking. Adding additional Rank on the offside lane of the High Street Identify additional feeder Rank location for the centre. Implement hatched road markings to identify where parking is excluded. 	<ul style="list-style-type: none"> This is an independent issue and should not be resolved as part of the review. This is a licensing issue as illegal parking and obstructions should be dealt with, by the licensee, decriminalisation should assist with this issue. Clarification of this issue is required as to where the confusion arises, whether it is the taxi drivers or the public. This issue needs managing more effectively. Provision is required for this transport use to a designated area for the safety of pedestrians and other road users. The use of this area for vehicles should not be encouraged due to the inadequate width of available road space and abuse of this could lead to congestion at the mouth of the 'Lagoon'. Possibility although this will identify a feeder Rank on the outside of the 'Lagoon' for the taxis only. A hatched area on the outside of the 'Lagoon' at the Southern end would allow egress out of the 'Lagoon' and will prevent loading - Disabled parking. The hatched area would assist manoeuvrability for buses running right from Crown Hill. However should pedestrians decide to enter a taxi on the outside of the 'Lagoon' in the High Street pedestrian safety would be a factor, where as pedestrians can safely enter taxis from the relative safety of the 'Lagoon'.

<p>CHAMBER OF TRADE (VERBAL RESPONSE)</p>	<ul style="list-style-type: none"> • No adverse comments have been received from Rayleigh Traders • In the main the scheme has been a great success; the town lighting has been much improved and the disabled have easier access to the shops. • It was noticed that the timings of parking and loading restrictions caused early confusion but that has settled • Comment has been made regarding the strength of railings at junctions especially Webster Way • The access from Church Street remains a problem at times • Getting into Rayleigh can be a problem at certain times 	<ul style="list-style-type: none"> • Agreed - some shop accesses remain a problem • Rayleigh Traffic Wardens have helped with this • Acknowledged - discussions are taking place with suppliers. Barriers were placed to channel pedestrians and were not meant to withstand vehicle impact • Survey shows in general there are six vehicles waiting to exit • Could be said that Rayleigh is encouraging shoppers into the town. Changing traffic signal phases could have a detrimental effect on traffic flow in other directions
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CONCLUSION TO CONSULTATION REPORT

Parking issues and traffic delays feature as the main concern of a number of consultees however it is recognised that solutions or changes may then affect additional members of the Rayleigh community who at present have no complaint.

The lagoon area features highly with clear evidence of regular parking abuse on the High Street side of the lagoon. This one issue is the cause of congestion at times as these parked vehicles restrict movement of buses and large vehicles. Much thought should be given to whether an alternative solution would better suit users in this vicinity. Other unofficial parking has been observed during the survey but the High Street is well policed and in future decriminalisation will further address this.

Ever present delays are recorded as being a cause for frustration especially at Crown Hill. Church Street does not affect the bus operators and there have been no complaints from the general public regarding the operation of this junction during this last year. The ease of vehicles exiting from Church Street is dependent on flow of traffic on the High Street and courteousness of the drivers but does operate well. Observations regarding queue length are noted in the traffic survey carried out for this review. It was noted that the usual peak hour problems are reflected in the length of the queues but the traffic is constantly moving.

The Enhancement Scheme has been successful in achieving the aims of the Partners in providing an improved environment, improved accessibility and improved town aesthetics.



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RAYLEIGH
Essex SS6 7JE

Our Ref: KISDCRU/DJJD
Your Ref: PMSRAY/TMCAG

4 October, 2000

TM 14/10
TIMR
ACT
YC
32265

Dear Sir

RAYLEIGH TOWN CENTRE REVIEW

I refer to your letter dated 12 September 2000 relative to the above.

The Chief Constable wishes to put forward the following issues for debate:

Firstly, at the kerb adjacent to the Lagoon in Rayleigh High Street, the continued parking by Orange Badge holders gives rise to concern regarding congestion. I therefore believe that this area should be given over to a loading bay and that as a trade off some of the parking bays re-allocated for Orange Badge holders.

Secondly, there is no Order to prohibit parking between the top of Church Street and Rectory Garth.

Mr D DOWNING from this Unit has other issues to bring to your attention regarding Rayleigh Town Centre but they are outside the scope of this review.

Yours faithfully

B W LADD
Senior Traffic Management Officer
Casualty Reduction Unit

taking a lead in making Essex safer

A156/004 1/01 5/013/1

CMCmove
03 October 2000

Ms T Mills
Transportation & Operational Services
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First

Dear Ms Mills

Thank you for your letter of 12 September 2000 re Rayleigh Town Centre Review.

I have now had time to discuss the changes and the effects of those changes to our bus services. Generally, the delays are around the normal peak times Monday-Friday but having said that we now seem to have the same problem all day on Saturdays. The main areas of congestion are at the top of Crown Hill, the traffic lights at the Church and the whole of Websters Way. Our services that use Websters Way are severely delayed due to the fact that it is now two-way flowing. In addition, the vehicle parking outside the lagoon and in general the lack of enforcement in the High Street area, i.e. the main High Street bus stops.

We feel that the roundabout at the junction of Eastwood Road and the High Street should be repositioned so that vehicles turning right stay in the right-hand lane and not come over into the left-hand lane so they can negotiate the roundabout. There should be some bus priorities in the High Street, this was requested at the commencement of the changes as clearly it now takes longer for all our services to serve the High Street and Websters Way than it did before which inevitably means there will be a knock on effect with connecting services, albeit Southend or Hadleigh, but with the present layout of the High Street it leaves little room for improvement.

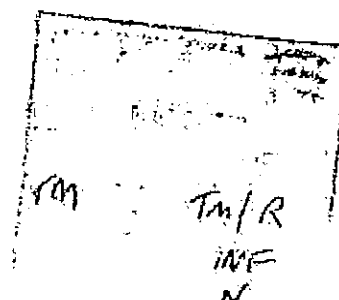
The general idea of reducing the level of traffic in front of the shops has worked but it would seem that we still have the same number of traffic delays but just in different parts of the old one-way system.

I trust this information will assist you with your survey.

Yours sincerely,

C McCormick
C McCormick
Divisional Manager South East

coltun
member



Thamesway is a trading name
of Essex County Council
Registered in England No 1011102
A FirstGroup Company



ARRIVA

erving the Streets & Essex
Direct Telephone No : 01279 400909

Essex County Council
South Area Office
Churchill House
55-57 Eastwood Road
Rayleigh
Essex SS6 7JE

For the attention of Ms T Mills
Transportation & Operational Services

04 October 2000

Dear Sirs,

Re : Rayleigh Town Centre Review

I am in receipt of your letter of 12 September concerning the above.

It would appear that delays are normal at peak times Monday to Friday but recently on Saturdays as well, the main areas of congestion being Websters Way, traffic lights at the Church and at the top of Crown Hill. Now that Websters Way has a two-way traffic flow and also that vehicles are illegally parked in the High Street around the bus stopping areas with little done to stop it, our services are often severely delayed. These delays of course affect other connecting services.

After consideration we would like to put forward the following suggestions :

- a) Could there be a designated bus lane in the High Street or at the least some sort of bus priority system?
- b) Could the roundabout at the junction of Eastwood Road and the High Street be altered in order that vehicles turning right stay in the right-hand lane and not move into the left-hand lane in order to negotiate the roundabout?

I trust that the above is of assistance.

Yours sincerely

D Shelley

D Shelley
General Manager

ROCHFORD DISTRICT COUNCIL

R.J.Honey BA(Hons), MIMgt,
Solicitor
Corporate Director
(Planning,
Law & Administration)



Council Offices
South Street
Rochford
Essex
SS4 1BW

My Ref: BJ/JB/Rochford
Access Committee
Your Ref: P/6/RAY/TM/CAB

DX 39751 Rochford

Fax: 01702 318181

Dealt with by: Mr. B. Jones
Direct Dial: 01702 318082

Date: 28th September 2000

Dear Sir,

RAYLEIGH TOWN CENTRE REVIEW

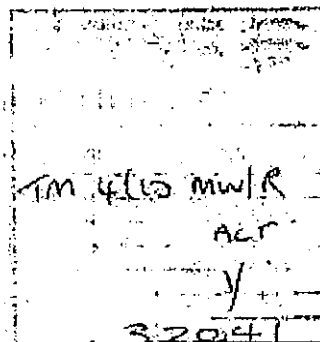
I refer to the above Review, in particular, in respect of current waiting restrictions and would thank you for the opportunity to comment.

The Rochford District Access Committee for the Disabled have asked me to write to express their view that the existing 3 hour waiting period in disabled bays should be retained, as should the disabled parking bays within the taxi rank at the Boat's Lagoon.

I trust the comments will be duly considered.

Yours faithfully,


Building Control Manager



Essex County Council,
Transportation & Operational Services
(Attn: Trudy Mills)
Churchill House,
55/57 Eastwood Road,
RAYLEIGH,
Essex SS6 7JE



Head of Administrative
& Member Services
A South Essex

Head of Legal Services
A J. Dwyer (LLA) (11/00)
Hampden House

Head of Planning Services

THE ROCHEFORD DISTRICT
ACCESS COMMITTEE
for the
DISABLED

DENISE SMITH
MEMO UNIT
137 DAKES WOOD ROAD
RAYLEIGH SS6 7JH
TEL: 01203 747017
MOB: 0921 730458

6 October 2000

Your ref. P/6/RAY/TM/CAB

Dear Ms Harvey

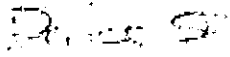
Your letter to Joan Ward regarding Rayleigh Town Centre Review, has been passed on to me for reply.

As far as the current waiting restrictions in the town centre are concerned, we are perfectly happy with the 3hr limit on the disabled bays, and have not received any complaints.

With the general layout of the town centre, we find it a vast improvement, although the opportunity to make some shops accessible seems to have been missed and the ramps to the crossing at the Eastwood Road end of Websters Way are atrocious, far too steep and for 'scooter' users, not enough turning space has been allowed. It would be a great advantage to see these ramps re-laid at the approved gradient, before someone's wheelchair tips backwards.

I hope these comments are of some use.

Yours sincerely


Denise Smith
Hon. Secretary

L.E. Harvey
Essex County Council
Transportation & Operational Services
Essex County Council
Churchill House
55-7 Eastwood Road
Rayleigh
SS6 7JE

LH

THW/R

ACT

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ROCHFORD DISTRICT COUNCIL

DIRECTORATE OF FINANCE
& EXTERNAL SERVICES

Head of Revenue and Housing
Management
S.J. Clarkson, IRRV



My Ref: FGS/Boots Lagoon
Your Ref: P/S/PAY/TM/CAB

NJM 14/9 TM/R
JM 18/9 ACT

Hackney Carriage Office
Civic Suite
2 Hookley Road
Rayleigh
Essex SS6 8EB

Ask for: Frank Spence
Ext: 4006
Direct Dial: 01702 318035

31730

Telephone: 01702 546366
DX 39751 Rochford
Facsimile: 01268 771931

Email: frank.spence@rochford.gov.uk
Website: www.rochford.gov.uk

Date: 14th September 2000

Dear Mr. Gardner,

Rayleigh Town Centre Review

Thank you for your invitation to comment on the review of Rayleigh Town Centre.

You will be aware my principle concern is the operation of Hackney Carriages and consequently, the Rank at Boots "Lagoon". The original proposals to reinstate the Taxis in the "Lagoon" envisaged capacity for approximately twelve vehicles. This was frustrated with the decision to include disabled parking and provision for pedal and motor cycles.

At the present time Rayleigh is served by 93 taxis split between three distinct Groups:

Bestax: 59 Vehicles RT Taxis: 24 Vehicles Independents: 9 Vehicles

Within what may be described as central Rayleigh the current "Lagoon" Rank is supplemented by a 3-Vehicle Rank at The Approach, intended to service the requirements of rail passengers coming from the London direction, and the Railtrack Rank accommodating 9 Vehicles adjacent to the main Station Building. I would comment that, despite the Council's efforts to provide facilities at The Approach, the main Taxi Circuits boycott the Approach Rank. This Rank is mainly used by Independents, excluded from the Railtrack Rank because of the agreement between Bestax, RT Taxis and First Great Eastern, and Members are currently considering whether to withdraw it from use.

Roger Gardner, Esq CEng MICE
Area Manager South (FAO Trudy Mills)
Essex County Council, Transportation & Operational Services,
Churchill House, 55-57, Eastwood Road,
Rayleigh, Essex
SS6 7JE

R. Clark, CPFA
Corporate Director (Finance & External Services)

If space on the "Lagoon" Rank is fully utilised Taxis frequently circle through the "Lagoon" hoping for a vehicle to move off, others remain at Rayleigh Station often exceeding the Rank's capacity. The result is over-ranking causing obstruction to the flow of traffic outside the Station entrance. There is also a tendency at the "Lagoon" to try to get an additional vehicle on the end of each row of vehicles until either the Traffic Warden or an Officer from the Hackney Carriage Office arrive and order them to depart.

The arrangement of two parallel lines of Taxis at the "Lagoon" is not ideal. It creates confusion for the Public because they do not have a clear indication of the first vehicle on the Rank. This does cause frustration, especially for elderly passengers, and Drivers can be forgiven for thinking they have been provided with a less than satisfactory situation following the relocation of the Rank. Although a similar situation exists at West Street, Rochford, the significant difference is that the two lines of vehicles at that location are immediately adjacent to each other and not separated.

In essence the solution is a single Rank free flowing Rank and this can be achieved with the following alterations:

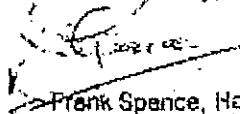
1. Re-examine the area utilised for pedal and motor cycles.
2. Extend the east side of the Rank to accommodate 5 Vehicles; this is possible by continuing the outer edge of the Rank southward to the curve of the pavement and an extension to the Rank markings at the north end.
3. Removal of the west side section of the Rank and reallocating the space for use as Disabled Parking.
4. Designating the offside lane of the High Street alongside the "island" separating it from the "Lagoon" with a feeder Taxi Rank for at least 9 Vehicles. It would start at a point a short distance before the entrance to the "Lagoon" to allow space for queuing Taxis to move into the traffic stream before turning into the "Lagoon".
5. Hatched road marking would identify the area where parking was excluded. The feeder Rank would extend back for a distance to accommodate the 7 Vehicles and similar hatching would restrict the obstructive parking where vehicles exit from the "Lagoon" to head north up the High Street.
6. Identify an additional rank location convenient to feed to the "Lagoon" or Station close to the centre of Rayleigh.

There are distinct advantages with these proposals. Primarily they will remove Disabled Parking and casual parking of wide delivery vehicles alongside the "Lagoon" thereby assisting maintaining a wide thoroughfare for other traffic. The provision of additional Disabled Parking within the "Lagoon" would remove the safety issue when passengers exit a vehicle into the traffic flow and provide a better location. Confusion caused by the twin Ranks would be eliminated.

I appreciate this is a brief overview of the problems and possible changes. There are other issues, including provision of Trolley Bays near the Rank to encourage a tidy environment and Litter Bins. Elimination of unauthorised traffic in the "Lagoon" also must be addressed, the signage at the entrance being difficult to view when approaching up the High Street.

I would, therefore, welcome the opportunity to discuss the situation in greater detail.

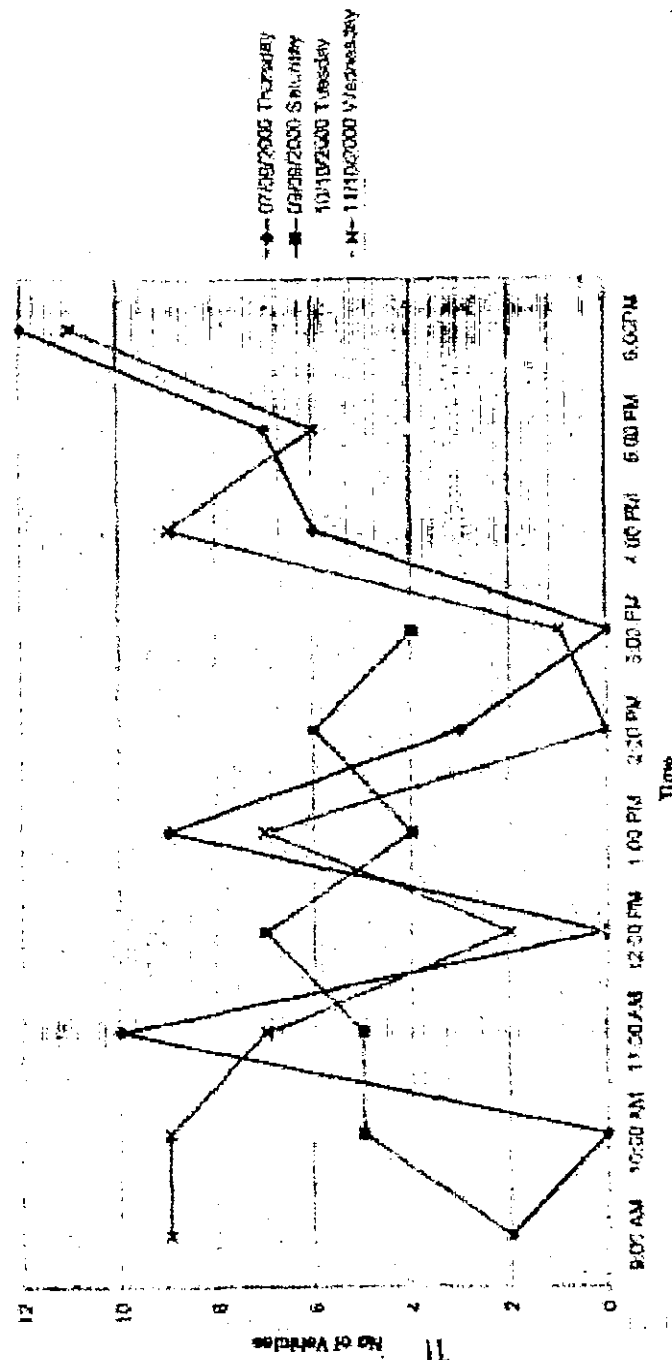
Yours sincerely,



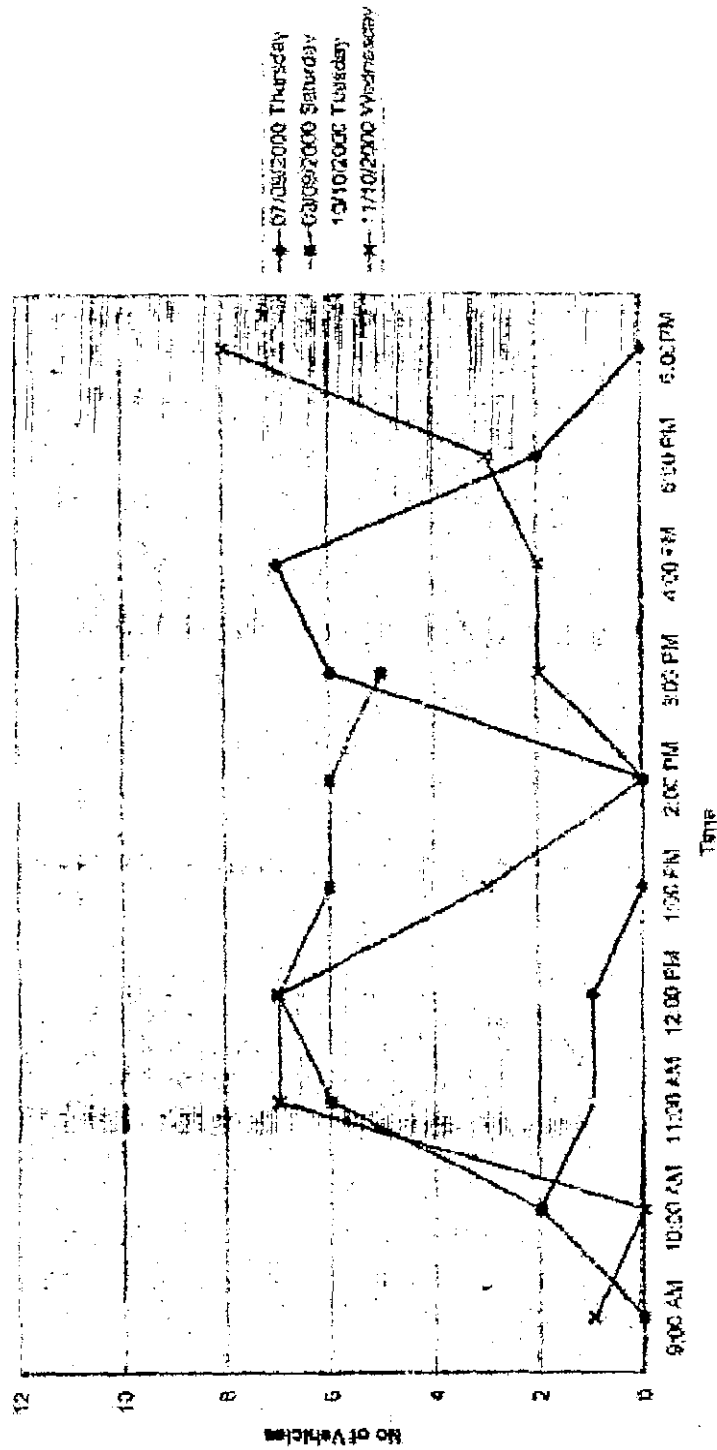
Frank Spence, Hackney Carriage Officer for
Head of Revenue and Housing Management

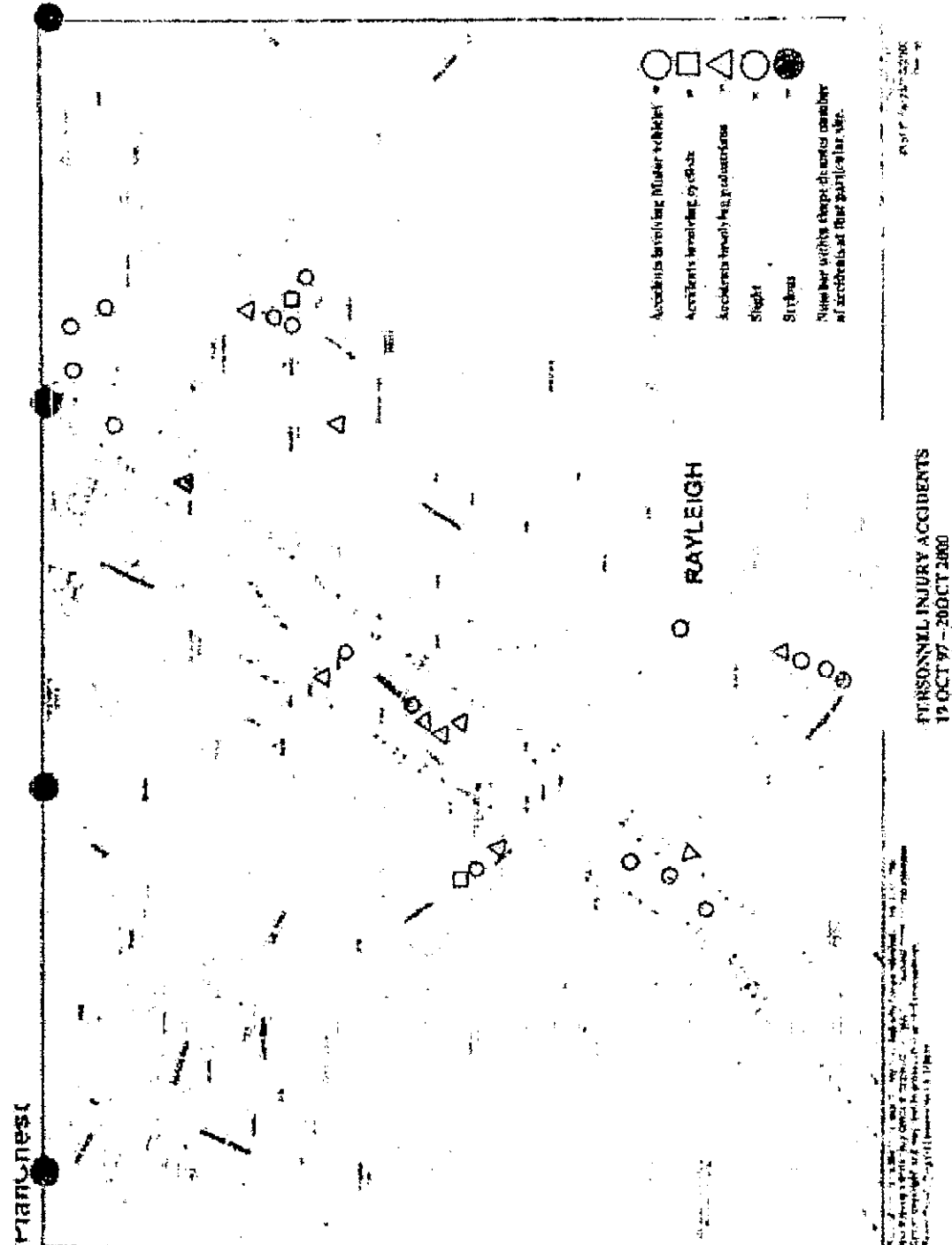
APPENDIX B, Item 12
TRANSPORTATION & ENVIRONMENTAL
SERVICES COMMITTEE - 16 November 2000

RAYLEIGH TOWN CENTRE REVIEW - VEHICLES QUEUEING AT CROWN
HILL



RAYLEIGH TOWN CENTRE REVIEW - CARS QUEUEING AT CHURCH
STREET





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