

Supplementary Committee Agenda



**Epping Forest
District Council**

Local Highways Panel Tuesday, 2nd October, 2012

Place: Committee Room 2, Civic Offices, High Street, Epping

Time: 7.00 pm

Democratic Services: Simon Hill, Senior Democratic Services Officer
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5. SCHEME PROGRAMME (Pages 3 - 56)

- (i) Scheme List 2012-13;
- (ii) Summary of Scheme Recommendations and Costs 2012 – 13; and
- (iii) SCP Schemes

7. HIGHWAYS RANGERS (Pages 57 - 60)

Report on Highway Rangers programme.

8. WINTER SERVICE PREPARATIONS (Pages 61 - 62)

Winter Maintenance Update

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ID	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale Assuming smooth progress	RAG
1	Buckhurst Hill	Brook Road, Buckhurst Hill	Creation of footpath at Buckhurst Hill end of Brook Road, to link with existing footpath (Waltham Forest end)	No footpath (heavily trafficked by vehicles and pedestrians), school and bus stop create demand.	There are possible land purchase issues with Corporation of London and the scheme may require moving a ditch or building a raised path over the ditch. The land is the property of the Corporation of London. A possible way-leave will be required to create the footpath. Cllr Sutcliffe has forwarded a letter sent from the Corporation of London (CoL) stating that: "If you are able to persuade ECC or the DC to support this project I am confident that the Conservators will provide permission for the works." 30/03/10. Officers have been given the 'in principle' agreement from the CoL. Neither the CoL nor the Officers have any adverse comments about the proposal.	Parish/District Councillors	£25,000-50,000 footpath construction	9 months	Green
2	Waltham Abbey	A121, Highbridge Street / B194, Beaulieu Drive, Waltham abbey.	Junction improvement	Unclear problem (congestion?), more information required	Unclear what issue is. V. close to Herts border.		5k to investigate timings	N/A	Amber
3	Epping	B1393 High Road/ Theytoun Rd, Epping	Junction improvement	Unclear problem (congestion?), more information required	Unclear what issue is. This has recently been designated an Air Quality Management Area.		5k to investigate timings	N/A	Amber
4	Nazeing	B194 Nazeing New Road/North Street/Middle Street, Lower Nazeing	Junction improvement	Unclear problem (congestion?), more information required	Unclear what issue is.		5k to investigate timings	N/A	Amber
5	Loughton	A1168, Rectory Lane/ Borders Lane/ The Broadway, Loughton	Junction improvement	Peak period congestion. 5+ collisions.	Currently two mini-roundabout junctions. Queue survey? Investigate? See IT360. Appears to be an issue with vehicles turning into / out of Barrington Green blocking roundabout - this could be rat-running by vehicles attempting to avoid the Broadway. It may be possible to stop up Barrington Road, or to make it left-turn out only. An Origin-Departure survey would give more information. It may be necessary to review impact on adjacent junctions on Rectory Lane.		7k investigation	1 year	Amber
6	Loughton	A1168, Rectory Lane/ Westall Road, Loughton	Junction improvement	Congestion.	Review parking restrictions. Parking restrictions required (road used by commuters). Turning count may show need for a mini-roundabout although layout is not ideal (essentially a five-arm junction). Maintenance required. See also IT359		3k investigation	1 year	Amber
7	Waltham Abbey	Quaker Lane / A112 Sewardstone Road,	Junction improvement	Unclear problem (congestion?), more information required	Unclear what issue is.		5k to investigate timings	N/A	Amber
8	Epping	Hemmell Street	Island re-design / replacement		Presume at junction with Clarks Lane. Opportunity to tidy junction up / widen footways-		30k	6 months	Amber
9	Waltham Abbey	Highbridge St, W junction with Meridian Way (on Herts bdy)	refuge for pedestrians / cyclists	Difficult for cyclists to cross carriageway. Cycle facility is not consistent	Engineer's site visit suggested that proposal would not fit within highway constraints. Narrowing strategic route would be against policy. No feasible method for crossing point - cycle routes can be provided along footway.	Sustrans	15k	6 months	Amber

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10	Loughton	The Broadway, Loughton	Pedestrian guardrail at Thomas Willingale School	Pupils entering carriageway from new school ext.	O/s Buckhurst Hill CP School? Located at the end of a cul de sac. Likely that speeding is a perceived issue. Traffic calming further up Lower Queens Road will require removal of parking - likely to receive objections. Recommend against scheme.	Member of Public	2k	3 months	Amber
11	Buckhurst Hill	Lower Queens Road, Buckhurst Hill	Speed Humps o/s school	Perceived speeding	40mph Road - limited frontages several sections might not meet criteria for 40. Not cost effective.	Member of Public	40k	1 year	Amber
12	Waltham Abbey	Woodgreen Road, Waltham Abbey	Speed Control Measures	Speeding	Southend Lane is a narrow winding single lane cul-de-sac. Low flows (only leads to farm, possibly private) - maintenance issue. Not cost effective.	Member of Public	N/A	N/A	Amber
13	Waltham Abbey	Southend Lane, Waltham Abbey	Speed Humps	Speeding		Member of Public	N/A	N/A	Amber
14	Epping	Epping High Street, Southern end	Congestion management	Congestion	Unclear what can be done without more comprehensive investigation. Requires Feasibility Study		10k feasibility study	TBC	Amber
15	Loughton	Oakwood Hill j/w Chigwell Lane, Loughton	Parking restrictions (double yellow lines), installation of timber bollards, and additional planting, trees and bulbs to create an attractive 'avenue'	Aesthetic issues	Verge used for parking. The introduction of the Debden parking scheme, following the recent review is likely to exacerbate the problem. Installing bollards may move issue elsewhere. Formal consultation required for TROs.	Residents and town councillors	£600 per standard bollard; £800 per wooden bollard	6 months	Amber
16	Loughton	Loughton High Road j/w The Drive, Loughton	Improvements to the traffic lights junction of Loughton High Road with Brooklyn Avenue/The Drive. Include the removal of the additional phase of the traffic lights that controls the egress of vehicles from Brooklyn Parade into Brooklyn Avenue, which causes unnecessary congestion into the High Road and The Drive.	Congestion.	All vehicles exiting from Brooklyn Parade should be required to turn left into Brooklyn Avenue. Current speed limit 30mph. This will improve highway safety, reduce congestion and is supported by the Town Council. This project was part of a 2008/2009 'Congestion Busting' scheme, which was widely unsupported by various groups because of the proposal to remove parking. Officers have concerns about introducing 'left turn only' from Brooklyn Parade, as this may cause dangerous manoeuvres. Officers suggest an investigation is carried out on the timings of the lights at peak hours to reduce the use of Brooklyn Parade. Until further investigations are carried out it is difficult for Officers to put forward proposals that differ significantly from the 'Congestion busting' scheme proposed in 2008/9	Historic scheme list	£10,000 investigation costs	3 months investigation	Amber
17	Loughton	Roding Road, Loughton	Rephasing of traffic lights and additional lining to enable a left and right filter lane at the lights. Changing parking restrictions to allow additional lane of traffic.	Congestion.	Removal of parking is likely to prove unpopular with residents/ shopkeepers. However this will reduce congestion and improve air quality. It is proximity of Roding Valley High School and is supported by the Town Council. Rephasing of the signals and the provision of 'right turn' and 'left turn' filter arrows would require investigation into the changes of capacity. Existing waiting restriction Mon-Fri 2-3pm and Mon-Sat 8am-6.30pm and no waiting at any time at junctions.	Historic scheme list	£5,000-10,000 investigation costs; works £50,000-150,000. Changes to waiting restrictions £3,000	9 months	Amber

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18	Chigwell	Manor Road, Chigwell	VAS	Speeding	Request for VAS due to current high speeds. Proximity to school and support from local representatives. No adverse comments associated with this proposal, however agreement would need to be sought from the Parish Council for support in funding any future maintenance costs associated with the VAS	Historic scheme list	£3,500 mains powered VAS; £4,500 solar powered VAS	3 months	Amber
19	Nazeing	St Leonard's Road, Nazeing	Village Gateway and repositioning of VAS	Speeding	A VAS was positioned some 100m North of Tatsfield Avenue in St Leonards Road, Nazeing. This is about 300m after the entry point of the 30mph zone. It has no impact for the 300m and the pedestrian walkway is inadequate and narrow. Therefore a request has been made for the sign to be supplemented by a village gateway erected at the beginning of the built-up area on both sides. The B194 (St Leonards Road) is a busy route and is de-restricted immediately prior to the urban area leading to high approach speeds. The original VAS was located at a point that met Essex County Council criteria. This sign is 300m North of the speed limit signs. Gateways are possible, providing sufficient verge width is available (may need to be custom made), but should be Parish responsibility.	Historic scheme list	£15,000	6 months	Amber
20	Nazeing	Nazeing Road, Nazeing	Installation of pedestrian crossing (zebra) adjacent to the present exits from St Giles car park and Nazeingbury Parade.	Currently users of the Church car park, preschool parents and pupils and residents of Elizabeth Close and Nazeing Road weave their way between traffic. They don't walk to the lights at Nazeingbury crossroads.	One advantage of a crossing would be a reduction of the parking on the verges by heavy lorries while the drivers visit the shops. Officers have concerns with the proximity of a proposed crossing to the existing traffic signals at the Nazeing crossroads	Historic scheme list	£80,000 for a controlled zebra crossing	9 months	Amber
21	Lambourne	Ongar Road, Lambourne	VAS	Speeding in vicinity of play area.	Existing signs are often obscured by overgrown trees. A VAS would help raise profile of speed limit, likely to become overgrown so may be of limited benefit. Appropriate locations will need to be sought and agreement will need to be obtained from the Parish Council for support of future maintenance costs associated with the VAS	Historic scheme list	£4,500 for solar powered VAS	3 months	Amber
22	Fyfield	B184, Fyfield	2 x VAS either end of 30mph zone	Speeding	On the B184 Ongar/Dunmow Road the speed limit was reduced from 40mph to 30mph through the main drag of Fyfield in 2007. Whilst the 30mph limit has made some improvements, residents hope to enhance the scheme within 2 speed activated signs at either end of the 30mph zone. The Parish Council would prefer two solar powered mobile units. The locations will need to be determined by a speed survey to ensure that the proposal meets with Essex County Council criterion.	Historic scheme list	£4,500 for solar powered VAS	3 months	Amber
23	Buckhurst Hill	Beech Lane, Buckhurst Hill	One way system along Beech Lane, giving traffic flow from A104 to High Road	TBC	Approval will need to be sought from Essex County Police. Please note that such a scheme may increase vehicle speed, if a one-way system is implemented. Officers would recommend traffic calming measures are included as part of the scheme.	Historic scheme list	£25 - 30,000 costs associated with traffic calming, Traffic Regulation Order, signs and lining	9 months	Amber

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24	Buckhurst Hill	Westbury Road, Buckhurst Hill	Build-outs	Non compliance with one way system.	A speed survey carried out on this road identified that in excess of 10 cars were recorded as travelling the wrong way along the one way system in a 2 day period. These raised concerns, not only with Essex County Council, but also Essex County Police.	Historic scheme list	£30,000	9 months	Amber
25	Chigwell	Manor Road j/w Vicarage Lane, Chigwell	Junction improvement	Turning movements are difficult due to junction arrangement	There are stats in the area. It may be possible to install a mini-roundabout or alter the priority of the junction. Initial designs / liaison with stats companies to be undertaken before the scheme can be confirmed.	Historic scheme list	£6,000 feasibility design. Works ~ £40,000	9 months (total)	Amber
26	Stanford Rivers	Toot Hill Rd j/w Mill Lane, Toot Hill	Kerb the bennett island. landscape either flowerbed or flower tubs, to clean up eyesore, stop obtrusive parking and create a focal point	Overrun (and aesthetics)	Planting beyond remit of LHP. Limited benefit.	Historic scheme list	5,000-7,500.	3 months	Amber
27	Stanford Rivers	Toot Hill Road / Epping Road / School Lane, Toots Hill	Gateways at Toot Hill. One (3 lots of 2): One pair on Epping Road, one pair on School Road and one pair on Toot Hill Road. Could be decorative and would slow traffic as they are made aware they are entering a village area	Perceived speeding and aesthetics	The gateways are a sound proposal, however would be subject to there being sufficient verge width. Gateways should be parish council responsibility.	Historic scheme list	£1,200 per gateway	3 months	Amber
28	Epping	Hemmall Street j/w Grove Lane, Epping Town	Installation of pedestrian crossing	Difficult to cross road.	Unclear demand. Most appropriate location would require land to be taken from the Corporation of London to construct a new footway as well as possible statutory undertakers diversionary works. Pedestrian refuge may be more appropriate than a crossing. Land issues are likely to make project untenable.	Epping Society	£7,500 per pedestrian refuge; £80,000 for a controlled zebra crossing	1 year	Amber
29	Epping	Town Green, Epping Town	Replacement of aluminium signage	This location is part of a conservation area. The aluminium signage is very poorly placed in respect of the town greens and detracts from the otherwise pleasant visual aspect.	Unable to achieve this. Regulations dictate that traditional fingerpost designs should only be used on unnumbered rural roads where traffic speeds are low. An alternative solution would be to use black posts and black backed traffic signs. These are used in other conservation areas	Historic scheme list	Approx £2,000	3 months	Amber
30	Epping Upland	B181, Epping Upland	Outside Greenwood and Chequers - traffic calming in the form of different road surfaces, rumble strips approaching bend, speed reduction as for the 'Chambers Manor' corner, signing (e.g., bend, ice) and crash barriers	There have been a number of accidents involving vehicles leaving the carriageway. Residents are concerned due to the increase in traffic.	Officer advise that the installation of rumble strips too close to residential properties would conflict with current guidelines. However road surfacing treatment would be possible, but would have maintenance implications and high initial installation costs. Signing can be reviewed. At first consideration there appears to be insufficient space for crash barriers. Information plates with warning signs could be incorporated in a scheme.	Historic scheme list	£2,500 signing/lining scheme; £20,000 anti-skid application on bends	6 months	Amber
31	Moreton, Bobbingworth and the Lavers	Little Laver Road adj Threeways property, Moreton, Bobbingworth & The Lavers	Installation of kerbing to control and divert access water	Flooding of property from highways land.	The property at this junction Threeways, has regularly suffered from flooding and due to verge erosion alongside the property in Little Laver Road the situation has deteriorated. Proposal has been made for the installation of kerbing to control and divert the excess water	Historic scheme list	£5,000	3 months	Amber

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32	Chigwell	A113 High Road: Dolphin Court, Chigwell	Pedestrian refuge	Difficult to cross	It was noted that there were reasonable gaps in traffic to allow pedestrians to cross safely at most times. Vehicle speeds are relatively low, there is a crossing at the south of the site. The existence of the right turn lane means that positioning a refuge in that area will be difficult. A refuge could be installed prior to the commencement of the filter lane in the area of Dolphin Court. On the Strategic Network will require specific sign off.	Historic scheme list	£7,500 per pedestrian refuge	6 months	Amber
33	Buckhurst Hill	Buckhurst Way (north of Station Road), Buckhurst Hill	Pedestrian refuge	Difficult to cross	85th percentile over 30mph, high number of elderly/children crossing. The precise location of any island will need to be carefully considered in a final design to ensure the nearby junction and accesses of not compromise the safety of pedestrians.	Historic scheme list	£7,500 per pedestrian refuge	6 months	Amber
34	Buckhurst Hill	Roding Lane, Buckhurst Hill	Pedestrian facilities at signal junction	Difficulty crossing road	It is not considered entirely necessary that a crossing is installed at this location, as a facility already exists on the desire line. However, pedestrians to the east of Loughton Way are still required to cross Loughton Way to reach the existing pedestrian crossing. It is therefore suggested that pedestrian facilities are considered as part of the signal controlled junction on Loughton Way and possibly Roding Lane. However further investigation would be necessary to ensure that the provision of a pedestrian phase would not cause excessive delay and congestion at the signals.	Historic scheme list	£5,000 feasibility study agreed ; £200,000 signal design and implementation	9 months	Amber
35	Epping	Coopersale Common (between Brickfield and Institute Roads), Epping	Pedestrian refuge	Difficult to cross road.	Although pedestrians crossing is relatively high, traffic flows are low. The existence of lay-bys by the shops means that the construction of a pedestrian refuge in the vicinity of the shops is not feasible without some loss of the lay-by and due to the low traffic flow this is not recommended. However it is suggested that a pedestrian refuge could be considered the south of Institute Road, to assist pedestrians accessing the school from the west of Coopersale Common	Historic scheme list	£8,000 pedestrian refuge	6 months	Amber
36	Loughton	Barrington Road (j/w Doubleday Road), Loughton	Dropped kerb location x2	Difficult to cross		Historic scheme list	£2000 per pair	3 months	Amber
37	Loughton	Sandford Avenue (j/w Westall Road), Loughton	Dropped kerb location x2	Difficult to cross		Historic scheme list	£2000 per pair	3 months	Amber
38	Loughton	Colebrook Lane (j/w Westall Road), Loughton	Dropped kerb location x2 (one of these on 'south' side of Westall Road)	Difficult to cross		Historic scheme list	£2000 per pair	3 months	Amber
39	Loughton	Harvey Gardens (j/w Colebrook Lane), Loughton	Dropped kerb location x2	Difficult to cross		Historic scheme list	£2000 per pair	3 months	Amber
40	Loughton	Conveyers Way (j/w Colebrook Lane), Loughton	Dropped kerb location x2	Difficult to cross		Historic scheme list	£2000 per pair	3 months	Amber

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41	Loughton	Queens Road, Loughton	Speed humps	Perceived speeding	Straight road. May be difficult to locate due to accesses / onstreet parking. Suggest consultation early in design life, suggest opposition from local residents is likely.	Historic scheme list	£30,000	9 months	Amber
42	Waltham Abbey	Roundhills, Waltham Abbey	Elderly crossing sign or road humps	Perceived speeding	A scheme such as road humps would need to be incorporated throughout the whole estate and not in isolation to ensure the impact of reducing vehicle speeds as desired	Historic scheme list	£1,000-1,500 per sign; £40,000 for humps	Sign 3 months; humps 9 months	Amber
43	Buckhurst Hill	Forest Edge, Buckhurst Hill	Convert single yellow line along forest stretch to double yellow line, as congested parking at weekends when hall is hired out	Inappropriate parking and congestion.	Scheme for Parking Partnership	Historic scheme list	£3,000	6 months	Amber
44	Buckhurst Hill	Brook Road, Buckhurst Hill	Pedestrian facilities at signal junction	Difficult to cross road.	A feasibility study / pedestrian count is required	Historic scheme list	Study £15k. Works £120k	9 months	Amber
45	North Weald Bassett	Thornwood Road, North Weald	Pegasus Crossing	Difficulty crossing	A feasibility survey and pedestrian/horse flow is required	Historic scheme list	Survey £1000-£150,000+	9 months	Amber
46	North Weald Bassett	Main Road, North Weald	Drop kerb requests	Request for the installation of dropped kerbs opposite Kip Road for wheelchair access to York Road through the hedges.	Footpath opposite road. Will require construction of footway.	Historic scheme list	£15,000	6 months	Amber
47	North Weald Bassett	Wellington Road and Hampden Close, North Weald	Traffic calming and parking restrictions	Rat running (and onstreet parking restricting visibility).	Existing junction protection in force (sections of 'no waiting at any time' restrictions). Difficult to locate traffic calming due to accesses / parking. Will require consultation - unlikely to be popular	Historic scheme list	£40,000 humps	Over 1 year	Amber
48	Buckhurst Hill	Westbury Road/Palmerston Road, Buckhurst Hill	Review of all traffic measures put in place	Mini-roundabout is perceived unsafe with one way road. See also Amberley Road / Russell Road.	Local opposition to one way road. High and unequal flows create confusion. They need also to look left to check nothing is coming out of the upper part of Westbury Rd or that anyone is using the pedestrian crossing beyond the roundabout. Residents, who live in the top half of Westbury Lane, want to turn right at the roundabout to access their road, and they tell me they are terrified because of fast traffic coming up the hill. May be benefit to review of area.	Historic scheme list	Feasibility study £5,000	6 months	Amber
49	High Ongar	A414 j/w Rookery Road, Norton Heath	Dedicated right turn lane	Congestion	There is currently an informal right turn lane, initial investigation indicates that the impact on the network is limited. Suggest no further action.	Historic scheme list	£200,000	1 year +	Amber
50	Buckhurst Hill	Church Road / Russell Road / A121, High Road, Buckhurst Hill	Junction improvement	Unclear problem (congestion?), more information required	Install give way signs? Check accident stats. (pending validation)	Historic scheme list	2k	3 months	
51	Epping Upland	#181, Epping Upland	Road outside 'Travelers Friend' - thrust bore horizontally across the road to reconnect the pond to the drain holes opposite	TBC	Cooperation of London Land - will require liaison if this is still an issue.	Historic scheme list	TBC	TBC	
52	Chigwell	Chigwell Rise, Chigwell	Traffic Calming on app to zebra crossings	Speeding.	Unclear where zebra crossings are. Chigwell Rise is strategic route - two collisions within residential stretch of route. Against Policy.	Member of Public	N/A	N/A	Red

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53	Loughton	Earls Path, Loughton	traffic calming Measures after Road Death	Speeding	Investigated by Safety Team following fatality. They could not find an appropriate engineering solution. Speed limit to be altered as part of EF Review. Traffic calming against policy.	Member of Public	N/A	N/A	Red
54	Chigwell	Gravel Lane, Chigwell	Speeding Issues traffic calming	Speeding	60mph strategic route. Traffic calming against policy. Site being progressed as Yr 1 Safety Scheme.	Member of Public	N/A	N/A	Red
55	Ongar	Great Lawn, Ongar	Zig Zag lines	Unclear problem, more information required	Where are 'zigzag' lines required? There is no school, hospital, fire station or zebra crossing. Installing zig zags at any other location is against national policy.	County Council	N/A	N/A	Red
56	Loughton	Palmerston Road, Loughton	Speed Hump request	Speeding	PR2 Road, Speed humps against policy.	Member of Public	N/A	N/A	Red
57	Loughton	Chester Road, Loughton	Chicanes and pedestrian crossings	Speeding	On PR2: against Speed management Policy - will require formal sign off. Existing speed humps, the width of the road encourages vehicles to increase speed. The use of Chicanes as in Willingale Road appears to be more effective way of calming traffic. Unclear where they can be located, given the presence of vehicle crossovers and junctions. There may be no need for a controlled crossing - a pedestrian refuge may be a better alternative.	Petition by local residents, support by Town councillors	£12,000 per chicane; £80,000 for a controlled, zebra crossing; £7,500 per pedestrian refuge	9 months	Red
58	Matching	Downhall Road/ Little Laver Road/ Watery Lane, Matching	Re-alignment of priority of junction	Inappropriate HGV use on Watery Lane	Erection of signs warning 'Access Only Unsuitable for HGVs' or 'Unsuitable for Sat Navs' at both entrances of Water Lane. HGVs are using Water Lane as a through route and it is totally unsuitable for such vehicles. Watery Lane is on strategic network - switching priority will require formal sign off. No recorded personal injury collisions in the vicinity. Officers have some concerns that turning of large vehicles such as HGVs and tractors may not be possible or will raise safety concerns. Altering priority may cause safety issues. In addition, centre lines and cat's eyes would also be required to highlight the trajectory of the new alignment of the bend and to delineate the new road layout, after historically Little Laver Road giving way to Watery Lane/Downhall Road. Vegetation to be removed to increase and improve the sight lines. Double yellow lines will need to be installed opposite the junction to prevent the current parking.	Historic scheme list	£5,000-£7,500	3 months	Red

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59	Waltham Abbey	Honey Lane, Waltham Abbey	Installation of pedestrian crossing, VAS and additional yellow lines	Speeding. Collision history.	The proposed scheme is the installation of a pedestrian crossing where the current centre refuge is located, and the installation of a VAS at the bottom of the hill adjacent the shop. There may also be a requirement for further double yellow lines along this stretch of road, but resident needs must also be taken into account. The pedestrian crossing would slow traffic down, provide a safer means of crossing for the school and provide improved sightlines for traffic, due to no parking on the zigzags. The VAS would increase drivers awareness regarding their speed as the approach to the crossing and mini-roundabout. The current speed limit is 30mph but is not adhered to and rarely enforced. Appropriate location has yet to be defined. On Strategic Route Network so will require formal sign off.	Petition	N/A	N/A	Red
60	Lambourne	Hoe Lane, Lambourne	Weight restriction	Inappropriate HGV use.	Hoe Lane is a small winding rural road with a speed limit of 60mph. There are points which are not wide enough for vehicles to pass each other at speed. There are also blind bends which enhance the danger. The local school is located on Hoe Lane and therefore the road is heavily used and there are many concerns and complaints. Awaiting freight strategy. Hoe Lane is on Strategic Network, so weight restriction is against policy.	Historic scheme list	£3,000 costs associated with Traffic Regulation Order and signs	N/A	Red
61	Lambourne	Market Place, Abridge	Junction improvements	Confusing junction arrangement	There are currently no feasible engineering options due to site constraints.	Historic scheme list	N/A	N/A	Red
62	Stanford Rivers	A113 j/w Church Road, Passingford, Stanford Rivers	Mini roundabout on A113 Stanford Rivers at junction with Church Road. Would reduce speed	Speeding / Congestion	A mini-roundabout on the A113, which is a primary route is against ECC policy.	Historic scheme list	N/A	N/A	Red
63	Loughton	A121 High Road (near Spring Grove), Loughton	Signal controlled crossing	High volumes crossing road at school times.	The width of the road may preclude a refuge, but there is good visibility at the site for a crossing. Although the 85th percentile speeds of traffic in below 30mph northbound, it is faster southbound and may not be deemed suitable for a zebra crossing. The volume of traffic is quite high at this location, but the majority of pedestrian activity is to and from the school. Assuming there is not a school crossing patrol solution to the peak hour demands, the interruption to traffic flow with a computerized signalized crossing would be restricted to these periods only. On the Strategic Network - will require specific sign off.	Historic scheme list	£170,000+ for the installation of a Puffin Crossing	9 months	Red

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64	Waltham Abbey	Crooked Mile, North of Saxon Way and / or Crooked Mile, North of Monkswood Avenue, Waltham Abbey	Signal controlled crossing (s)	Road safety	A pelican crossing is already located south of Monkswood Ave signalised junction. Subject to design considerations, a new signalised crossing facility could be considered in the area north of Saxon Way. However, because of the road width in this area there may be a need for staggered crossing facility, which would require road widening/carryway realignment to maintain the current traffic lane capacity. Further investigation will be required to assess the impact and safe location of such a facility. On Strategic network, will require sign off.	Historic scheme list	£250,000 for the installation of Puffin Crossings either side of the carryway (Saxon Way). £150,000 for upgrading existing signals (Monkswood Ave)	9 months	Red
65	Chigwell	A123 Hainault Road, Chigwell	Traffic calming/speed reduction	Difficult to cross.	The road is too narrow for a refuge. Limited pedestrian flows, formal crossing not appropriate (potentially dangerous). Traffic calming may help but the A123 is a priority 1 route, so traffic calming would be against policy.	Historic scheme list	N/A	N/A	Red
66	Chigwell	B173 Manor Road j/w Stanwyck Road, Chigwell	Junction improvement/pedestrian refuge	Junction perceived as dangerous. Difficult to cross road.	(Pedestrian phasing has been installed at the junction of Manor Road and Fencepiece). Road too narrow for refuges. Could accommodate formal crossing, limited pedestrians crossing (park and nursery create demand). Altering the flow at the junction could improve the situation - this would have a knock-on effect so would require investigation. Any junctions changes could incorporate traffic calming elements. Strategic route any measures will require sign off.	Historic scheme list	£170,000 for puffin crossing; 10,000 for investigating flow patterns.	9 months	Red
67	Chigwell	B173 Manor Road j/w Tomswood Road, Chigwell	Signal controlled crossing	Difficult to cross road	There is limited available locations due to the presence of crossovers. Not high pedestrian flows, no recorded collisions, perceived as dangerous due to traffic speed and behaviour. Consider signalizing the junction with pedestrian phase. Traffic calming features could reduce the speed and improve safety for drivers. Strategic route, measures will require specific sign off.	Historic scheme list	£170,000 if a suitable location is found for a puffin crossing; £7,500 per refuge is an alternative, should a suitable location not be found; £40,000 zebra crossing	9 months	Red
68	Chigwell	Turpins Lane, Chigwell	Signal controlled junction	Difficult to cross road	Request for crossing, however no suitable location. Alternative maybe to signalise Turpin's Road / Manor Road junction. High collision history at junction. Manor Road is on strategic network, so would require sign off.	Historic scheme list	200,000 for signal-controlled junction.	9 months	Red

ID	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale Assuming smooth progress	RAG
69	Epping	B181 Lindsey Street, Epping	Signal controlled junction	High speeds / difficult to cross.	Too narrow for refuge, but potentially provide space for a crossing facility. Although the site is a cut through for traffic at peak hours, it is a fairly quiet site and no children were noted to cross, nor have there been any recorded pedestrian casualties' in the past 5 years. As the 85th percentile speed of traffic is 34 and 36mph, consideration could be given to some form of traffic calming. It must also be noted that the footway is narrow and the grass verge is the property of the Corporation of London. On Strategic network would require sign off.	Historic scheme list	£170,000 puffin crossing	9 months	Red
70	Loughton	Church Hill (Northeast of the Uplands), Loughton	Signal controlled crossing	Difficult to cross road	High pedestrian and vehicle flows. Signal-controlled crossing most appropriate at this location. A suitable location has been identified North East of the Uplands for a possible zebra crossing installation, however this may affect the Traps Hill junction. No other suitable location has been identified. There is an existing pedestrian refuge at the proposed location for the new crossing. On PR2, will require formal sign off.	Historic scheme list Supported by Councillor Mrs C Pond	£150,000	9 months	Red
71	Epping	Station Road, Epping	Signal controlled crossing/pedestrian refuge	Difficult to cross road	Pedestrian flows were fairly high and remain fairly constant throughout the day. There were however very few vulnerable pedestrians recorded crossing the road and no pedestrian accidents have been reported in the last 5 years. No clear location due to the proximity of junctions, residents' driveways and bus stops. As Station Road is a priority 1/2 route, traffic calming will not be permitted at this location. Locations are limited near to the underground station. There is an existing zebra crossing near the junction with High Street. A crossing will require sign off.	Historic scheme list	£170,000 puffin crossing	9 months	Red
72	Loughton	Rectory Lane (nr Newmans lane), Loughton	Pedestrian refuge	Difficulty crossing road	Pedestrian flows on Rectory Lane are fairly low, with the exception of the AM peak. The number of vulnerable pedestrians was also low and it is not considered that there is currently a large latent demand to cross the road. A signalled crossing is therefore not recommended at this location. However, traffic flows and speeds were high throughout much of the day making it difficult to cross. A pedestrian refuge could be installed just south of Newmans Lane this would assist pedestrians in crossing the road and reduce vehicle speeds. A similar facility has already been installed further south on Rectory Lane. This is on a Strategic route so would require sign off.	Historic scheme list	£10,000 pedestrian refuge.	6 months	Red

ID	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale Assuming smooth progress	RAG
73	Waltham Abbey	Crooked Mile (Harold Crescent), Waltham Abbey	Signal-controlled crossing/pedestrian refuge	Difficulty crossing road	A pedestrian refuge is provided to the north of Harold Cr, desirable is south of the junction. As vehicle speeds are recorded as higher than 35mph a signalised pedestrian crossing would be more appropriate than a Zebra crossing. New crossing should be proposed further North from the existing dropped kerbs, on the traffic island, to avoid vehicle crossovers either side. On Strategic network so would require sign off.	Historic scheme list	£7,500 to amend existing vehicle splitter island where appropriate	6 months	Red
74	Loughton	Pyles Lane, Loughton	Pedestrian refuge	Difficulty crossing road	A crossing near the shops would require removal of parking and receive objections. A crossing elsewhere would be away from the desire line so would not be used. Pedestrian flows are high throughout most of the day, traffic flows are low allowing pedestrians to cross in the gaps without using a formal crossing. Recommended no further action. On Strategic network so would require sign off.	Historic scheme list	£7,500	6 months	Red
75	Loughton	Alderton Hill, Loughton	Pedestrian refuge	Difficult to cross road	Location limited by accesses. Suggest pedestrian refuge be provided on Borders Lane east of The Hawthorns, subject to sufficient road width. An additional pedestrian refuge south of Borders Lane again subject to sufficient road width and visibility. On PR2, so will require formal sign off.	Historic scheme list	£12,000	6 months	Red
76	Epping	Ivy Chimneys, Epping	Pedestrian refuge	Difficult to cross road	Pedestrian movements associated with school. In these circumstances a school crossing patrol is usually the best way of controlling and protecting these crossing movements. There is reduced visibility due to the road being on an incline, with bends and carriageway width may be an issue. Unclear if this meets SCP requirements. On strategic route, will require sign off.	Historic scheme list	£8,000	6 months	Red
77	Waltham Abbey	Honey Lane (Wood Green Road), Waltham Abbey	Pedestrian crossing	Difficult to cross road.	The pedestrian flows are very low and although traffic levels are high it is not felt that there is a latent demand to cross at this location. It is therefore recommended that no further action is taken. Very fast road with no footway on North side of Honey Lane. Nowhere to cross to. On PR2 against Traffic Management Strategy.	Historic scheme list	N/A	N/A	Red
78	Waltham Abbey	Honey Lane (Stonyshots), Waltham Abbey	Pedestrian refuge/traffic calming	Difficult to cross road.	Many of the pedestrians crossing are children who often need further assistance in crossing the road. Careful consideration will need to be taken with regards to the siting of the crossing. On PR2 so will require sign off. Traffic calming would be beneficial for pedestrians but is against policy on strategic route.	Historic scheme list	£9,000 pedestrian refuge only.	6 months	Red
79	Waltham-abbey	Sewardstone Road, Waltham-Abbey	Pedestrian crossing	Difficult to cross road.	The pedestrian flows recorded at this site are very low, and although traffic levels are high it is not felt that there is a latent demand to cross at this location. It is therefore recommended that no further action be taken at this site. On PR2 against policy - low flows likely to be unsafe.	Historic scheme list	£10,000 for zebra crossing	9 months	Red

ID	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale Assuming smooth progress	RAG
80	Loughton	Goldings Hill, Loughton	Pedestrian crossing	Difficult to cross road.	The pedestrian flow recorded was very low and although traffic levels are high, it is not felt that there is latent demand to cross at this location. It appears that the main reason to cross the road is for the bus stop on either side of the road. It is therefore recommended that no further action be taken with regards to a pedestrian crossing.	Historic scheme list	£40,000 for zebra crossing	9 months	Red
81	Chigwell	Gravel Lane j/w Maypole Drive, Chigwell	Junction improvements	Unclear problem	Already has existing junction protection. Extra signage could confuse drivers and add unnecessary street clutter	Historic scheme list	N/A	N/A	Red
82	Epping	Stonards Hill j/w Stewards Green Road, Epping	Junction improvements with Stewards Green Road	Unclear problem	Alignment and signage appear adequate.	Historic scheme list	N/A	N/A	Red
83	Loughton	Albion Hill, Loughton	One way road	Congestion	Likely to increase speeds / reduce road safety.	Historic scheme list	£3,500 Traffic Regulation Order	N/A	Red
84	Lambourne	B172, Abridge Road, Abridge.	Priority working over bridge	Bridge too narrow for large vehicles to pass each other.	Priority to those vehicles leaving Abridge and travelling towards Theydon Bois. Forward visibility may well be a concern with the implementation of priority, may lead to congestion in Abridge. On Strategic network so will require sign off. This scheme had been approved by previous panel, unclear of whether it's been implemented.	Historic scheme list	£3,500	6 months	Red
85	Sheering	Luxford Place, Sheering	Waiting restrictions	Commercial vehicles parking in Luxford Place	For parking partnership (not panel).	Historic scheme list	£3,500 waiting restrictions	N/A	Red
86	Waltham Abbey	Roundhills j/w Honey Lane, Waltham Abbey	Junction protection	Onstreet parking in hazardous location.	Existing DYL junction protection exists	Historic scheme list	N/A	N/A	Red
87	North Weald Bassett	Woodside junction High Road, North Weald	Weight restriction. An island at the junction of Woodside and NM High Road	HGV's using route / perceived speeding.	Island is proposed to restrict HGV access, however HGV access is required for existing industrial units. Weight restriction / traffic calming not appropriate. PR2 against policy. Does not meet criteria for speed limit reduction.	Historic scheme list	£8,000	3 months	Red
88	Stapleford Abbots	B172, Abridge and Stapleford Abbots	Removal of weight restriction	TBC	This is likely to lead to rerunning of London traffic towards the A414 via Ongar (however it has also been raised the fact that the Police can't enforce the weight restriction on Hook Lane owing to the signage). Officers have looked at the signage and it can not be signed any differently. ECC Legal Department have looked at the TRO and it appears that old Epping TRO needs to be amended to enable enforcement. Awaiting freight management strategy.	Historic scheme list	N/A	N/A	Red
89	Buckhurst Hill	Amberley Road (inc j/w Russell Road) Buckhurst Hill	Potential junction alterations and one-way traffic order	Safety risk - adjacent wall struck	Junction appears acceptable. No injury collisions. A one way order is likely to increase speeds / be more dangerous. Unclear what can be achieved.	Historic scheme list	N/A	N/A	Red
90	Buckhurst Hill	Oak Lodge/Grange Hill, Buckhurst Hill	Traffic calming	Speeding	Introduction of one or two speed humps. Application made in response to complaints received from the residents. Unclear location. More information required.	Historic scheme list	Approx. £15,000		Red

ID	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale Assuming smooth progress	RAG
91	Stapleford Abbots	Near primary school, Stapleford Abbots	Pedestrian crossing	Difficult to cross road.	On strategic route network - will require sign off.	Historic scheme list	If it is a zebra crossing approx. £20,000. A Puffin would be approx. £90,000 (+£20,000 for design)	9 months	Red
92	Buckhurst Hill	Farm Way/Forest Edge/Station Way, Buckhurst Hill	Traffic calming on Station Way/Farm Way, junction warning signs or VASs	Collision history / speeding on approaches	Previously AR site - lining improved. Route not on strategic network but no suitable location for traffic calming. Adjacent to County Boundary. Speed of roads does not meet ECC VAS policy (2009). Likely view to VAS restricted by on-street parking. Unclear what engineering solution can be installed (short of signalisation ~150k).	Historic scheme list	VAS Signs: £6,000 approx x. per sign. Traffic Calming £20-£30,000 £2K feasibility study Agreed	6 months	Red
93	Roydon	Church Mead junction with High Street, Roydon	Junction protection	Commuter parking blocking visibility.	This should be passed to the parking partnership. However ECC do not install junction protection unless there is a proven safety issue due to maintenance issues.	Historic scheme list	Approx £3,000	6 months	Red
94	High Ongar	The Street, High Ongar	Parish gateway signs (entering from East)	None	Gateway signs should be parish responsibility. Maintenance issues. No further action.	Historic scheme list	N/A	N/A	Red
95	Lambourne	Manor Road, Lambourne End	Slow signs	Inappropriate speeds	Slow signs in place at appropriate locations around bend, suggest no further action.	Historic scheme list	N/A	N/A	Red
96	Waltham Abbey	Fountain Place, Waltham Abbey	Residents parking zone	Car parking issues	Scheme for Parking Partnership	Historic scheme list	N/A	N/A	Red
97	Loughton	Alderton Hall Lane	Pedestrian guard rails		Scheme requires validation	New request Town Council	£3,000 TBC	TBC	
98	Loughton	Traps Hill/Alderton Hill/Borders Lane	Mini-roundabout and pedestrian refuge islands		Scheme requires validation	New request Town Council	£40,000 TBC	TBC	
99	Loughton	Pyrels Lane Service Road	Speed/traffic reduction		Scheme requires validation	New request Town Council	TBC	TBC	
100	Loughton	Debdon Lane	Speed limits/bend priority scheme/ Vehicle Activated Sign		Scheme requires validation	New request Town Council	TBC	TBC	
101	Nazeing	Common Road /Waltham Road, Bumbles Green	Traffic Calming	Busy distributor road, deceptive bends with frequent accidents	Scheme requires validation	New request Parish Council	TBC	TBC	

ID	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale Assuming smooth progress	RAG
102	Nazeing	Middle Street (Bumbles green to PROW FP59), bumbles Green	New footway	Narrow road	Scheme requires validation	New request Parish Council	TBC	TBC	
103	Nazeing	Middle Street/St Leonards Road	Weight restrictions	To limit HGV traffic through Nazeing or could put up more advanced signage for existing weight restrictions on North Street/Nazeing Road	Scheme requires validation	New request Parish Council	TBC	TBC	
104	North Weald Bassett	A414 Canes lane j/w Vicarage Lane	Replace one-way system with a roundabout		Scheme requires validation	New request Parish Council	£1,000,000 TBC	TBC	
105	Hastingwood	Hastingwood Road	HGV restriction 19:30 to 18:30hrs		Scheme requires validation	New request Parish Council	£10,000 TBC	TBC	
106	Hastingwood	Mill Street	New footway and lowering of speed limit	Mill street used as an alternative route between Harlow and M11	Scheme requires validation	New request Parish Council	TBC	TBC	
107	North Weald Bassett	Wellington Road and Hampden Close, North Weald	Parking restrictions on Saturdays	To alleviate problems from Staurday Market	Scheme requires validation/Parking Partnership	New request Parish Council	TBC	TBC	
108	Lambourne	A113 Ongar Road, Abridge	Access to Hillmans Cottages		Scheme requires validation	New request Parish Council	TBC	TBC	
109	Lambourne	A113 Ongar Road, Abridge	Access to Stapleford Airfield		Scheme requires validation	New request Parish Council	TBC	TBC	
110	Stanford Rivers	A113 London Road j/w Shonks Mill Road	Junction improvements		Scheme requires validation	New request Parish Council	TBC	TBC	

ID	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale Assuming smooth progress	RAG
111	Stanford Rivers	A113 Romford Road, Bridge Farm	Flooding at bridge		Scheme requires validation	New request Parish Council	TBC	TBC	
112	Stanford Rivers	A113 London Road	Vehicles over-taking within village		Scheme requires validation	New request Parish Council	TBC	TBC	
113	Moreton, Bobbingworth and the Lavers	Bridge Road, Moreton	HGV restriction on bridge		Scheme requires validation	New request Parish Council	TBC	TBC	
114	Moreton, Bobbingworth and the Lavers	Church Road, Moreton	Vehicle activated sign o/s school		Scheme requires validation	New request Parish Council	£3,500 TBC	TBC	
115	Moreton, Bobbingworth and the Lavers	Pedlars End	New footway		Scheme requires validation	New request Parish Council	TBC	TBC	
116	Ongar	Greensted Road, Chipping Ongar	Vehicle activated Sign/speed reduction		Scheme requires validation	New request Parish Council	TBC	TBC	
117	Ongar	B184 Fyfield Road	Parking Restrictions adjacent pedestrian crossing	Restaurant customers parking too close to crossing and obscuring sight lines	Scheme requires validation/Parking Partnership	New request Parish Council	TBC	TBC	
118	High Ongar	A414 Chelsmiford Road	Safety review	Accidents at Milestones	Scheme requires validation/Parking Partnership	New request Parish Council	TBC	TBC	
119	High Ongar	Mill Lane	Relocate Not suitable for HGV's sign to Hallsford Bridge Road	Signage	Scheme requires validation	New request Parish Council	£500 TBC	TBC	

ID	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale Assuming smooth progress	RAG
120	Fyfield	B184 Dunmow Road	Vehicle activated sign	Speeding	Scheme requires validation	New request Parish Council	£3,500 TBC	TBC	
121	Buckhurst Hill	Church Road/Stag Lane/Beech Lane	Traffic calming measures/One-way system	Narrow residential roads, affected by speeding traffic and parking	Scheme requires validation	New request	TBC	TBC	
122	Epping Upland	B182 j/w B181	Review of signage	Vehicles travel at speed down hill	Scheme requires validation	New request Parish Council	£3,000 TBC	TBC	
123	Epping Upland	B181 Cobbins Bridge	Priority working over bridge	Narrow bridge, causing problems when two vehicles try to pass	Scheme requires validation	New request Parish Council	TBC	TBC	

KEY

Green	A high priority scheme against strategic criteria
Amber	A low priority scheme against strategic criteria
Red	A scheme which is against Essex Policy or there is no appropriate engineering solution.
Pending validation	Pending validation
Scheme prioritised for funding 2012/13	Scheme prioritised for funding 2012/13

ID	Parish / Town Council	Location	Scheme	Other issues / comments	Timescale	Requested By	Estimated Cost	RAG
1 IT366	Epping-Upland	B184 Epping Road, corner by Bury Farm, Epping-Upland	reconsider signing				0.5k	Amber
2 IT357	Epping-Upland	o/s The Chequers, Epping-Upland	Bend/slow-down/chevron				0.5k	Amber
3 IT388	Stapleford Abbots	Passingford Bridge, Stapleford Abbots	Airport sign	Suggest that a sign here would not be appropriate as there is no onward signing			signing review	Amber
4 IT395	Waltham-Abbey	Sewardstone Road, Waltham-Abbey	Activity Centre Sign	No further action (unless paid for by activity centre)			TBC	Red
5 IT400	North Weald Bassett	Tempest Mead jw Station Road (private), North Weald	Give Way Lines				TBC	Red
6 IT405	Waltham-Abbey	Woodgreen Road, Waltham-Abbey	Horse warning signs – passed to Forest Strategy for consideration	Specific locations required			0.5k	Amber
7 IT378	North Weald Bassett	Leicester Road, North Weald	Larger dead-end				0.5k	Amber
8 IT383	Ongar	Moreton Road, Shelley	horse warning signs				0.5k	Amber
9 IT352	North Weald Bassett	A414, North Weald	Pre-School	Specific locations required Specific locations required			TBC	Red
10 IT374	Epping	High Street / Hemmnall Street, Epping	Vet Hospital sign	No further action (unless paid for by vet).			TBC	Red
11 IT375	Epping	High Street, Epping	Arrow signs for Leisure Center	If leisure centre requires sign they should fund it. No further action.			TBC	Red
12 IT403	Lambourne	Various in Manor Road, Lambourne	Slow Signs	PR2 Road - no obvious hazards / locations for slow markings. Unclear where they would be installed.			0.5k	Amber
13	Lambourne	London Road and Ongar Road, Abridge	Village gateways	Gateway signs should be parish responsibility			2k	Red
14	Bobbingworth, Moreton & the Lavers	Bobbingworth Mill, Moreton, Bobbingworth & The Lavers	Village/Gateway signs	Gateway signs should be parish responsibility			2k	Red

KEY

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Pending validation	
Scheme prioritised for funding 2012/13	

Parish / Town Council	Location	Type of Scheme	Details of Scheme	Issues / Comments / Reason for Scheme	Scheme Origination	Approx Timescale	Estimated Cost	Priority (RAG)
1	Buckhurst Hill Bus Stop: 150042018002, The Green. Address: Palmerston Road, Buckhurst Hill.	BSI	Installation of a new metal shelter, plus raised kerbs and dropped kerbs.	Shelter installation to improve customer environment at well used stop. Raised kerbs and dropped kerbs to improve accessibility.	Historic scheme	6 months	£7,500	Amber
2	Buckhurst Hill Bus Stop: 1500BUCKPALM, The Green. Address: Palmerston Road, Buckhurst Hill.	BSI	Installation of a new metal shelter, plus raised kerbs and dropped kerbs.	Shelter installation to improve customer environment at well used stop. Raised kerbs and dropped kerbs to improve accessibility.	Historic scheme	6 months	£7,500	Amber
3	Epping Bus Stop: 1500GPSALE1b, Coopersale Turn. Address: Epping Road, Epping.	BSI	Install new wooden bus shelter.	Several bus stop users have requested a shelter for the stop to protect them from the elements. (Hard standing and raised kerbs installed at this stop in 2011/12.)	Requested by members of the public	3 months	£7,500	Amber

KEY

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Red	A scheme which is against Essex Policy or there is no appropriate engineering solution.
	Scheme prioritised for funding 2012/13

Parish /Town Council	Site No	School	Location of patrol	Work required	Problem	Origin of request	Total Estimated Costs	Timescale	RAG
Epping	10415	Epping Primary School	Coronation Hill, Epping (zebra)	Parking restrictions to prevent parking on site - check signs	Issues raised with site safety assessment	Site safety assessment	1.77k	3 months	Green
Epping	10412	Ivy Chimneys Primary School	Centre Drive, Epping	Parking restrictions at site to prevent parking on site and in immediate vicinity	Issues raised with site safety assessment	Site safety assessment	1.77k	6 months	Green
Roydon	10413	Roydon Primary School	Epping Rd, Roydon	Extend school keep clear markings	Issues raised with site safety assessment	Site safety assessment	1.2k	3 months	Green
Buckhurst Hill	10418	St John's CE Primary School	Church Rd, Buckhurst Hill	Measures to prevent parking close to site on footway	Issues raised with site safety assessment	Site safety assessment	3.54k	3 months	Green
Loughton	10404	Hereward Primary School	Colebrook Lane, Loughton	Parking restrictions opposite school to prevent parking on patrol site	Issues raised with site safety assessment	Site safety assessment	1.77k	6 months	Green
Loughton	10407	Thomas Willingale Primary School	Willingale Rd, Loughton	Extend school keep clear markings to bus stop	Issues raised with site safety assessment	Site safety assessment	1.18k	3 months	Green
Waltham Abbey	10408	Upshire Primary School	Upshire Rd, Waltham Abbey	Replace patrol plate with school plate close to school	Issues raised with site safety assessment	Site safety assessment	0.59k	3 months	Green
Epping		Epping Junior School	St John's Road, Epping	Redundant site - removal of 2x signs and posts 545+547.1	Issues raised with site safety assessment	Site safety assessment	£2k	3 months	Green

KEY

Green

Amber

Red

Grey

White

A high priority scheme against SCP criteria

A low priority scheme against SCP criteria

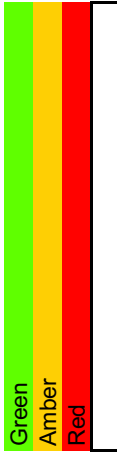
Further information required before a decision can be made

Pending validation

Scheme prioritised for funding 2012/13

Ref	Parish / Town Council	Location	Measure	Benefit	Budgetary Cost	Mandatory work	RAG	Design Timescale	Install Timescale
No schemes identified									

KEY



- A high priority scheme against strategic criteria
- A low priority scheme against strategic criteria
- A scheme which is against Essex Policy or there is no appropriate engineering solution.
- Pending validation

SCOOT

Split Cycle and Offset Optimisation Technique. This calculates the flow of vehicles along each spur of a junction and can then calculate the timings of the signals required to deal with heavier or lighter amounts of traffic during each cycle of the signals. Particularly good for peak and off-peak periods.

OTU

Outstation Transmission Unit. These are in signals and are controlled via the SCOOT system.

RMS

Remote Monitoring System. This allows the signals to report back to the main system in Threadneedle House to say that something is wrong with them.

MOVA

Microprocessor Optimised Vehicle Actuation. Similar to SCOOT but works better for isolated signals rather than larger junctions.

ID	Parish / Town Council	Location	Scheme	Problem	Scheme sponsor	Estimated Cost (£)	Timescale	RAG
			No schemes identified					

KEY

Green	A high priority scheme against strategic criteria
Amber	A low priority scheme against strategic criteria
Red	More information required.
	Pending validation

Parish / Town Council	PROW Number	Parish	Status	Scheme	Problem	By	From	Timescale	Cost (£)	Notes
1	36	North Weald Bassett	Byway	Surface and drainage improvements	Heavily rutted and waterlogged. Only passable to skilled off road motorised users	Essex Highways	Internal	6 weeks	30k	Improvements to the sub base, wearing course and improvements to the drainage system to enable the byway to tolerate passage by the various types of users and the increase in volume of traffic.
2	1	Moreton	Byway	Filling ruts and surfacing	Heavily rutted and waterlogged. Only passable to skilled off road motorised users	Essex Highways	Internal	6 weeks	30k	Filling ruts and surface to fix existing damage
3	5 / 1	Fyfield	Byway	Surface and drainage improvements	Heavily rutted and waterlogged. Only passable to skilled off road motorised users	Essex Highways	Internal	6 weeks	40k	Improvements to the sub base, wearing course and improvements to the drainage system to enable the byway to tolerate passage by the various types of users and the increase in volume of traffic.
4	3 / 3	Ongar / High Ongar	Footpath	Bridge widening	Bridge requires widening and provision of slope to replace existing steps, route heavily used by number of elderly users to access shops and other services in Ongar, alternative route is along A414	Essex Highways	MoP		37k	Bridge requires widening and provision of slope to replace existing steps, route heavily used by number of elderly users to access shops and other services in Ongar, alternative route is along A414

KEY

Green	A high priority scheme against strategic criteria
Amber	A low priority scheme against strategic criteria
Red	A scheme which is against Essex Policy or there is no appropriate engineering solution.
White	Pending validation
Grey	Scheme prioritised for funding 2012/13

Ref No.	Parish / Town Council	Location	Proposed Solution	Timescale	Cost (£)	RAG
1	Theydon Garnon	Mount Road j/w Banks Lane, Mount End	Junction re-alignment, signs and lines	TBC	30k	Green
2	Waltham Abbey	Claypit Hill, High Beach	Add more 30mph road markings	TBC	2k	Green
3	Loughton	High Rd j/w Forest Rd, Loughton	Parking enforcement, central island and ETP engagement	TBC	5k	Green
4	Chigwell	Manor Road j/w Tomswood Road, Chigwell	Signalise junction (by SA2000) £179K, alternative scheme £30K	TBC	479k £30K	Green
5	Chigwell	Gravel Lane, Chigwell	Chevrons, vergemarkers and lines. Speed limit reduction (£3,000.00, FYRR 1762). Possible resurfacing (£30,000.00, FYRR 176).	TBC	3k	Green
6	Waltham Abbey	Sewardstone Road j/w Quaker Lane, Waltham Abbey	Increase intergreen timings and ETP engagement	TBC	4k	Green
7	Chigwell	Outside Patsalls, Pudding Lane, Chigwell	Improve drainage, Include Pudding Lane in winter gritting programme. Possible resurface.	TBC	30k	Green
8	Buckhurst Hill	A104 j/w RangersRoad, Buckhurst Hill	Refresh road markings, replace anti skid surfacing, replace missing signs, clean and clear vegetation away from existing signs, clear vegetation and remove cattle sign to improve vision along A104 to the right.	TBC	25k	Green

KEY

Green
Amber
Red

A high priority based on Collision history

A medium priority based on Collision History

A scheme which is against Essex Policy or there is no appropriate engineering solution.

Scheme pending Validation

Scheme prioritised for funding 2012/13

Prioritisation Criteria for LHP



The following criteria have been used to prioritise the schemes across the various disciplines:

Improvement Schemes

All schemes prioritised by the strategic criteria identified within the Local Transport Plan (these have been identified as criteria to enable a simple appraisal of a scheme's alignment to the HST / ICS / EssexWorks objectives).

- Improves connectivity of development / regeneration areas (Weighted)
- Reduces journey times / improves reliability along major urban / inter urban routes (Weighted)
- Reduces the incidence / severity of collisions (Weighted)
- Increases the availability / awareness of travel choice
- Improves interchange between modes / services
- Reduces CO2 emissions
- Improves the management of freight
- Reduces travel impacts on the natural / built / historic environment
- Improves public perception of safety
- Protects the value of existing assets
- Improves asset safety / standard / resillience
- Improves journey experience
- Improves travel options for those with disabilities / mobility constraints
- Improves access to further education / jobs / services for those at risk of isolation
- Promotes healthier lifestyles
- Improves the quality of public spaces
- Improves access to strategic road network / major rail interchange
- Increases role of voluntary / charity sector in transport service provision
- Responds to a priority identified through public consultation

Bus Stop Improvements

Prioritisation ranked by:

- Safety and Security
- Accessibility - physical accessibility and using the bus as a means to access key services (healthcare, education, etc)
- Punctuality & Congestion
- Customer Environment - making bus travel more comfortable for existing and potential customers

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EssexITS

Scheme identified and prioritised by Five Year Road Map, based on the following criteria.

- Revenue Cost: Cost of item per annum including communications (and power ?) costs
- Work Type: An indication of the type of work, number does not indicate preference just identification
- Congestion:
- Customer information:
- KSI / Safety:
- Carbon reduction:
- VFM:
- Equipment Reliability: Contribution to the a more reliable asset

Safer Roads

Prioritisation based on quantifiable collision history (intervention level based on four injury collisions in the most recent three-year period).

SCP

Prioritisation based on

- Duty of care to ECC employees working in the road (weighted)
- Volume of pedestrians
- Volume of traffic

PROW

Prioritisation based upon:

- To meet legal criteria such as the Equalities Act or where new routes have been added to the Definitive Map by legal process
- To improve important links in the PROW network and to help access key services
- To have the greatest impact on the greatest number of users, particularly the more vulnerable

Document Version:	A
Control Date:	31/08/12

Form Ref:	Criteria
	Page 2 of 2

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Division	Scheme	Reference	Location	Description	Cost	Total cost
Buckhurst Hill & Loughton South	Minor Schemes		Roding Lane, Buckhurst Hill	Pedestrian facilities at signal junction feasibility study	£5,000	£7,000
Buckhurst Hill & Loughton South	Minor Schemes		Farm Way/Forest edge/Station Way, Buckhurst Hill	Traffic calming feasibility study	£2,000	

Division	Scheme	Reference	Location	Description	Cost	Total cost
Chigwell & Loughton Broadway	Casualty Reduction	Safety Scheme 23	Manor road j/w Tomswood Road, Chigwell	Clear vegetation/adjust Give Way line on Tomswood Road/Place traffic islands on both Manor Road Approaches	£30,000	£65,000
Chigwell & Loughton Broadway	Casualty Reduction	Safety Scheme 24	Gravel Lane, Chigwell	Chevrons/Verge Markers and 40mph terminal and repeater signs	£3,000	
Chigwell & Loughton Broadway	Casualty Reduction	Safety Scheme 26	Outside Patsalls, Pudding Lane, Chigwell	Drainage improvements, inclusion of Pudding Lane on gritting route and repair/resurface as necessary	£30,000	
Chigwell & Loughton Broadway	Minor Schemes	IT836	The Broadway Loughton	Pedestrian guardrail at Thomas Willingale School	£2,000	

Division	Scheme	Reference	Location	Description	Cost	Total cost
Epping & Theydon Bois	Minor Schemes		Coopersale Common (between Brickfield and Institute Road) Epping	Pedestrian refuge	£8,000	£8,000

Division	Scheme	Reference	Location	Description	Cost	Total cost
Loughton Central	Minor Scheme	IT350	Loughton High Road j/w The Drive, Loughton	Congestion invetsigation	£10,000	
Loughton Central	Minor Scheme	IT360	A1168 Rectory Lane/Westall Road, Loughton	Junction improvement investigation	£3,000	£25,000
Loughton Central	Minor Scheme		Alderton Hill, Loughton	Pedestrian refuge. This is a PR2, so will require an exception report	£12,000	

Division	Scheme	Reference	Location	Description	Cost	Total cost
North Weald & Nazeing	Bus Stop improvements	1500CPSA LE1b	Coopersale Turn, Address Epping Road, Epping	Install new wooden Bus Shelter	£7,500	
North Weald & Nazeing	Minor Scheme		Church Mead j/w High Street, Roydon	Junction Protection	£3,000	£10,500

Division	Scheme	Reference	Location	Description	Cost	Total cost
Ongar & Rural	Casualty Reduction	Safety Scheme 20	Mount Road j/w Banks Lane, Mount End	Junction re-alignment, signs and lines	£30,000	£30,000

Division	Scheme	Reference	Location	Description	Cost	Total cost
Waltham Abbey & Paternoster	Casualty Reduction	Safety Scheme 21	Claypitt Hill, High Beach	Additional 30 mph Road Markings	£2,000	£15,000
Waltham Abbey & Paternoster	Casualty Reduction	Safety Scheme 25	Sewardstone Road j/w Quakers Lane, Waltham Abbey	Increase intergreen timings and ETP engagement	£4,000	
Waltham Abbey & Paternoster	Minor Scheme		Crooked Mile (Harold Crescent), Waltham Abbey	Amend existing vehicle splitter island/pedestrian refuge	£7,500	
Waltham Abbey & Paternoster	Minor Scheme		Cartersfield, Waltham Abbey	Waiting restriction 08:00 to 18:30hrs - Lining to go down and order to be sealed	£1,500	

Total District cost	£160,500
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Site No: 10404

School: Hereward Primary School

Location: Colebrook Lane, Loughton

Exact location: Close to the junction with Hereward Green



Existing school keep clear markings on school side only 8.00 – 9.30am /2.30 - 4.30pm

There is a problem with parking close to the patrol site and on the radius of Hereward Green/Colebrook Lane, with vehicles often parking with wheels on the footway. This causes obstruction to the patrol and pedestrians, and reduces visibility for the patrol and of the patrol site.

We would like to request double yellow lines at the radius of the junction with Hereward Green (junction protection) to prevent parking on the corner and timed parking restrictions on the north bound approach on the opposite side from the school to increase visibility of the patrol site.

The photo below shows how the patrol is obscured by parked cars (patrol is standing behind the vehicle parked on the left).

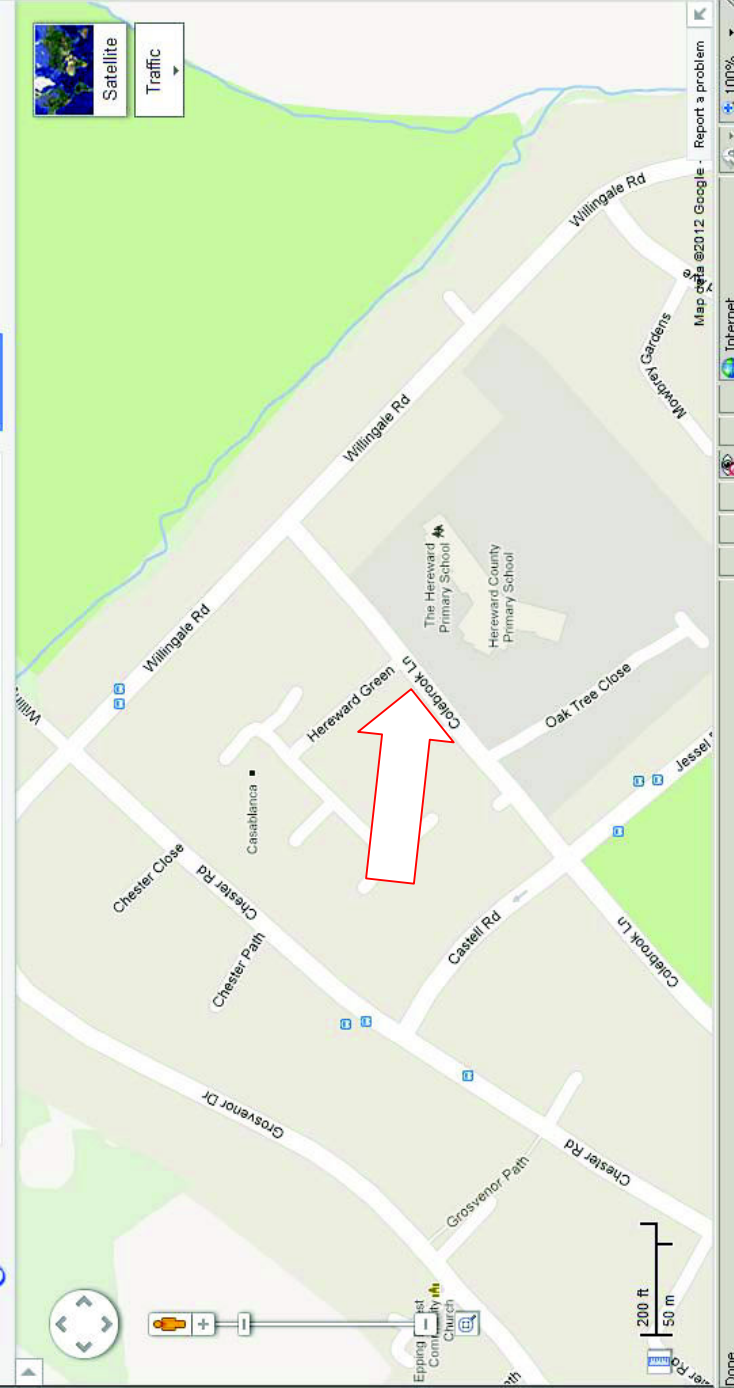


View of site facing Hereward Green

The photo below shows how vehicles park on the pavement/junction



View of site facing Hereward Green



Site No: 10407

School: Thomas Willingale Primary School

Location: Willingale Road, Loughton (at the junction with Vere Road)

Changes needed to parking restrictions to prevent inconsiderate parking and reduce congestion in the vicinity of the school.
[Look at feasibility of altering road layout as there is major congestion caused by priority system](#)



View of site facing Vere Rd/Broadway



© 2012 Google. Report a problem. Image Date: November 2008
View of the site facing Sandford Road

Site is located close to a bus terminal, with multiple bus routes travelling past the school. Traffic is very heavy during school journey times. The road layout at the site is a T-junction, next to a priority system; this leads to congestion and frustration for drivers. This is further exacerbated by a great deal of inconsiderate parking and dropping off on the school keep clear markings.

There are existing school keep clear markings (SKC) on the school side of the carriageway (timed 8.00 – 9.30am /2.30 - 4.30pm). There is a gap of approx 6 metres between end of SKC and beginning of bus stop – enough for one/two cars to park. We would like to request either an extension of the existing bus stop to join with SKC or extension of SKC to join bus stop.

In addition, vehicles park between the pinch points (see photo). To prevent parking between the pinch points, we would like to request an extension of the SKC past the pinch point.



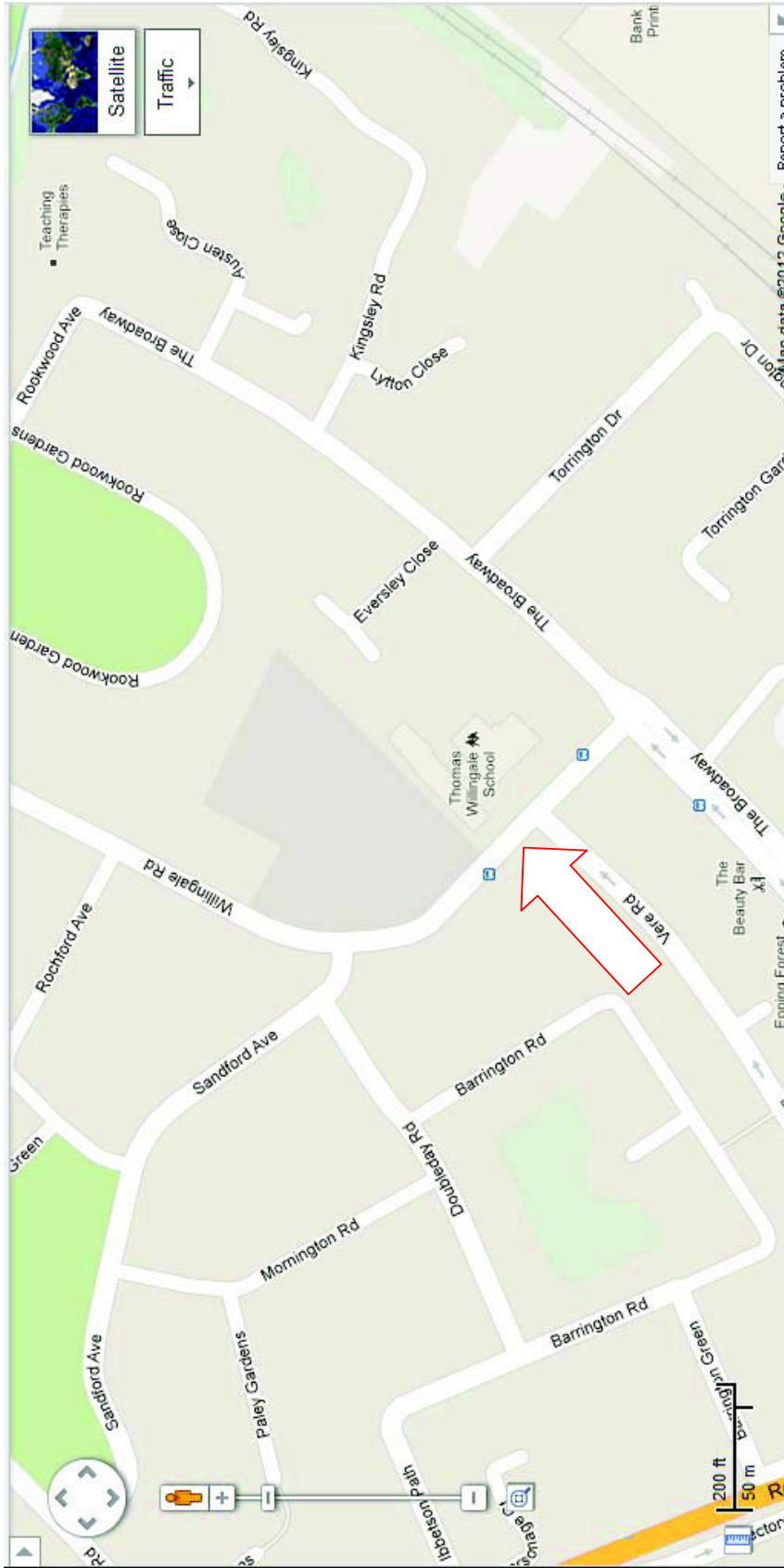
Photo taken January 2012



This end of SKC needs to be increased past the pinch point to prevent parking (see photo below)

Gap between bus stop and SKC (needs to be closed)

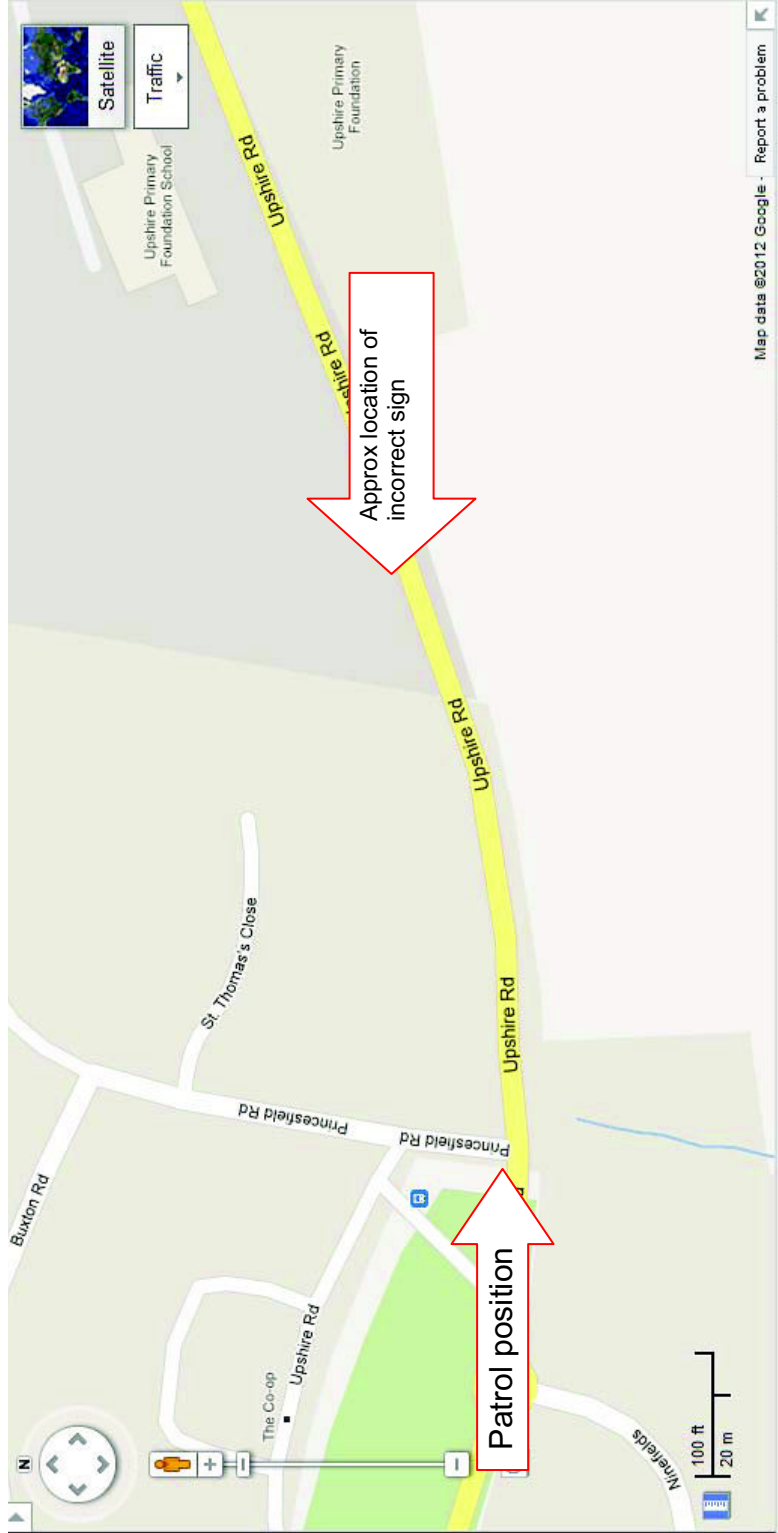
Unnecessary school markings keep clear markings



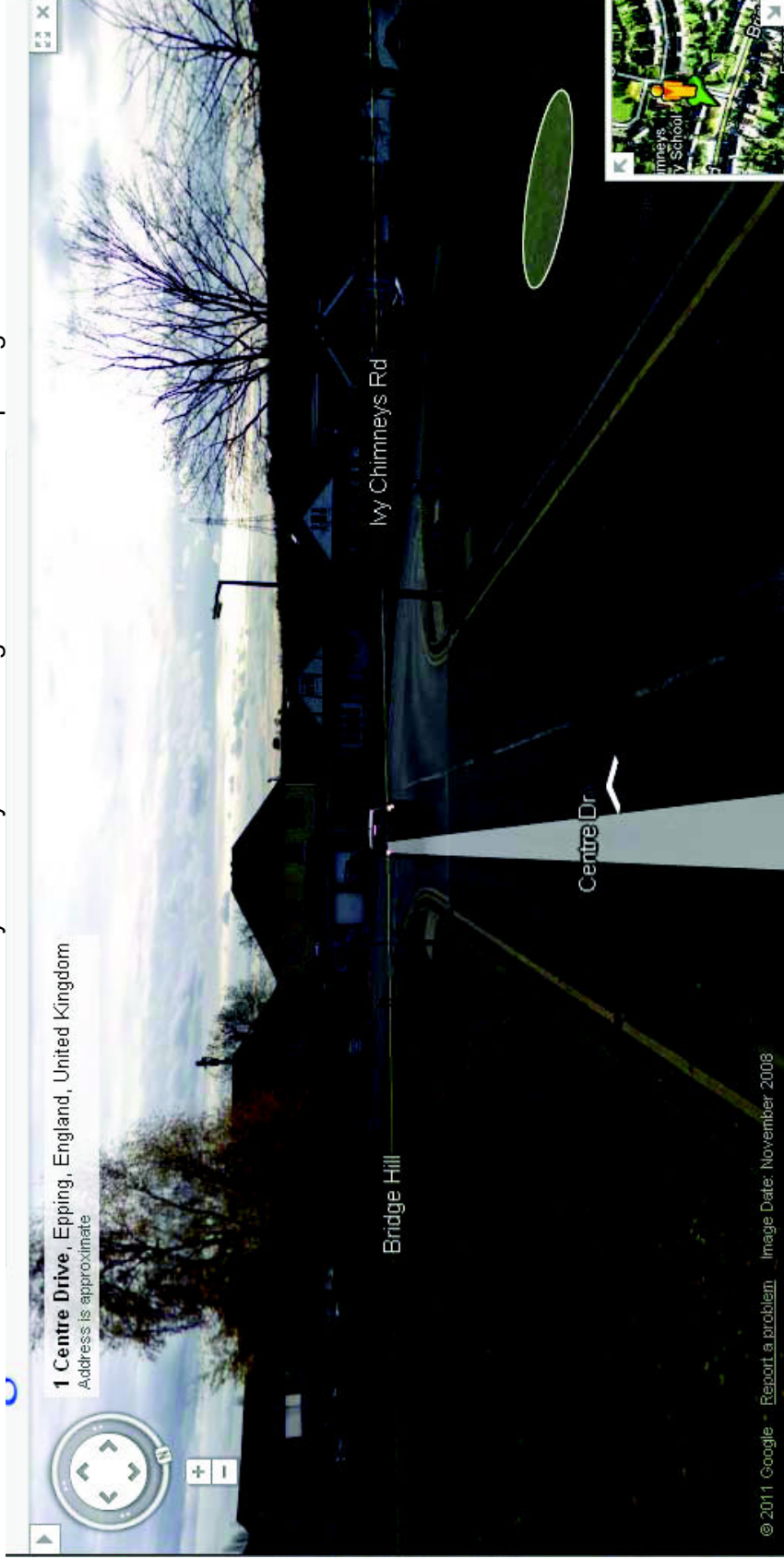
Site No: 10408
School: Upshire Primary School
Location: Upshire Road, Waltham Abbey
Exact location: Junction of Upshire Road/Princesfield Road

There is a school children/patrol sign in the vicinity of the school which is incorrectly located, approximately 80m after the school crossing patrol site. We request the patrol subplate be replaced with a school subplate, to avoid confusion to drivers.





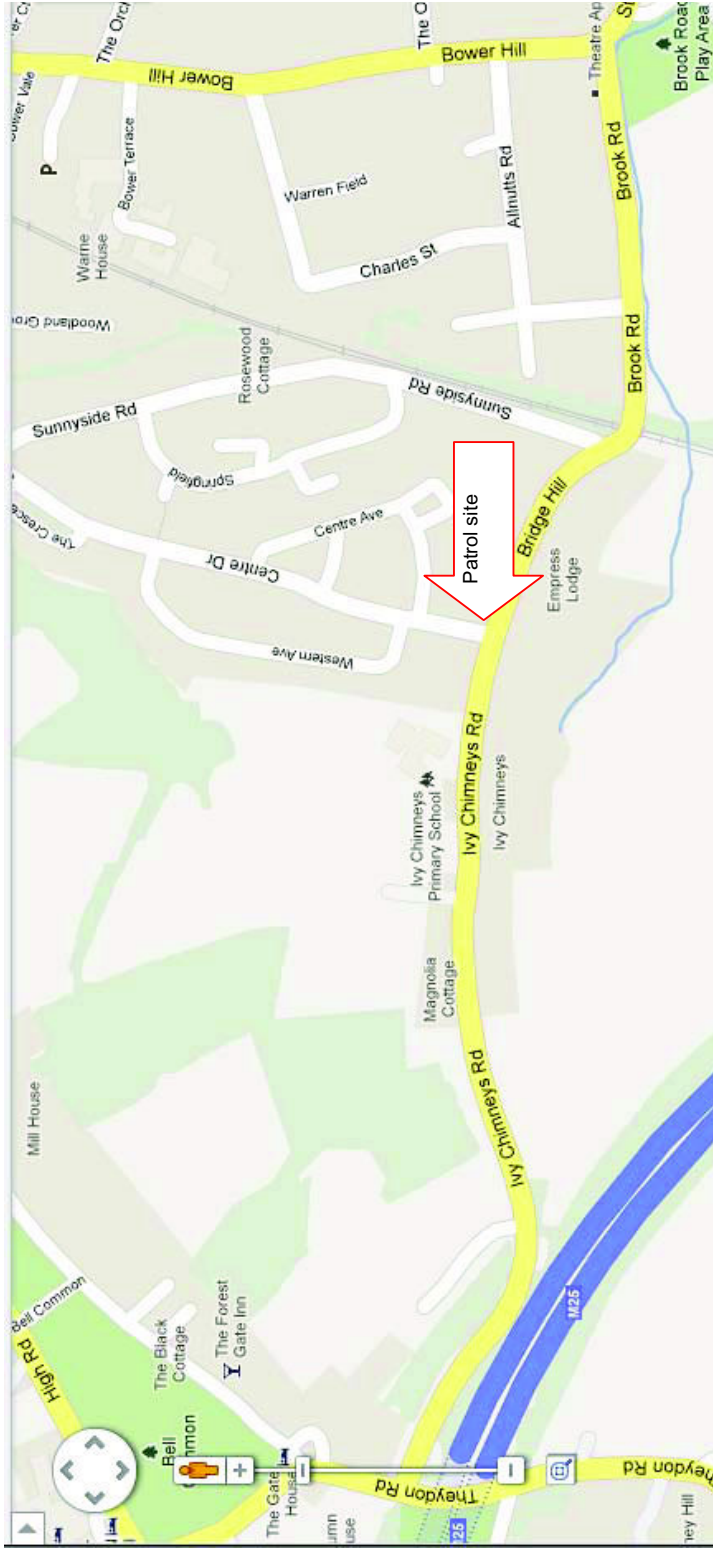
Site No: 10412
School: Ivy Chimneys Primary School
Location: Centre Drive, Epping
Exact location: at the corner of Centre Drive and Ivy Chimneys Road/Bridge Hill at the tactile paving



There are existing double yellow lines at the radius of Centre Drive, and single yellow lines (timed M-F 10-11am) that start within 5m of patrol site and vehicles park as close as possible to the site, restricting visibility of patrol.

We would like to request an alteration to the timing of the parking restrictions to keep the area in the vicinity of the site clear during the hours of patrol operation or increase the double yellow lines. This would increase the visibility of the patrol site and discourage inconsiderate parking on the footway.



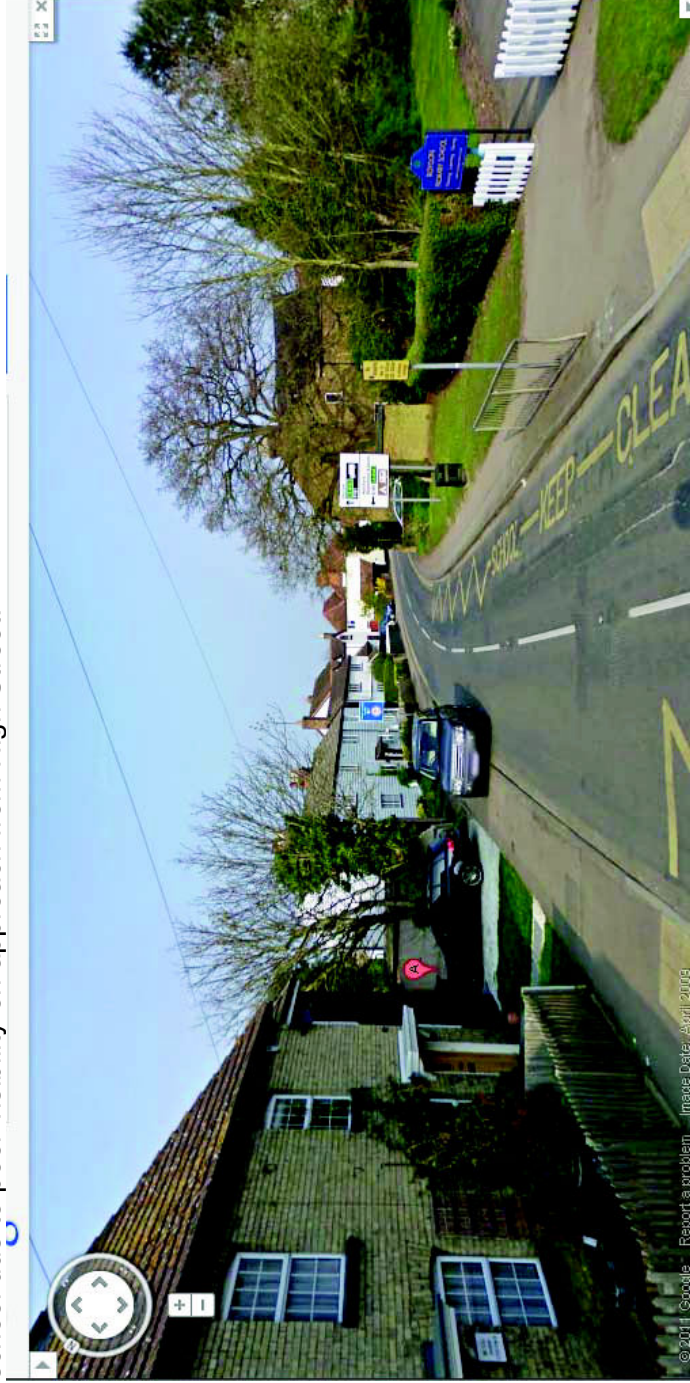


Site No 10413

School: Roydon Primary School

Location: Epping Road, Roydon

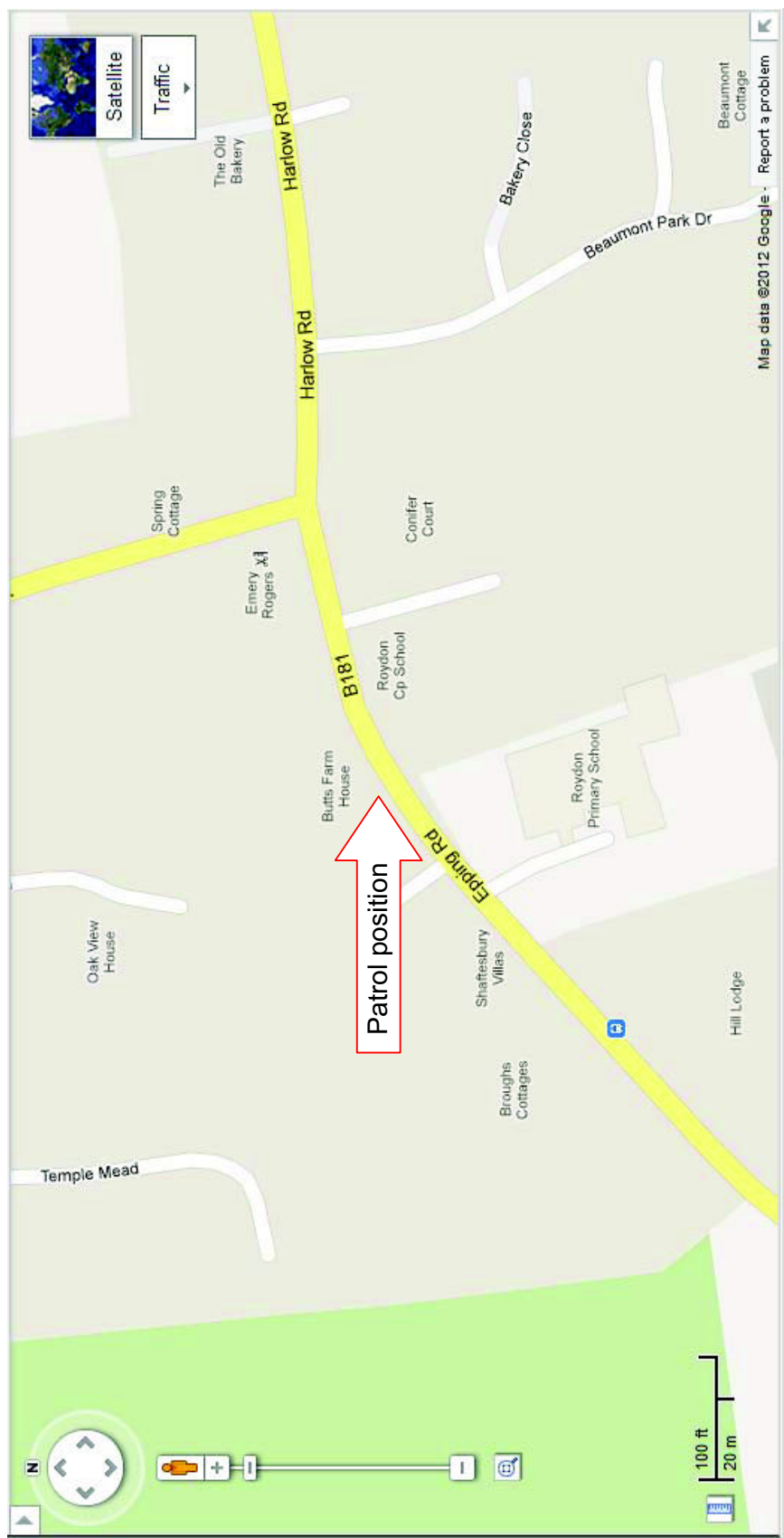
Exact location: Outside Butts Farm Cottage/ at tactile paving close to school gate. Patrol operates only on opposite side from school due to poor visibility on approach from High Street.



Existing School Keep Clear (SKC) markings (timed 8.00am – 9.30am / 2.30pm – 4.30pm). On school side approx 60m, opposite school approx 30m.

There is a gap between the SKC and double yellow lines (DYLs) of approx 30m – SKCs used to match on both sides of the road, but since SKCs were redone approx 3 years ago, vehicles now park close to patrol, including parking with wheels on kerb restricting pavement width, and reducing visibility of the patrol and pedestrians.

We would like to request an extension of the school keep clear markings opposite the school or introduce timed parking restrictions, to match those of the existing SKC.



Site No: 10415
School: Epping Primary School
Location: 1) St John's Road, Epping and 2) Lower Swaines, Epping

Epping Primary School is a new school built on the site originally occupied by Epping Infant School.

1. During the building works both the Infant and Junior Schools were temporarily housed in the Junior school in St John's Road, and the patrol site was temporarily relocated. Now that the new school is open the redundant signs in St John's Road need to be removed to reduce confusion for drivers and to eliminate unnecessary street furniture close to the busy town centre. Request complete removal of 2 school children/patrol subplate 545/547.1 signs and posts (numbered 6X4A/B).



Sign opposite St John the Baptist Church



Sign on the corner of Bakers Lane

2. The patrol was relocated again when the new school reopened. There is a zebra crossing outside one of the school pedestrian gates (in Coronation Hill), and the school crossing patrol is currently operating from this position due to the difficulty of operating at the desired position. The designated patrol site should be located at the other pedestrian entrance in Lower Swaines, at the junction of Lower Swaines/St John's Road but due to the extensive parking problems in the area, and incorrect signs, the patrol has been unable to operate from the designated patrol site.

Below are photographs demonstrating the parking problems at the patrol site. The patrol site is at the tactile paving.





We would like to request double yellow lines or timed parking restrictions at the junction/patrol site, to improve visibility and prevent obstruction for the safe operation of the patrol site.

We would also like to request alterations to the incorrect signage near the school. At present there are yellow backed school children/patrol signs in St John's Road, in Lower Swaines and Coronation Hill. The sign in Lower Swaines is correct, but the sign in St John's Road needs the addition of a left facing arrow, and the sign in Coronation Hill (at the junction with Lincolns Field) is over 135m from the patrol site, with a zebra crossing between. We would request changing the subplate of this sign to "School" and request the installation of a new school children/patrol sign between the zebra crossing and the patrol site, if a suitable location can be found.



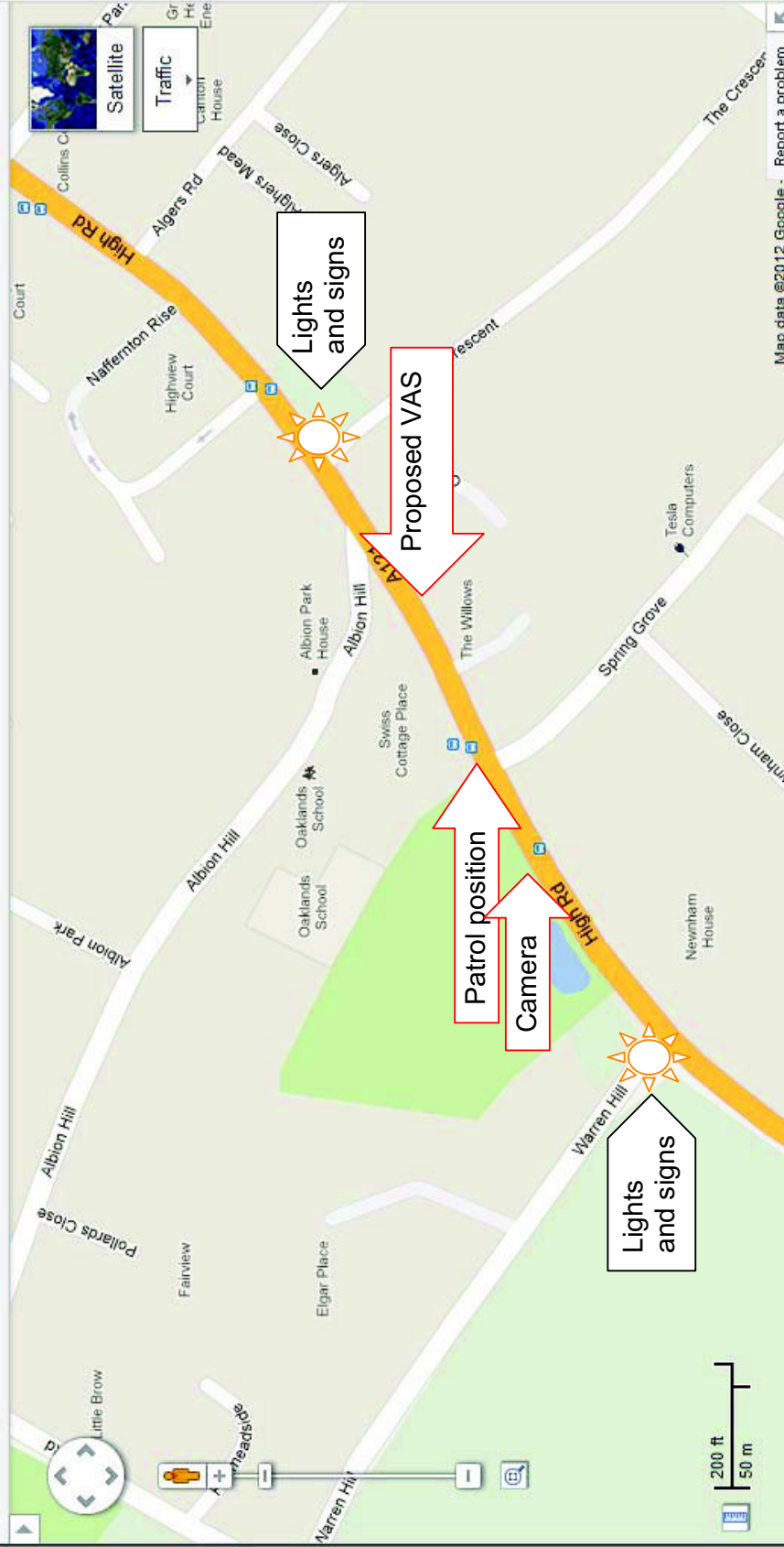
Site No: 10417

School: Oaklands School
A121 High Road, Loughton

Exact location: At the rear school gate, close to the junction with Spring Grove

High Road is a very heavily trafficked road, and the school crossing patrol site is located approximately 65m from a speed camera. The camera has some effect at reducing speeds of eastbound traffic, but westbound traffic speeds are perceived to be in excess of the 30mph limit. Our patrol has regularly requested measures to help reduce these traffic speeds. Although there are flashing amber warning lights and patrol signs on both approaches to the site, we would like to request installation of a vehicle activated sign, positioned facing westbound traffic either indicating that drivers are exceeding the limit, or warning them to slow down.



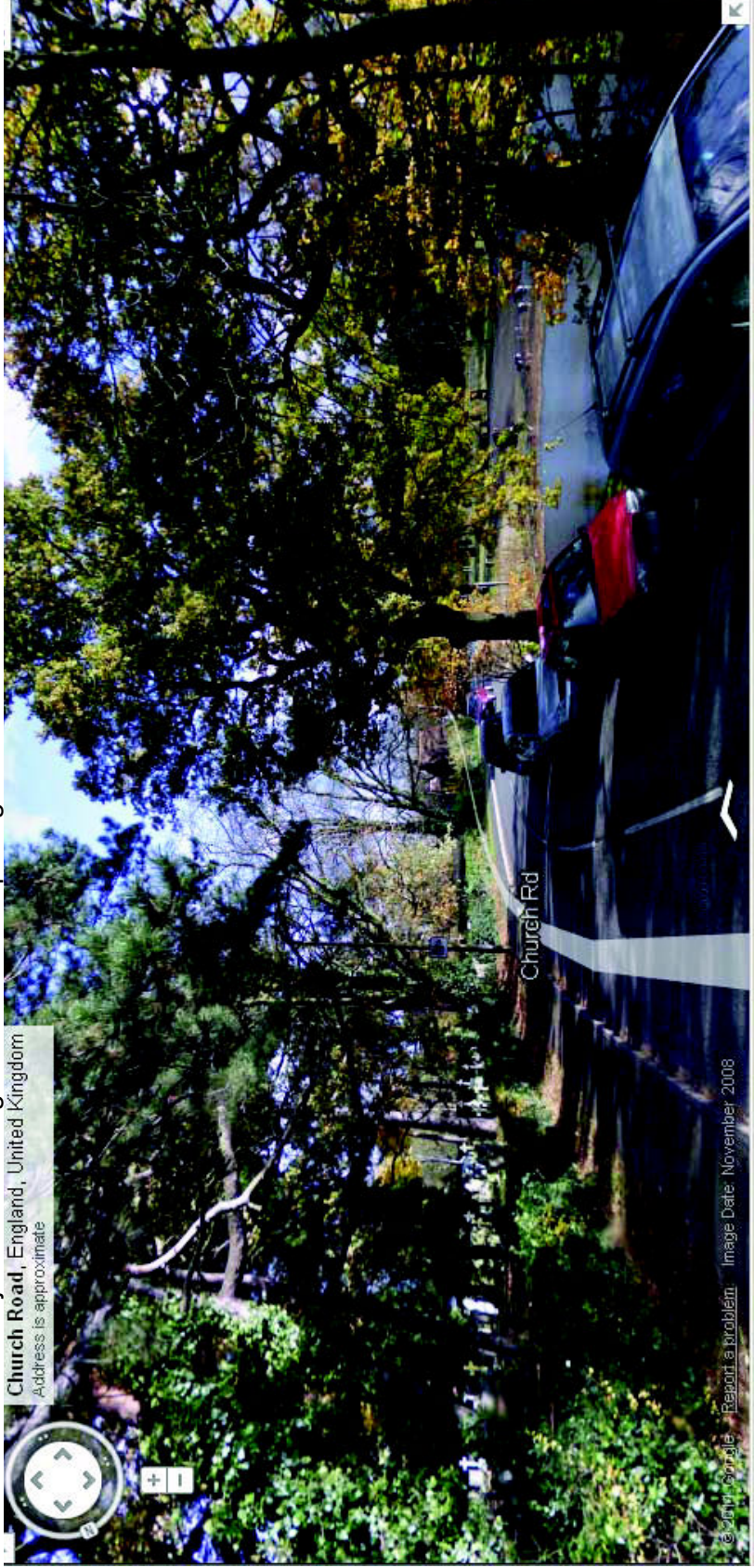


Site No: 10418

School: St John's CE Primary School

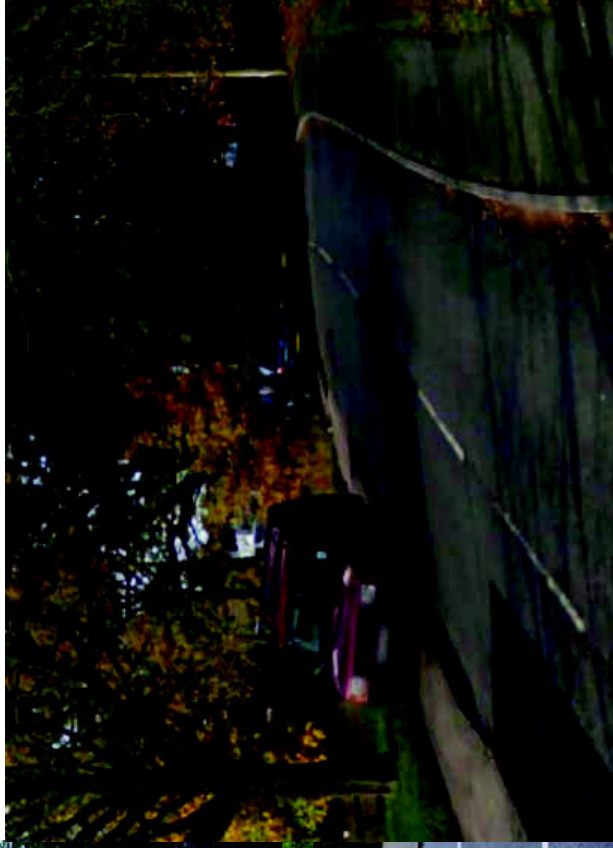
Location: Church Road, Buckhurst Hill

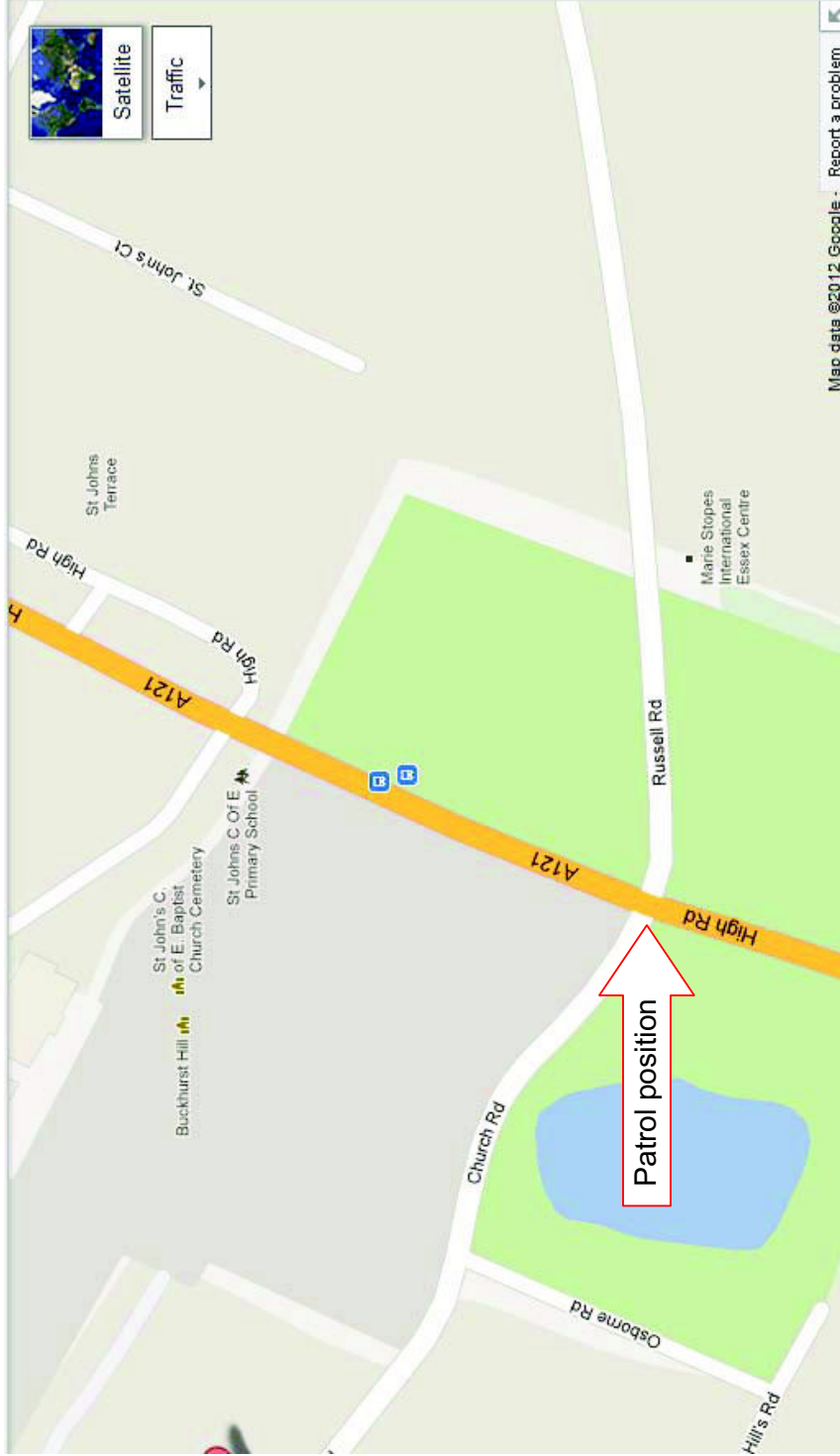
Exact location: at the junction with High Road at tactile paving



No current parking restrictions. We were advised about 2/3 years ago that double yellow lines were being considered as part of the Epping Parking Review but we understand this was deferred. Traffic at the site becomes extremely congested at school journey times, drivers become frustrated and impatient at this junction and the patrol has been injured whilst on duty. Parking on the already narrow footway forces many pedestrians to cross before reaching the patrol site as they can't use the footway, due to inconsiderate parking

We would like to request double yellow lines or timed restrictions in the vicinity of the crossing patrol site, particularly on the side opposite the church (next to the duck pond)





Date	Town/Village	Street	Location	Works
01/08/2012	Sheering	Sheering Lower Road		Cut back overhanging vegetation
06/08/2012	Theydon Bois	Purlieu Way		Pick up loose kerbs
		Buxton Road		Remove post/re-set signs
		Coppice Row		Sign maintenance
		The Green	Opposite number 1	Maintenance to post/rail fencing
		Hornbeam Road		Remove two damaged kerbs
		Theydon Park Road		Remove post
	Abridge	Hoe Lane		Cut back overhanging vegetation
	Theydon Bois	Loughton Lane		Cut back overhanging vegetation
07/08/2012	Theydon Bois	Forest Drive		reset kerb
		Loughton Lane j/w The Green		Post maintenance, cut back vegetation
		Piercing Hill/The Green/Coppice Row		Sign/post maintenance
		Abridge Road		Sign maintenance/cut back vegetation
		Elizabeth Drive		Sign maintenance
08/08/2012	Beauchamp Roding	School Lane		Cut drainage grips
	Loughton	Lawton Lnæe		Cleaned gully
	Waltham Abbey	Sun Street	Co-op store	Cleaned gully

Date	Town/Village	Street	Location	Works
09/08/2012	Theydon Bois			Sign maintenance
	Stapleford Abbotts	Oak Hill Road		Cut back overhanging vegetation/sign maintenance
	Roydon	Beaumont Drive		Gully maintenance
	Roydon	Banks Lane		Reset finger post
10/08/2012	Moreton	Church Lane	Near School	Painted railings
	Chipping Ongar	Monks Avenue		Sign maintenance
	Epping	High Road	o/s Peggoties	Sign maintenance
	Loughton	Smarts Lane		re-set manhole cover
13/08/2012	Waltham Abbey	Crown Hill		Sign/post maintenance
	Epping	Stonnards Hill		Cut back vegetation
	Epping	Epping Road		Sign maintenance
	Chigwell	Lambourne Road		Siding footway and cut back vegetation
	Toot Hill	Toot Hill Road		Gully maintenance
	Waltham Abbey	Woodgreen Road		Gully maintenance
	Loughton	Staples Road		Painted railings
	Lambourne	Manor Road		Painted railings
15/08/2012	Loughton	Staples Road		Sign maintenance

Date	Town/Village	Street	Location	Works
21/08/2012	Waltham Abbey	Upshire Road		Sign maintenance
		Woodgreen Road		Sign maintenance
		Wellington Hill		Sign maintenance
		Claypit Hill		Sign maintenance
		Lipitts Hill		Sign maintenance
		Avey Lane		Sign maintenance
23/08/2012	Buckhurst Hill	Farm Way	O/s 24	Sign maintenance
		Queens Road	opposite 210	Sign maintenance
		Epping New Road	Nr Church Road	Sign maintenance and cut back vegetation
24/08/2012	Waltham Abbey	Parklands	Lamp column 12	Sign Maintenance
		Paternoster Hill	O/s 29	Sign Maintenance
		Mott Street	O/s 17	Sign Maintenance
		Honey Lane	Opposite 8	Cut back vegetation
		Roundhills	O/s 310/320	Side footpath
		Woodbrook Gardens	Between 6 and 7	Repair to bollard
		Sewerstone Road	Lsmp Column 58 to 59	Post maintenance
		Highbridge Street	Opposite 42	Sign maintenance

Date	Town/Village	Street	Location	Works
	Epping	Palmers Hill		Sign maintenance
	Chigwell	Grange Crescent		Post/bollard maintenance
	High Beach	Cross Roads	Near Church	Fencing maintenance/remove debris
	Loughton	York Hill		Cut back vegetation/side footway
	Epping	High Street	O/s Garage	Remove sign
28/08/2012	Loughton	Audley Gardens		Sign maintenance
	Loughton	Station Road		Paint barriers
	Epping	Stonnards Hill		Remove debris
29/08/2012	Loughton	Loughton Lane		Cut back vegetation

Agenda Item 8

Epping Forest District Local Highways Panel

Winter Maintenance Update

Essex County Council aims to grit its precautionary treatment network in accordance with our Winter Service Operational Plan, with the aim of keeping the strategic routes within the County free from snow and ice. In addition to this precautionary network, the County Council has undertaken work on key urban pedestrian routes, attended locations at the request of the emergency services and worked alongside District Councils to clear key sites. The County Council operates a fleet of over sixty gritting vehicles, with 120 personnel on call over a 24 hour period. Each gritting run by our gritting fleet uses approximately 170 tonnes of salt. The Winter Maintenance Engineers involved with the gritting decisions use highly accurate weather forecast as well as dedicated weather stations and roadside sensors to decide when to grit. For the first time this year on the county Council's web site it will be possible to track the gritters as they do their routes

The county of Essex covers a large surface area and there is also a large coast line. This leads to variations in temperature and weather patterns across the county. As such for Winter Maintenance the county is divided into five areas or "weather domains".

The weather domains and a summary of the main areas within them are:

Three Valleys – Uttlesford and Braintree

Colne – Colchester and Tending

Roding – Harlow, Epping, Chelmsford and Brentwood

Blackwater – Maldon

Thames - Rayleigh, Basildon and Castle Point

When any gritting decision is made the weather predictions for each domain will be considered and the gritting fleet are then instructed to go out as necessary per domain.

Action is taken during the early mornings and late evenings to minimise disruption to traffic. The Winter Maintenance Team is currently considering options of how best to keep our Customers informed of our gritting decisions. One method that is currently available is the twitter service offered via the ECC Traffic Control Centre. To sign up please visit; http://twitter.com/essex_travel

The primary method of treating the precautionary gritting network is with crushed rock salt, also known as grit. The salt or grit works by lowering the point at which water on the road surface freezes. To work effectively the salt has to be driven over by vehicles to work it into any ice and turn it in to water.

The Precautionary Gritting Network covers just less than 1900 miles or 3032.4km, which equates to about 40% of the highway network in Essex. It consists of the following;

- “A” roads which ECC is responsible for so would exclude the A12, A120 and A130
- “B” roads to ensure that road users can travel between towns and villages
- Rural link roads from settlements of over 50 houses to the main precautionary gritting network
- Also routes which are served by at least 4 public bus services per day for 5 days per week or more.

Resource prioritisation means that the County Council cannot treat minor roads or pavements in residential areas and those that are not part of the public highway for example car parks and footways/cycle ways.

As part of the Winter Maintenance pre-season preparation all of the County Council Salt Bins are audited (including condition data noted/GPS co-ordinates/photographs) and should clearly be identifiable by an ECC sticker. During the audit process each bin had their exact GPS location recorded, as well as their condition and photos taken of the general area. All bins that are the responsibility of the County Council will also be re-stocked before the start of the Winter season.

In addition Essex County Council is currently encouraging Parish/Town Councils to take part in the Salt Bag Partnership. This involves each Parish/Town Council within the partnership being given one tonne of salt for use on the pavements that are important to their community, such as footpaths to local shops and services, doctor’s surgeries etc. It is then for the Parish/Town Council to decide where the salt is used. Currently our Winter Maintenance Team have sent out an email to Parish/Town Council Clerks promoting this scheme and asking if they wish to either continue to take part or join the scheme.

Jon Simmons

ECC Highways Liaison Officer

28 September 2012