

Proposed Changes to the Rayleigh Centre Area Action Plan Following Pre-Submission Consultation

The changes below are expressed either in the conventional form of strikethrough for deletions and underlining for additions of text, or by specifying the change in words in *italics*.

The below proposed minor amendments relate to changes to the Rayleigh Area Action Plan Submission Document (November 2013).

The page numbers and paragraph numbering below refer to the Rayleigh Area Action Plan Submission Document (November 2013), and do not take account of the deletion or addition of text.

Page	Policy/ Paragraph	Main Modifications
Document Title	Change name of document	Change name of document to Rayleigh <u>Centre</u> Area Action Plan
16	Paragraph 6 Section 2.8	<p>Insert additional paragraph after paragraph 6 of 2.8 as follows</p> <p><u>The development of the AAP offers an excellent opportunity to enhance the accessibility of the town centre for the elderly and those with disabilities. Such improvements can be achieved by the removal of street clutter along main routes of pedestrian movement, the inclusion of appropriately designed crossing facilities and there is also potential to provide additional disabled only spaces. Dropped curbs can be designed sympathetically so as not to impeded people with vision or mobility issues. Design and access statements provided as part of the planning applications stage will be required to demonstrate appropriate consideration for the movement issues affecting the elderly and those with disabilities</u></p>

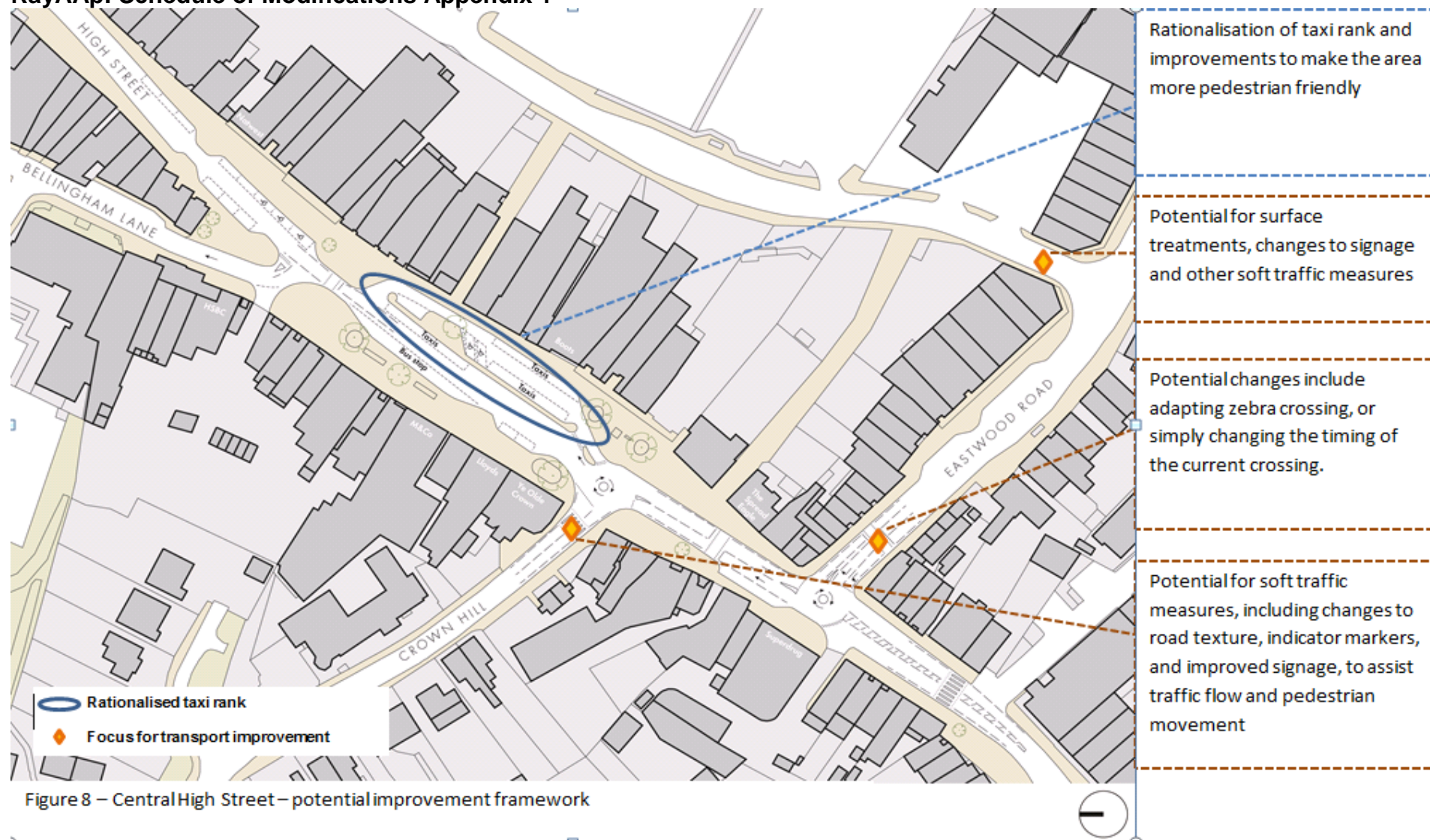
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16	Paragraph 3 Section 2.8	<p>Amend paragraph 3 of 2.8 as follows</p> <p>There is also evidence of queuing into the Websters Way car park and at the junctions of the High Street with Eastwood Road and with Crown Hill. The latter being on the main route towards the station and heavily trafficked.</p> <p>A range of short and long term parking is provided in and near to the town centre. The railway station has approximately 610 long-stay parking spaces spread over two connected car parking areas, and a 38 space short-stay car park adjacent to the station building. There are a number of short (less than four hours) and mixed-stay car parks spread around the town core, of which the most substantial and anecdotally well used is the Websters Way car park with 347 spaces. Castle Road Car Park (behind the Somerfield store) has 148 mixed-stay spaces. At the Windmill and The Mill Arts and Events Centre there is a 53 space short-stay car park and another 68 space mixed-stay car park. To the North East of the town adjacent to the Council Civic Suite is a 65 space mixed-stay car park.</p>
20	Section 3.1 Paragraph 5	<p>Amend paragraph as follows;</p> <p>A high quality natural environment – Rayleigh benefits from being surrounded by the Metropolitan Green Belt, which prevents urban sprawl, but also allows local people access to significant areas of high quality, open space. This open space should be safeguarded through the efficient use of previously developed sites within the <u>town's</u> settlement's existing boundaries.</p>
24	Section 3.4 Paragraph 2	<p>Delete text and replace as follows;</p> <p>In terms of delivering public realm improvements to the town centre, the Rayleigh Framework identifies the opportunity for improvements to the central section of High Street, which is currently dominated by the taxi rank. The <u>Council recognises that the local</u> taxi services provide shoppers with an important a local service, but there is an opportunity to deliver greater pedestrian priority in this central and high profile location <u>as well as recognising the role of the taxi rank</u>. Figure 7 provides an overview of the</p>

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		existing conditions in this central area and Figure 8 puts forward a potential framework for improvements <u>identifies sites that would benefit from potential rationalisation</u> . The ideas put forward would, subject to funding being identified, need to be developed and refined with the Highway Authority, local traders and other stakeholders. However, they provide a framework for a major initial phase of environmental improvements – with the potential to continue further improvements of this type within adjacent areas.
26	Figure 8	Replace Figure 8 with modified version of Figure 7 (see Appendix 1)
Page 28	Table 1	Amend Table 1 as shown in Appendix 2
34	Section 4.2 Paragraph 10	Amend Paragraph as follow; However there are uses of which the provision of additional units in <u>Rayleigh</u> centre would not be considered to positively contribute to the overall offer of the centre. Such uses include hot food takeaways (A5 uses), planning applications for which will not generally be supported.

RayAAP: Schedule of Modifications Appendix 1



RayAAP: Appendix 2

Environmental improvement / highways scheme	Lead partner	Other partners	Estimated cost	Potential funding stream(s)	Comments	Justification
<u>High Street – Central Area (Boots Lagoon and Crown Hill junction) High Street Taxi Rank & Market Area</u>	ECC	Rochford District Council / developers	£1,000,000 - £1,250,000 £300,000 - £1,250,000	Pooled financial contributions / ECC budget	Consolidation <u>Rationalisation</u> of taxi stand to one row only (accommodating up to 8 vehicles) to allow improved pedestrian environment and to achieve a more versatile use of the taxi rank and market area. for widened footways. Removal of formal pedestrian crossings and replacement with a greater number of informal crossing points along key desire lines. The creation of a notional central reserve to aid informal crossings, visually narrowing the carriageway to slow traffic. Shared space treatment of junction with Crown Hill. Footway repaving, Landscaping and lighting enhancement. Low impact measures at key junctions and crossing points aimed at improving existing functionality (including low impact surface treatments and signage improvements). <u>Following identification of a range</u>	<p>A significant proportion of public space in the core of town centre is allocated as carriageway for a taxi standing area. Space is required for occasional market use. Pedestrian crossing opportunities are limited by taxi parking / circulation space and configuration of junctions. Formal signalised and zebra crossings are offset from key desire lines requiring extensive guardrailing. The arrangement of formal crossings causes localised congestion, queuing and speeding. Taxi parking and circulation space is not well integrated with the rest of the high street and at present it conflicts with the needs of the local market and pedestrian movement. While acknowledging the role played by the taxi services in the town centre there is the potential to rationalise the taxi parking with the market.</p> <p><u>At present the existing junctions do not function optimally. Traffic flow is often impeded at these points while pedestrian safety is a concern in some areas. The town centre functions as a major traffic thoroughfare in the District. Low impact enhancements can ensure that pedestrians are still able to use these crossings safely while also ensuring that traffic flow is not adversely affected.</u></p>

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					<u>of options and their costs for Rayleigh centre through earlier iterations of the Plan, the Local Highways Panel has agreed to fund further transport modelling work. This will identify precise measures from the framework for improvements this Plan provides, along with the specific costs of such improvements from the range of costs identified here.</u>	
<u>High Street South 1 Zebra Crossing at the top of Crown Hill</u>	ECC	Rochford District Council / developers	£500,000 – £3,000,000	Pooled financial contributions / ECC budget	The extension of the High Street improvement scheme to incorporate areas to the south including the junction with Eastwood Road. There is potential for the inclusion of soft measures to improve the effectiveness of key crossing points, subject to further investigation of traffic and pedestrian movements. Rochford District Council will work in conjunction with Essex County Council to assess appropriate measures to be taken.	Formal crossings are offset from key desire lines requiring extensive guardrailing. The arrangement of formal crossings causes localised congestion, queuing and speeding. At present the existing junctions do not function optimally. Traffic flow is often impeded at these points while pedestrian safety is a concern in some areas. The town centre functions as a major traffic thoroughfare in the District. Low impact enhancements can ensure that pedestrians are still able to use these crossings safely while also ensuring that traffic flow is not adversely affected.

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					<p>Following identification of a range of options and their costs for Rayleigh centre through earlier iterations of the Plan, the Local Highways Panel has agreed to fund further transport modelling work. This will identify precise measures from the framework for improvements this Plan provides, along with the specific costs of such improvements. Whilst the potential costs of these range of improvements have the potential to total up to £3,000,000, it could be that the most effective measures will cost considerably less.</p>	
<u>High Street – South 2 Pelican Crossing before the junction of Bellingham</u>	ECC	Rochford District Council / developers		Pooled financial contributions / ECC budget	<p>The extension of High Street improvement scheme to incorporate areas further south including the junction with Castle Road.</p> <p>There is potential for the inclusion</p>	<p>Formal crossings are offset from key desire lines requiring extensive guardrailing. The arrangement of formal crossings causes localised congestion, queuing and speeding. At present the existing junctions do not function optimally. Traffic flow is often impeded at these points while pedestrian safety is a concern in some areas. The town centre functions as a major traffic thoroughfare in the District. Low impact</p>

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<u>Lane and the High Street</u>					<p>of soft measures to improve the effectiveness of key crossing points, subject to further investigation of traffic and pedestrian movements. Rochford District Council will work in conjunction with Essex County Council to assess appropriate measures to be taken.</p> <p><u>Following identification of a range of options and their costs for Rayleigh centre through earlier iterations of the Plan, the Local Highways Panel has agreed to fund further transport modelling work. This will identify precise measures from the framework for improvements this Plan provides, along with the specific costs of such improvements. Whilst the potential costs of these range of improvements have the potential to total up to £3,000,000, it could be that the most effective measures will cost considerably less.</u></p>	<u>enhancements can ensure that pedestrians are still able to use these crossings safely while also ensuring that traffic flow is not adversely affected.</u>

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High Street – North Pelican Crossing of, Eastwood Road, before the High Road and Eastwood Road roundabout; and Pelican Crossing of High Road to the north east of the High Road and Eastwood Road roundabout.	ECC	Rochford District Council / developers		Pooled financial contributions / ECC budget	<p>There is potential for the inclusion of soft measures to improve the effectiveness of key crossing points, subject to further investigation of traffic and pedestrian movements. Rochford District Council will work in conjunction with Essex County Council to assess appropriate measures to be taken.</p> <p><u>Following identification of a range of options and their costs for Rayleigh centre through earlier iterations of the Plan, the Local Highways Panel has agreed to fund further transport modelling work. This will identify precise measures from the framework for improvements this Plan provides, along with the specific costs of such improvements. Whilst the potential costs of these range of improvements have the potential to total up to £3,000,000, it could</u></p>	<p>Formal crossings are offset from key desire lines requiring extensive guardrailing. The arrangement of formal crossings causes localised congestion, queuing and speeding.</p> <p><u>At present the existing junctions do not function optimally. Traffic flow is often impeded at these points while pedestrian safety is a concern in some areas. The town centre functions as a major traffic thoroughfare in the District. Low impact enhancements can ensure that pedestrians are still able to use these crossings safely while also ensuring that traffic flow is not adversely affected.</u></p>

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					be that the most effective measures will cost considerably less.	
Eastwood Road Zebra Crossing, High Street to the North of the Police Station	ECC	Rochford District Council / developers		Pooled financial contributions / ECC budget	<p>The extension of the High Street improvement scheme along Eastwood Road, including the junction with Websters Way.</p> <p>There is potential for the inclusion of soft measures to improve the effectiveness of key crossing points, subject to further investigation of traffic and pedestrian movements. Rochford District Council will work in conjunction with Essex County Council to assess appropriate measures to be taken.</p> <p>Following identification of a range of options and their costs for Rayleigh centre through earlier iterations of the Plan, the Local Highways Panel has agreed to fund further transport modelling work. This will identify precise measures</p>	<p>Formal crossings are offset from key desire lines requiring extensive guardrailing. The arrangement of formal crossings causes localised congestion, queuing and speeding. At present the existing junctions do not function optimally. Traffic flow is often impeded at these points while pedestrian safety is a concern in some areas. The town centre functions as a major traffic thoroughfare in the District. Low impact enhancements can ensure that pedestrians are still able to use these crossings safely while also ensuring that traffic flow is not adversely affected.</p>

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					from the framework for improvements this Plan provides, along with the specific costs of such improvements. Whilst the potential costs of these range of improvements have the potential to total up to £3,000,000, it could be that the most effective measures will cost considerably less.	
<u>Zebra Crossing of Websters Way at Eastwood Road junction</u>	<u>ECC</u>	<u>Rochford District Council / developers</u>		<u>Pooled financial contributions / ECC budget</u>	<p>The extension of the High Street improvement scheme along Eastwood Road, including the junction with Websters Way.</p> <p>There is potential for the inclusion of soft measures to improve the effectiveness of key crossing points, subject to further investigation of traffic and pedestrian movements. Rochford District Council will work in conjunction with Essex County Council to assess appropriate measures to be taken.</p> <p><u>Following identification of a range</u></p>	<p>At present the existing junctions do not function optimally. Traffic flow is often impeded at these points while pedestrian safety is a concern in some areas. The town centre functions as a major traffic thoroughfare in the District. Low impact enhancements can ensure that pedestrians are still able to use these crossings safely while also ensuring that traffic flow is not adversely affected.</p> <p><u>Soft measures involve significantly less material disruption to the structure of existing roads.</u></p> <p><u>The extent of the measures to be applied to the area will be determined in relation to further investigation of pedestrian and motorist behaviours and with the assistance of Essex County Council.</u></p>

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					<p><u>of options and their costs for Rayleigh centre through earlier iterations of the Plan, the Local Highways Panel has agreed to fund further transport modelling work. This will identify precise measures from the framework for improvements this Plan provides, along with the specific costs of such improvements.</u> Whilst the potential costs of these range of improvements have the potential to total up to £3,000,000, it could be that the most effective measures will cost considerably less.</p>	
New and enhanced pedestrian / cycle links	ECC	Rochford District Council / developers	£150,000 - £200,000	Pooled financial contributions / ECC budget	The enhancement of pedestrian and cycle links across the town centre, for example improved mid-block links between High Street and Websters Way, between Eastwood Road and Castle Road car park, and to the station via Crown Hill and Rayleigh Mount.	To improve environmental quality and safety, and encourage walking and cycling for local journeys around the town.