

## Rayleigh Traffic Study Sub-Committee – 17 October 2003

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Minutes of the meeting of the **Rayleigh Traffic Study Sub-Committee** held on **17 October 2003** when there were present:-

Cllr Mrs M J Webster (Chairman)

Cllr Mrs H L A Glynn  
Cllr J E Grey  
Cllr A J Humphries  
Cllr C A Hungate

Cllr T Livings  
Cllr R A Oatham  
Cllr J M Pullen  
Cllr D A Weir

### OFFICERS PRESENT

S Scrutton - Head of Planning Services  
J Bostock - Principal Committee Administrator

### REPRESENTING ESSEX COUNCIL

Keith Bristow - District Manager, Highways and Transportation  
A Ditima - Senior Transport Planner, Mouchel

### 20 MINUTES

The Minutes of the meeting held on 30 July 2003 were approved as a correct record and signed by the Chairman.

### 21 DECLARATIONS OF INTEREST

Councillors A J Humphries, T Livings, R A Oatham and J M Pullen each declared a personal interest by virtue of being Rayleigh Town Councillors.

### 22 CHURCH STREET JUNCTION – ADDITIONAL SURVEY RESULTS

The Sub-Committee gave detailed consideration to the final report from Mouchel on the Rayleigh Traffic Study (Church Street junction). Amos Ditima gave a PowerPoint presentation on the salient aspects of the report.

In referring to report conclusions, the District Manager indicated that, as far as the road network was concerned, changes may produce small overall improvement, but the County Council would not consider these to be significant enough to justify the total cost (£101,261.50). The County Council would be willing to contribute its time and services on a no fee basis if funding was available from other sources.

During debate, Members felt that it was important to balance any potential for improvement with the high costs of junction alterations. Whilst the Sub-Committee had covered a lot of ground in its work, there was a need to be mindful that, whilst improvements could prove beneficial to some extent, it was also possible that aspects of the road network/traffic flow could be

worsened. It was observed that many problems only seem to occur around peak times. Reference was made to the value of the positive aspects of current arrangements, such as pedestrian flow/usage of the high street. It was also observed that any significant adjustment to the network could lead to problems elsewhere (such as traffic taking alternative routes) and that the cost of the taxpayer needed to be borne in mind.

Notwithstanding that it may be inappropriate to proceed with junction alterations as identified in the report, Members felt that there could be merit in giving consideration to introducing some minor features such as a hatched (no stopping) area at the Church Street/High Street junction and the introduction of a “filter in turn” sign. Although there may be associated traffic movement issues it was felt that, in terms of assisting traffic flow, there could be merit in investigating the introduction of railings at the top of Crown Hill so that pedestrians were guided to the pedestrian crossing. The District Manager confirmed that these suggestions could be investigated.

Members concurred with the observation of the Chairman that, whilst the Sub-Committee had taken account of many opinions and a high level of correspondence, these had not facilitated clear consensus on the way forward. The Sub-Committee had always been mindful that there was a possibility that it would be inappropriate to recommend major alterations to the network, particularly in the context of significant costs. There would, however, be merit in investigating whether some minimal changes as outlined could alleviate problems experienced, particularly at peak times.

### **Resolved**

- (1) That officers investigate the possibilities for introducing the following:-
  - A hatched (no stopping) area at the Church Street/High Street junction.
  - The introduction of a “filter-in turn” or similar sign for vehicles accessing the Church Street/High Street junction.
  - The introduction of railings at the top of Crown Hill so that pedestrians are guided to the pedestrian crossing.
- (2) That a report be submitted to the Environment Overview & Scrutiny Committee indicating that the Sub-Committee has concluded that there should be no major alterations to the town centre road network but would recommend (subject to the outcome of officer investigations) the introduction of the measures set out in (1) above. (HPS)

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The meeting commenced at 10.00am and closed at 11.56am.

Chairman .....

Date .....