

Supplementary Committee Agenda



**Epping Forest
District Council**

Local Highways Panel Tuesday, 23rd March, 2010

Place: Council Chamber, Civic Offices, High Street, Epping

Time: 7.00 pm

Democratic Services: Rebecca Perrin

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- 6.a Local Highways Panel Report (Pages 3 - 24)**
 - 7.a Programme of Works 2010/11 (Pages 25 - 36)**
 - 8.a Damage to Highway surfaces through consented development and utilities (Pages 37 - 42)**

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**DISTRICT OF EPPING FOREST
LOCAL HIGHWAY PANEL – 23 MARCH 2010
REPORT BY
AREA HIGHWAY MANAGER – ESSEX COUNTY COUNCIL**

PROGRAMME OF WORKS 2009/2010

1. Purpose of report

- To provide Members with a report on Highway issues within Epping Forest District.
 - To provide sufficient information on schemes so that decisions on local priorities can be made.
 - Members are invited to offer suggestions and requests for future works.
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2. Background

Essex County Council is currently nearing the end of the financial year. The majority of the capital highway maintenance schemes have been completed and progress is being made on finishing the traffic management improvement schemes.

A number of maintenance and traffic management improvement schemes have been approved by the Panel for the 2010/11 programme of works and progress is currently being made by Officers in ensuring viability and accurate cost estimates.

At the time of writing, budgets for the 2010/11 financial year have not been confirmed however it is hoped that this information will be available at the meeting.

1. Maintenance

The current programme of Highway Maintenance Initiative schemes is shown in **Appendix A**.

The schemes to Earls Path, Loughton and Hastingwood Road, North Weald shall be postponed so that minor overspends on higher priority schemes can be supported and so will be considered for inclusion in the 2010/11 programme of works. These schemes are currently ranked a Priority 2 and a Priority 1 respectively.

2. Improvements

2.1. Traffic Management Improvements

Current traffic management improvement schemes are shown in **Appendix B**

Roydon and Nazeing – The Executive Decision from the Cabinet Member for Highways and Transportation has been received and the Traffic Regulation Orders have been formally advertised. The speed limit orders have now been sealed, however the weight restrictions received some objections. Officers will continue to work to progress these further with a view to them being sealed at a future date.

The safety audit for the build-out designs has been completed, an exception report was produced and the details have been finalised. These works have now been completed and are listed as follows:

- Installation of 2 priority give-way build outs
- Installation of 2 new vehicle activated signage
- New speed limits and associated signage
- Resurfacing and new road markings
- Gullies repaired and cleaned
- 2 new lamp columns

Roydon and Nazeing, Positive signage review:

An audit of all HGV signing in Harlow, Nazeing, Roydon and Hoddesdon and existing routing has been completed.

The preferred HGV route to direct HGV through-traffic away from Nazeing and Roydon Village has been agreed. Collaboration and agreement with Hertfordshire Highways on the scheme design has also been achieved.

The designs for the scheme have been completed and are ready to be manufactured.

It is unlikely that the installation of the manufactured signs shall be completed this financial year and will therefore need to be programmed early in the 2010/11 programme.

After completion of the scheme, it shall be monitored and assessed to ensure its effectiveness. Any further design work will be carried out if deemed necessary. Discussions are underway with Essex Police and Trading Standards, with regards to the enforcement of the proposed weight restrictions.

2.2. Uncontrolled Crossing Improvements

The budget allocation has been fully committed and the works are all complete.

2.3. Safer Roads Programme

The majority of these schemes have been completed. Those schemes outstanding should be complete by the time of the meeting.

2.4. Area Identified Schemes

Pudding Lane, Chigwell: The majority of this scheme is complete, with some signage works to be completed. The delay in completing the work has been brought about by a road traffic accident last month, at which a vehicle struck the column to which new signage was to be placed. Another order has been made to replace this column and Officers are liaising with the Contractor to have this installed as quickly as possible. This scheme has used the full allocation of funding.

B175, Stapleford Abbotts: The design is complete, but Contractors are unable to complete this within the current financial year and so this will be promoted for inclusion early in the next financial year's programme of works.

2.5. Public Rights of Way Improvements

This budget has now been fully committed and the works are now complete on Byway 21, Fyfield.

At the last meeting of the Panel, Members requested information on the proposed schemes for the 2010/11 programme of works. Officers have put forward schemes for Moreton 1 and Abbess, Beauchamp and Berners Roding 31 as their preferred schemes for the 2010/11 financial year. At the time of writing confirmation of funding has not been received, however details of the schemes are provided below:

Byway 31 Abbess, Beauchamp & Berners Roding (Elm Cottage Lane)

The section of this byway requiring attention is an unhardened green lane, approximately 1km in length. The lane contains approximately 30 veteran trees, of which 25 are pollards, some of which are marker trees for old parish boundaries. Ancient woodland indicators are present in the lane, and the hedgerows bordering it are between six and eight hundred years old, according to Hooper's Rule. The lane is a Local Wildlife Site.

Byway 31 links two minor roads, one of which would otherwise be a 'dead end' and effectively is for motorised vehicles, other than four-wheel drives. It also links with Public Footpaths 37, Willingale and 43, 44 & 49 Abbess, Beauchamp & Berners Roding and is close to other byways which form part of the Essex Way. Local residents have reported that this network is used by motorcycle groups for organised events involving large numbers of juveniles.

Motorised vehicular use has resulted in the un-surfaced section of the lane becoming deeply rutted, rendering it difficult and at times impassable for other users – complaints have been received from horse riders. Therefore, works are necessary to fill in the ruts with hard material and carry out some localised ditch clearance. Also there would appear to be a requirement for a culvert crossing at the point where Byway 31 turns north onto a metalled farm road.

Byway 1, Moreton (North Lane)

This byway is an unhardened green lane, approximately 1km in length, linking the minor roads, Maltings Hill and Harlow Road, Moreton. It also links with Public Footpaths 2, 3 & 4, Moreton. The lane has been in existence for at least 200 years and appears on the 1805 Ordnance Survey map, but is probably ancient and crosses the route of a Roman road running between London and Dunmow.

North Lane is on high ground, above Moreton village and forms a significant feature in the landscape, rising to high mid-point of 80 metres, which affords good views of the surrounding countryside. The lane is a Local Wildlife Site.

The eastern section of the lane has suffered some damage to the surface, due to vehicular use. In particular, a sunken section near the eastern end is poorly drained and shows evidence of some attempted surfacing work with unsuitable material. This section is difficult for walkers and horse riders to negotiate in winter and there is evidence of use on an adjacent farmland conservation strip. Therefore works are necessary to surface this section with suitable hard material and carry out drainage improvement works.

2.6. Passenger Transport Improvements

Officers are able to report that this budget allocation has been fully committed and all works are now complete.

Safer Journeys to School Highway Works

This budget allocation has been fully committed and all works are now complete.

3. Community Initiative Fund

2.7. 2008/09 applications

Nine projects were approved in 2008/09 within the Epping Forest District for delivery within the 2009/10 programme of works and these are detailed within **Appendix C**.

Loughton; signage: Officers have liaised with the Parish Council, Essex County Council Cycling Officers and the Corporation of London in developing the design of the signage required for walkers and cyclists. Agreement has now been received and Officers expect works to be completed by the end of March 10.

Waltham Abbey; signage: A survey on the street columns has been completed and it concludes that the additional signage to the columns can be achieved. The order has been placed and start dates on site are being agreed with the Contractor.

Stapleford Abbots; village gateways: The order has been placed and Officers expect works to be complete by the end of March 10.

2.8. 2009/10 applications

The bidding process for 2009/10 has now closed. Officers received a total of 21 applications, of which 4 schemes did not meet the criteria. A total of 17 applications, which met the criteria, at an overall value of £435,000 were submitted to the CIF Co-ordinator at County Hall. Schemes ranged from speed reduction schemes, installation of pedestrian crossings, improving footways and installing bollards.

As such a large amount of applications were received from the Epping Forest District, the CIF Co-ordinator shall be contacting applicants who have submitted more than one application, inviting them to pick one of their projects to go forward to the panel, with one in reserve. This, it is hoped, will help to accelerate the judging process, so that the schemes can be progressed as quickly as possible. Members will be updated once successful bids are known, hopefully early in the new financial year.

4. Localism Budget

The Localism Revenue schemes address a number of highway problems and incorporate a wide variety of measures including parking and speed restrictions, improvements to or introduction of, pedestrian crossing facilities and other traffic management improvements.

Current projects are detailed in **Appendix D**.

However the following schemes are incomplete and need to be considered for inclusion in the 2010/11 programme of works.

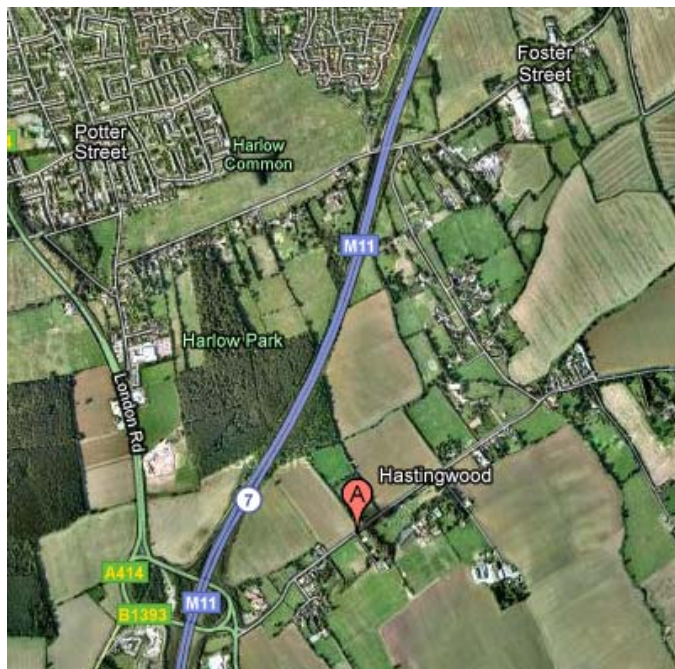
London Road, Abridge	New speed limit 40mph buffer	Indicative costs: £2,500
<p>The design for this scheme is complete; however final installation cannot be achieved within the financial year owing to the process of the traffic regulation order. Consideration by Members needs to be made for the inclusion of this in the programme of works for 2010/11.</p> <p>The section of London Road southwest of the caravan park is currently subject to a speed limit of 60mph. This section of road is fronted by many residential properties, which gradually change to a more rural frontage along the most south-westerly section.</p> <p>The proposed reduction in speed limit from 60mph to 40mph will not only create a buffer zone for the existing 30mph speed limit through the village, but will also aim to improve road safety for both drivers and pedestrians by reducing vehicle speeds along this residential section of carriageway.</p> <p>A speed assessment has been carried out and established a mean average speed of 36.9mph and the personal injury data states 18 collisions in a 5 year period.</p> <p>Officers have completed all studies, assessments and the design. The traffic regulation order is to be formally advertised by the end of the 2009/10 financial year. But to complete this scheme with the implementation of the traffic regulation order, the removal of some old signage and the installation of new signage, a budget of £2,500 would be required.</p>		



Amendment 5, Batch 1100		District wide disabled bays	Indicative costs: £8,000
Some objections have been received for some of the proposals. Action on these comments and the installation of the bays cannot be achieved in the current financial year due to delays in processing of the traffic regulation order and so consideration by Members will need to be made for the inclusion in the 2010/11 programme of works. This is discussed in more detail later in the report.			
31 Thifts Mead	Theydon Bois	Disabled bay installation	
59 Allnutts Road	Epping	Disabled bay installation	
131 Pyrles Lane	Loughton	Progressing	Objections received
72 Queens Road	North Weald	Disabled bay installation	
93 Valley Hill	Loughton	Progressing	
5 Greenyard	Waltham Abbey	Removal of bay	
40 Cedar Walk	Waltham Abbey	Disabled bay installation	Objections received
63 Rounton Road	Waltham Abbey	Disabled bay installation	
59 Torrington Drive	Loughton	Disabled bay installation	
19 Shrublands Close	Chigwell	Disabled bay installation	
105 High Road	Chigwell	Removal of bay	
67 Madells	Epping	Removal of bay	
82 Madells	Epping	Progressing	
25 Smeaton Road	Chigwell	Progressing	
34 Rowley Mead	Thornwood		
53 Audley Gardens	Loughton	Disabled bay installation	Objections received
9 Takeley Close	Waltham Abbey	Disabled bay installation	
12 Takeley Close	Waltham Abbey	Progressing	
2 Pancroft	Abridge	Progressing	

Traffic Regulations orders update and omissions	District wide	Indicative costs: £15,000
Officers have prepared these works ready to order, however the implementation cannot be achieved in the current timescale. It is advised that Members consider this for inclusion in the 2010/11 programme of works.		

Hastingwood Road, Mill Street and Harlow Common	Speed Limit review	Indicative costs: £12,000
<p>Speed assessments have been completed, but the designs are still to be finished. It is anticipated that this scheme cannot be achieved in the current financial year and so Officers recommend Members consider this for inclusion in the 2010/11 programme of works.</p> <p>The speed assessments at these locations have been completed. The results indicate:</p> <p><u>From Hastingwood Road to junction with Harlow Common:</u> Mean average speed of 36.9mph 85 percentile speed of 43.7mph The recorded personal injury collisions along this stretch shows to be 1 in 3 years</p> <p><u>Hastingwood Road, from A414 to Willow Place</u> Mean average speed of 41mph 85 percentile speed of 48.7mph The recorded personal injury collisions along this stretch shows to be 4 in 3 years</p> <p>Preliminary investigations have been completed for Foster Street and Harlow Common and conclude that they are appropriate for inclusion in this scheme.</p> <p>The design is still to be completed, but to complete the design, the traffic regulation order and the installation on site, a budget of £12,000 would be required.</p>		



5. Area Parking Review

Buckhurst Hill

The draft traffic regulation orders are currently being completed by Officers.

Epping

The draft traffic regulation orders have been completed and are being checked by Officers. These shall then be issued to the Essex County Council Legal and Administration department to formally advertise the orders.

Loughton Broadway

Meetings between both Officers and Members of Essex County Council and Epping Forest District Council have taken place to discuss the outcomes and recommendations of the consultation. It has been identified that further investigation is required on possible alternatives. This pertains to draft proposals recently circulated by the Department for Transport (DfT) on parking permit zones and signs. Currently such schemes require individual authorisation from the DfT and this can often be a very time consuming affair, hence Officers were encouraged to hear that such specific authorisation may not be required if the draft proposals are approved. This will improve the efficiency and progress of this scheme, but if it is rejected it is inevitable that each location will need to be applied individually.

In addition to this investigation, initial site visits have been carried out and design work has commenced.

6. Epping Forest Transport Strategy

The resurfacing works to Pynest Green Lane, High Beach has now been completed. Other localized repairs have also been identified and these works shall be completed by the end of this current financial year, including refurbishment of the speed limit signage.

7. Conclusion

Members are invited to discuss the report and offer comments pertaining to current works and programming.

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Parish	Location	Scheme/Extent of works	Budget	Indicative Start Date	Indicative Completion Date	Complete
<u>MAINTENANCE</u>						

1. Highways Maintenance Initiative

Unclassified Carriageways			£863,376			
Bobbingworth	Stony Lane	All	£21,200	Sep-09	Sep-09	✓
Buckhurst Hill	Stag Lane	All	£19,080	Oct-09	Oct-09	✓
Buckhurst Hill	Walnut Way	All	£47,700	Sep-09	Sep-09	✓
Chigwell	Limes Avenue	Various locations	£13,780	See report		
Chigwell	Mount Pleasant Road	All	£47,700	May-09	May-09	✓
Chigwell	Roding Lane		£10,600	Sep-09	Sep-09	✓
Chigwell	Stradbroke Drive	Various - complete with patching	£15,900	Aug-09	Aug-09	✓
Epping	Bell Common	All	£63,600	Sep-09	Sep-09	✓
Epping	Brickfield Road/Parklands, Coopersale	All	£47,700	May-09	May-09	✓
Epping	Avondale Drive/Southern Drive Estate		£236,916	Jun-09	Jul-09	✓
Loughton	Colebrook Lane	Burney Drive to Willingale Road	£84,800	Oct-09	Oct-09	✓
Loughton	Debden Road	All	£58,300	Jul-09	Jul-09	✓
Loughton	Eleven Acre Rise	All	£30,210	Nov-09	Nov-09	✓
Loughton	Etheridge Road	Willingale Road to Westall Road	£31,800	May-09	May-09	✓
Loughton	Lower Road		£13,250	Sep-09	Sep-09	✓
Loughton	Pump Hill	All	£19,080	Oct-09	Oct-09	✓
Loughton	The Broadway	Chigwell Lane to Torrington Drive	£20,140	Nov-09	Nov-09	✓
Loughton	Woodland Road	All	£42,400	Oct-09	Oct-09	✓
Loughton	York Hill	Queens Road to Pump Hill	£47,700	Oct-09	Oct-09	✓
Roydon	Low Hill Road		£10,600	Sep-09	Sep-09	✓
Theydon Bois	Morgan Crescent	Junction with Woodland Way	£14,310	Jun-09	Jun-09	✓
Theydon Bois	Station Approach	Forest Drive to LUL station	£18,020	Sep-09	Sep-09	✓

Parish	Location	Scheme/Extent of works	Budget	Indicative Start Date	Indicative Completion Date	Complete
2. County Roads Renewals						
Principal Carriageways			£486,377			
Loughton	A1168 Chigwell Lane	Langston Road to M11 overbridge	£91,160	Sep-09	Sep-09	✓
North Weald Bassett	A414 Vicarage Lane	Rayley Lane to The Talbot PH	£51,940	Aug-09	Aug-09	✓
Ongar	A113 Romford Road	Marden Ash House to Bridge Farm	£103,880	Feb-10	Feb-10	✓
Ongar	A113 Romford Road	Phase 2	£68,900	Feb-10	Feb-10	✓
Ongar	A414 Chelmsford Road	Four Wantz Roundabout to The Street	£41,340	Jul-09	Sep-09	✓
Ongar	A414 Epping Road	Bovinger to Water End Farm -- various locations	£68,900	Apr-09	Apr-09	✓
Waltham Abbey	A121 Woodreddon Hill	Old Orleans to west of Woodreddon Farm Lane Road	£68,900	Sep-09	Sep-09	✓
B&C Carriageways			£1,317,513			
Backhurst Hill	B170 Roding Lane	Loughton Way to River Roding	£42,400	Postponed		
Epping	B1393 High Street	Grove Lane to Hemnall Street	£15,900	Feb-10	Mar-10	
Epping	B181 Lindsey Street	Lynceley Grange to Beulah Road	£15,900	Feb-10	Mar-10	
Epping	B181 Maltings Lane	All	£10,600	Feb-10	Mar-10	
Epping	Stewards Green Road	Bwer Hill to M11 Overbridge	£63,599	Feb-10	Feb-10	✓
Epping Upland	B181 Epping Road	Junction with Upland Road	£50,350	Feb-10	Feb-10	✓
High Ongar	King Street		£12,720	Nov-09	Nov-09	✓
Loughton	Earls Path	Junction with Smarts Lane	£29,150	See report		
Loughton	Oakwood Hill	Roding Road to Monksgrove	£104,880	Sep-09	Sep-09	✓
Loughton	Station Road	All	£58,048	Oct-09	Oct-09	✓
Nazeing	Waltham Road	Selways to Middle Street	£45,580	Jan-10	Jan-10	✓
North Weald Bassett	B1393 London Road	South of A414	£16,555	Jul-09	Jul-09	✓
North Weald Bassett	Hastingwood Road		£26,500	See report		
Ongar	Greensted Road	East of Sunnymede, Greensted Green	£21,200	Dec-09	Dec-09	✓
Ongar	Moreton Road	Cripsey Avenue to Fyfield Road	£54,590	Jan-10	Apr-10	✓
Ongar	Stondon Road	A128 to River Roding	£34,980	Dec-09	Dec-09	✓
Roydon	B181 Epping Road	Parsloe Road to Water Lane	£127,200	Jan-10	Apr-10	✓
Sheering	B183 Harlow Road	Back Lane to lay-by	£43,566	Feb-10	Feb-10	✓
Stapleford Abbotts	Bournebridge Lane	Hook Lane to Bourne Bridge	£44,520			
Stapleford Abbotts	Tysea Hill	Junction with Murthering Lane	£21,200	Nov-09	Nov-09	✓
Stapleford Tawney	Shonks Mill Road	All	£18,020	Sep-09	Sep-09	✓
Theydon Bois	B172 Coppice Row	Birch Hall to Sidney Road	£44,520	Nov-09	Nov-09	✓
Theydon Bois	Banks Lane	Gaynes Park to Mount End	£43,990	Jun-09	Jun-09	✓
Theydon Garnon	Hobbs Cross Road	Coopersale Lane to Epping Lane	£49,820	Nov-09	Nov-09	✓

Parish	Location	Scheme/Extent of works	Budget	Indicative Start Date	Indicative Completion Date	Complete
Thornwood	B1393 High Road	Junction with Woodside, south for 450m	£49,835	Sep-09	Sep-09	✓
Waltham Abbey	Bury Road	Horbeam Lane to Gilwell Park	£68,900	Feb-10	Mar-10	
Waltham Abbey	Bury Road	Gilwell Park to Dawes Hill	£38,160	Nov-09	Dec-09	✓
Waltham Abbey	Farm Hill Road	Junction with Honey Lane	£25,440	Sep-09	Sep-09	✓
Unclassified Carriageways			£306,015			
Bobbingworth	Hobbans Farm Road	All	£21,600	Sep-09	Sep-09	✓
Loughton	Alderton Hill	Brook Road to Alderton Hall Lane	£100,700	Sep-09	Sep-09	✓
Loughton	Ashfields	All	£9,149	Sep-09	Sep-09	✓
Loughton	Sandford Avenue	All	£53,000	Jun-09	Jun-09	✓
Nazeing	Hoe Lane		£21,200	Aug-09	Aug-09	✓
Waltham Abbey	Southend Lane	All	£28,620	Oct-09	Oct-09	✓
Waltham Abbey	A121 Link Road		£71,000	Oct-09	Oct-09	✓

Parish	Location	Scheme/Extent of works	Budget	Indicative Start Date	Indicative Completion Date	Complete
4. Footways Maintenance Programme						
Heavily used Footways			£32,401			
Loughton	Langston Road	Debden Station to Lenthall Road remote footway	£19,256	Sep-09	Sep-09	✓
Waltham Abbey	Brooker Road	Junction with Cartersfield Road	£5,195	Reconsider for 2010/11 programme		
Waltham Abbey	Hillhouse	By school	£7,950	Reconsider for 2010/11 programme		
Loughton	High Road	08/09 Carry Forward	£32,401	Apr-09	Apr-09	✓
Lightly used Footways			£345,963			
Buckhurst Hill	Roebuck Lane	Various	£15,900	Feb-10	Mar-10	
Buckhurst Hill	Westbury Lane	Various	£26,500	Dec-09	Dec-09	✓
Loughton	Buckhurst Way	Side roads	£11,938	Feb-10	Mar-10	
Loughton	Grosvenor Drive	All	£26,500	Feb-10	Mar-10	
Loughton	Hainault Grove	All	£9,134	Jul-09	Aug-09	✓
Loughton	Hilltop Close	All	£15,900	Feb-10	Mar-10	
Loughton	Newmans Lane	All	£37,100	Jul-09	Aug-09	✓
Loughton	The Crescent	All	£34,980	Jul-09	Aug-09	✓
Loughton	Westall Road	All	£26,500	Feb-10	Mar-10	
Chigwell	Grange Crescent		£21,200	Feb-10	Mar-10	
Waltham Abbey	Roundhills		£26,500	Feb-10	Mar-10	
Roydon	Harlow Road	Various	£13,250	Feb-10	Mar-10	
Theydon Bois	Elizabeth Drive	All	£40,280	Aug-09	Sep-09	✓
Theydon Bois	Forest Drive	Elizabeth Drive to no.71	£40,280	Aug-09	Sep-09	✓

Parish	Location	Scheme/Extent of works	Budget	Indicative Start Date	Indicative Completion Date	Complete
<u>IMPROVEMENTS</u>						

10. Traffic Management Improvements

VMS Signage			£85,000			
Nazeing		HGV signing, weight restriction and traffic management	£85,000	Feb-10	Mar-10	✓
Uncontrolled Crossing West Area			£12,500			
Buckhurst Hill	Buckhurst Way	At two locations: J/w Walnut Way both sides of f/w; J/w Oak Rise both sides of f/w	£2,000	Jan-10	Jan-10	✓
Buckhurst Hill	Buckhurst Way	(Walnut Way, Holly Close, Willow Close, Birch Close)	£2,500	Nov-09	Nov-09	✓
Buckhurst Hill	Albert Road	At four locations: J/w Lower Queens Road both sides of f/w ; J/w Cedar Close both sides of f/w	£2,000	Jan-10	Jan-10	✓
Loughton	Colebrook Lane	At four locations: S/O 205 and OPP 205 Colebrook lane (Near to the School gates); J/W Appleton Road on both the sides of f/w	£2,000	Jan-10	Jan-10	✓
Loughton	Oakwood Hill Estate, Highwood Lane		£2,500	Jul-09	Jul-09	✓

19. Safer Roads Programme

Collision Site Remedial Works			£215,210			
Bobbingworth	A414	Junction with Blake Hall Road	£21,000	Jan-10	Apr-10	✓
Epping	B181 Lindsey Street;	Surfacing works only	£23,000	Jan-10	Apr-10	✓
Waltham Abbey	Sewardstone Road	Junction with Quaker Lane	£58,000	Jan-10	Apr-10	✓
Loughton	Church Hill	Junction with Rectory Lane	£42,000	Mar-10	Mar-10	✓
Loughton	High Road	Junction with Bury Lane	£2,500	Mar-10	Mar-10	✓
Stanford Rivers	London Road	Outside the Woodman Public House	£1,600	Jan-10	Apr-10	✓

Collision Site Remedial Works 08/09 Carry Forward

Waltham Abbey	Crooked Mile Roundabout		£34,473	Apr-09	Apr-09	✓
	Manor Road		£15,199	Apr-09	Apr-09	✓
Loughton	High Road		£1,221	Apr-09	Apr-09	✓
	Epping Road		£750	Apr-09	Apr-09	✓
Chigwell	Gravel Lane		£15,467	Apr-09	Apr-09	✓

Parish	Location	Scheme/Extent of works	Budget	Indicative Start Date	Indicative Completion Date	Complete
Route Safety Improvements West Area			£110,000			
Waltham Abbey	B194 Crooked Mile	Phase 2	£100,000	Jan-10	Apr-10	✓
	B1393	M25 to Wake arms Roundabout	£35,000	To be reconsidered for inclusion in 2010/11 programme		
	Piercing Hill	08/09 carry forward; supplementary plate and VAS	£31,810	Jan-10	Mar-10	✓
Area Identified Safety Schemes. West Area			£75,000			
Chigwell	Pudding Lane	30mph speed limit.	£60,000	Dec-09	Mar-10	
Stapleford Abbots	B175	Minor footway alterations and signage improvements	£15,000	To be reconsidered for inclusion in 2010/11 programme		
Sites of Concern Identified through Parishes.			£12,500			
Loughton	Debden Lane	Signs and lines enhancement	£7,000	Jan-10	Mar-10	
21. Public Rights of Way Improvements						
Public Rights of Way Improvements			£40,000			
Fyfield	Byway 21		£30,000	Nov-09	Nov-09	✓
	Moreton 1, Beauchamp & Berners Roding 31		£10,000	To be reconsidered for inclusion in 2010/11 programme		

Parish	Location	Scheme/Extent of works	Budget	Indicative Start Date	Indicative Completion Date	Complete
23. Passenger Transport Improvements						
Quality Bus Partnership Improvements			£71,226			
	Routes 541,542,543			Nov-09	Dec-09	✓
Bus passenger shelters			£27,000			
Chigwell	Millwell Crescent			Jan-10	Mar-10	✓
Epping/North Weald	Coopersale Common			Jan-10	Mar-10	✓
Loughton	Marlescroft Way-Oakwood Hill			Jan-10	Mar-10	✓
Waltham Abbey	Roundhills			Jan-10	Mar-10	✓
Sheering	Bus Shelters Harlow Road	08/09 Carry Over	£1,677	Sep-09	Sep-09	✓
Debden	Debden Bus Station		£20,000	Sep-09	Sep-09	✓
Safer Journeys Highways Works			£39,587			
Debden	Debden Park High School	Corner protection and extended barrier	£15,375	To be reconsidered for inclusion in 2010/11 programme		
Debden	St John Fisher		£8,600	To be reconsidered for inclusion in 2010/11 programme		
Epping Upland	Epping Upland Primary	Corner protection and investigate footway; design only; works to commence 2010/11	£6,962	To be reconsidered for inclusion in 2010/11 programme		
Upshire			£3,300			✓
Waltham Abbey	King Harold	Broomstick Hall Road, Waltham Abbey	£5,350	Jan-10	Mar-10	✓

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Parish	Location	Scheme/Extent of works	Budget	Indicative Start Date	Indicative Completion Date	Complete
<u>COMMUNITY INITIATIVE FUNDING</u>						

CIF Walking & Cycling

			£46,900			
Buckhurst Hill	Station Way	Dropped kerbs to pavements outside shops	£16,800	Nov-09	Nov-09	✓
Loughton		Signage for walkers and cyclists.	£5,000	Feb-10	Mar-10	
Theydon Bois		To create a safe route for disabled pedestrians and mobility chair users by increasing tactile paving and dropped kerbs in the village	£22,100	Oct-09	Oct-09	✓
Waltham Abbey		Replacement of existing and installation of new fingerposts and information signs in town centre.	£3,000	Feb-10	Mar-10	

CIF Traffic Management

			£46,000			
Matching	Matching Tye	2 VAS Signs	£10,000	Feb-10	Feb-10	✓
Stanford Rivers		2 speed indicator devices 4 village gateway signs	£10,000	Feb-10	Feb-10	✓
Stapleford Abbots	Stapleford Road at Pinchback Bridge	Village Gateway	£3,500	Mar-10	Mar-10	
Theydon Bois	Theydon Park Road	Off-street parking to numbers 15-23	£17,500	Oct-09	Oct-09	✓
Waltham Abbey	Highbridge Street Crooked Mile Honey Lane Sewardstone Road	Replacement of existing 4 town gateway signs.	£5,000	Jan-10	Jan-10	✓

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Parish	Location	Scheme/Extent of works	Budget	Indicative Start Date	Indicative Completion Date	Complete
<u>LOCALISM BUDGET</u>						

Localism Budget			£124,959			
Abridge	Hoe Lane	Traffic Calming	£30,000	Feb-10	Mar-10	✓
Abridge	Church Hill	traffic Sign	£394	Jan-10	Jan-10	✓
Chigwell	Gravel Close	removal of lining	£49	Dec-09	Dec-09	✓
Chigwell	Gravel Lane j/w Pudding Lane	Lamp Column	£1,000	Jan-10	Mar-10	✓
District Wide	Amendment 14		£26,337	Jun-09	Sep-09	✓
District Wide	Amend 3	Disabled parking bays	£3,412	Jul-09	Aug-09	✓
District Wide	Disabled Bays -	Advert 2009/10	£1,200	Mar-09	Mar-09	✓
District Wide	Traffic Regulation Orders		£17,462	Apr-09	Mar-10	✓
District Wide	Speed Surveys		£1,830	Apr-09	Mar-10	✓
District Wide	EDF Electrical Connections		£5,784	Apr-09	Mar-10	✓
Epping	Stewardgreen Road, T/S	Traffic surveys for speed limit assessment	£1,239	Nov-09	Nov-09	✓
Epping	Thornwood Road -	Deer Signs	£124	Sep-09	Sep-09	✓
Loughton	Debden Day	Legal Costs	£1,000			✓
North Weald	Canes Lane -	signing	£988	Oct-09	Nov-09	✓
North Weald	High Road	Burial park traffic sign	£319	Jan-10	Jan-10	✓
Ongar	Mill Lane	Queuing traffic signs	£927	Jan-10	Mar-10	✓
Roydon/Nazeing	Dobbs Weir Road/Essex Road	sign manufacture	£352	Jan-10	Jan-10	✓
Theydon Bois	Coppice Row	Speed camera markings	£302	Jan-10	Jan-10	✓
Waltham Abbey	Routon Road	Disabled Bay	£82	Jan-10	Jan-10	✓
Waltham Abbey	Crooked Mile	warning sign	£114	Sep-09	Sep-09	✓
Waltham Abbey	Upshire Road -	Bus stop marking	£238	Oct-09	Oct-09	✓
Abridge	London Road	Speed Limit Change - sign manufacture	£1,421	Mar-10		✓
Buckhurst Hill	Amberly Road	Traffic Signs	£134	Jan-10	Mar-10	
Loughton	Whitehills Road	School Keep Clear	£1,605	Jan-10	Mar-10	
Moreton	Harlow Road j/w Wind Hill	Signing and Lining	£1,538	Jan-10	Mar-10	
Sheering	Sawbridgeworth Road j/w Sheering Lower Road	Traffic signs	£3,441	Mar-10		

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**DISTRICT OF EPPING FOREST
LOCAL HIGHWAY PANEL – 23 MARCH 2010
REPORT BY
AREA HIGHWAY MANAGER – ESSEX COUNTY COUNCIL**

***PROPOSALS
PROGRAMME OF WORKS 2010/11***

1. Maintenance

The budget allocations for the 2010/11 financial year have not yet been disclosed.

At the last meeting of the Panel it was agreed to progress the Priority 1 and 2 schemes once confirmation of the budgets are released.

Due to recent weather conditions, additional sites have been identified and added to the lists of proposed sites, this will be presented to the Members at the meeting.

2. Traffic Improvements

Capital budget allocations have not yet been declared for traffic management improvements at the time of writing; however Officers have been carrying out further investigation work to those schemes approved by the Panel in preparation of this information.

2.1 High Priority Schemes Approved by the Panel

At the last meeting of the panel it was agreed by Members to promote the scheme for a signal controlled crossing at B173 Manor Road, West of Tomswood Road, Chigwell and changing the priority of the junction at Downhall Road/Little Laver Road/Watery Lane, Matching to a high priority.

The schemes approved by the Panel are listed and detailed below:

- 1. Downhall Road/Little Laver Road/Watery Lane, Matching** – Realignment of priority junction
- 2. St Leonard's Road, Nazeing** – Village gateway and repositioning of VAS
- 3. B184, Fyfield** – 2 x VAS
- 4. Sawbridgeworth Road, junction with Sheering Lower Road, Sheering** – Extension of an existing 30mph speed limit
- 5. Westbury Road, Buckhurst Hill** – Build outs
- 6. Church Road and Brook Road, Buckhurst Hill** – Pedestrian phasing on existing traffic signals
- 7. Manor Road, junction with Vicarage Lane, Chigwell** – Junction improvements
- 8. Hemnall Street, junction with Grove Lane, Epping** – Installation of pedestrian crossing
- 9. A121 High Road, Loughton** – Signal controlled crossing
- 10. Crooked Mile, N of Saxon Way, Waltham Abbey** – Signal controlled crossing
- 11. Crooked Mile, N of Monkwood Avenue, Waltham Abbey** – Signal controlled crossing

12. **B173 Manor Road, W of Tomswood Road, Chigwell** – Signal controlled crossing
13. **Church Hill, Loughton** - Signal controlled crossing
14. **Station Road, Epping** – Signal controlled crossing/pedestrian refuge

1.

Downhall Road/Little Laver Road/Watery Lane Matching	Re-alignment of priority junction	Indicative costs: £5,000-7,500
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The aim of this scheme is to divert traffic to a more suitable road by changing the priority at the junction and enhancing the signage.

The accident data has been received for this location and it has established that there have been no recorded personal injury collisions in the vicinity.

Initially Officers have some concerns that turning of large vehicles such as HGVs and tractors may not be possible or will raise safety concerns. This is a rural area and these types of vehicles frequent these roads, and not only the length but the width of these vehicles must be considered in the design. Officers have carried out an 'Autotrack' assessment; a computerised assessment which models the swept path of all types of steered vehicles. This has shown that HGV's either cross the centre line or cut across the verge.

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.

A meeting with Essex County Council Road Safety Engineers has taken place on site. They have advised that the following measures are necessary to facilitate the scheme operating safely:

- The vegetation on the corner adjacent to 'Corner House' needs to be removed to increase and improve the sight lines. The Highway boundary will need to be investigated to establish those responsible for this.
- Double yellow lines will need to be installed opposite the junction to prevent the current parking at this location.

At the last meeting of the Panel Members queried whether some routes could be removed from satellite navigation systems. The Local Government Association is petitioning the Government requesting that legislation is enacted to deal with the issue of vehicles using inappropriate roads as a result of satellite navigation devices, these proposals also includes the granting of powers to highway authorities to install signage to warn off inappropriate roads that may show up on these types of devices.



2.

St Leonard's Road, Nazeing

Village gateway and repositioning of VAS

Indicative costs: £15,000

As reported at a previous meeting of the Panel, the existing Vehicle Activated Sign has been located at a point which meets with Essex County Council policy and the speed data received at the time, which deems it to be the most suitable.

It is anticipated the location of the new gateways will be adjacent to the current red road surfacing, however owing to the narrow width of the verge on one side of the road, it is anticipated that this gate may need to be manufactured to a bespoke design (an example is shown below).



3.

B184 Dunmow Road, Fyfield	Installation of 2 x VAS	Indicative costs: £9,000
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A speed survey is being ordered by Officers and the results shall be presented at a future meeting of the panel. Officers shall also be arranging a meeting with the Parish Council to discuss possible locations for the VAS signs once the conclusions of the speed survey have been received.



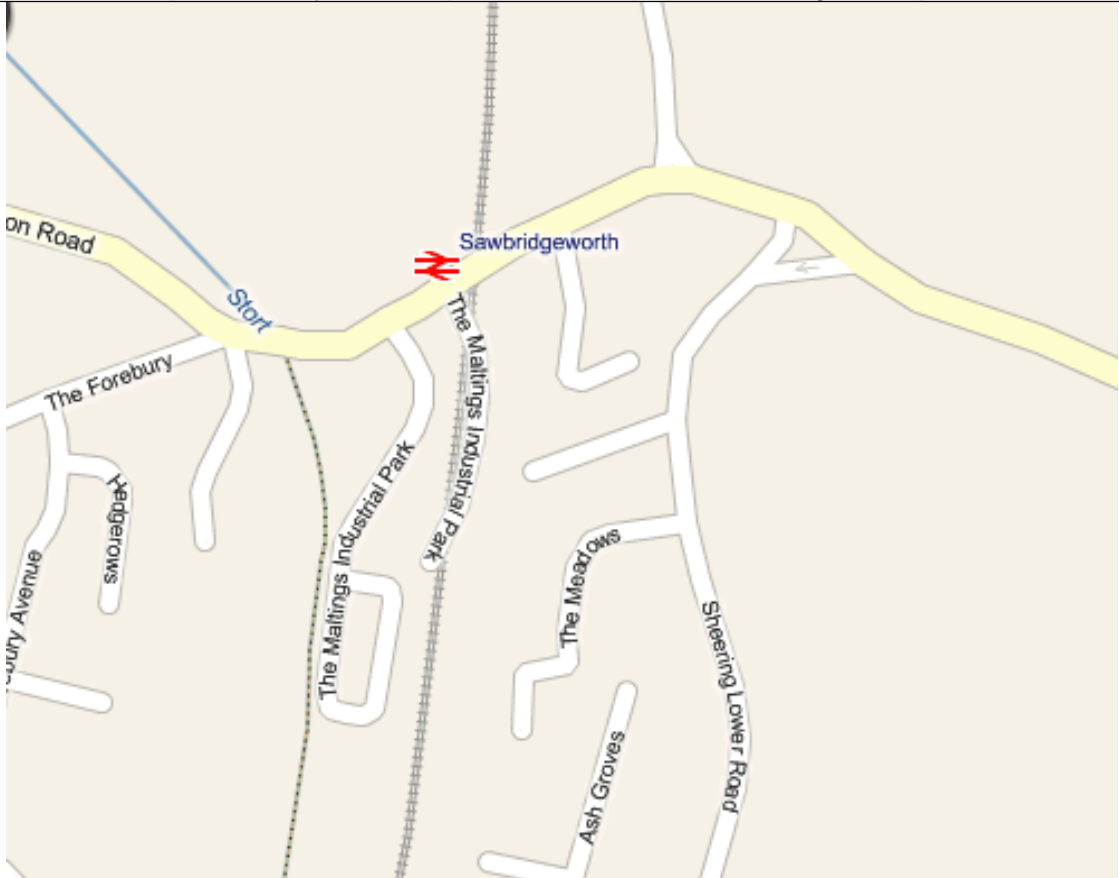
4.

Sawbridgeworth Road, junction with Sheering Lower Road, Sheering	Extension of an existing 30mph speed limit	Indicative costs: £3,000
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An initial speed limit survey is underway for both a 30mph and 40mph speed limit and an initial site investigation has been carried out.

The accident data has been collected and it concludes that there have been no recorded personal injury collisions at this location.

The results of the speed survey shall be presented at a future meeting of the panel.



5.

Westbury Road, Buckhurst Hill	Build-outs	Indicate cost: £30,000
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As a result of the recent Buckhurst Hill parking consultation, the Officers received reports of significant abuse of the one-way section of Westbury Road between Scotland Road and Palmerston Road. The construction of build-outs at the junction with Russell Road and prior to the junction of Scotland Road is designed to aid the conspicuity of the one-way system and hence reduce non-compliance.

Further surveys will be undertaken, including up to date accident data.



6.

Church Road and Brook Road, Buckhurst Hill	Pedestrian Phasing	Indicative Cost: £40,000
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This scheme is to introduce an additional pedestrian phase to the existing traffic signals.

An assessment and feasibility analysis will be required prior to any design work at this location. For this to be progressed an order would need to be placed with a partnership organisation for £5-10,000, this would be deducted from the budget allocation for Localism. It is anticipated that the results of such assessments will not be completed until approximately 6 months into the new financial year and if this were the case, it is anticipated that construction on site may not be achieved until the 2011/12 programme of works. Officers therefore seek Member comments on whether this scheme shall be progressed as a 'design only' scheme for 2010/11.



7.

Manor Road, junction with Vicarage Lane, Chigwell	Junction improvements	Indicative costs: £30,000
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A request was made to improve the junction at this location. Officers are currently forming some preliminary designs to test turning movements to ascertain which design will be the most feasible.

Additionally Officers have also requested plans showing the location of the BT apparatus located in the vicinity. Members are advised that if diversion works are required there may be large costs associated with this that may render the scheme prohibitive. Members will be advised as this information is received.



8.

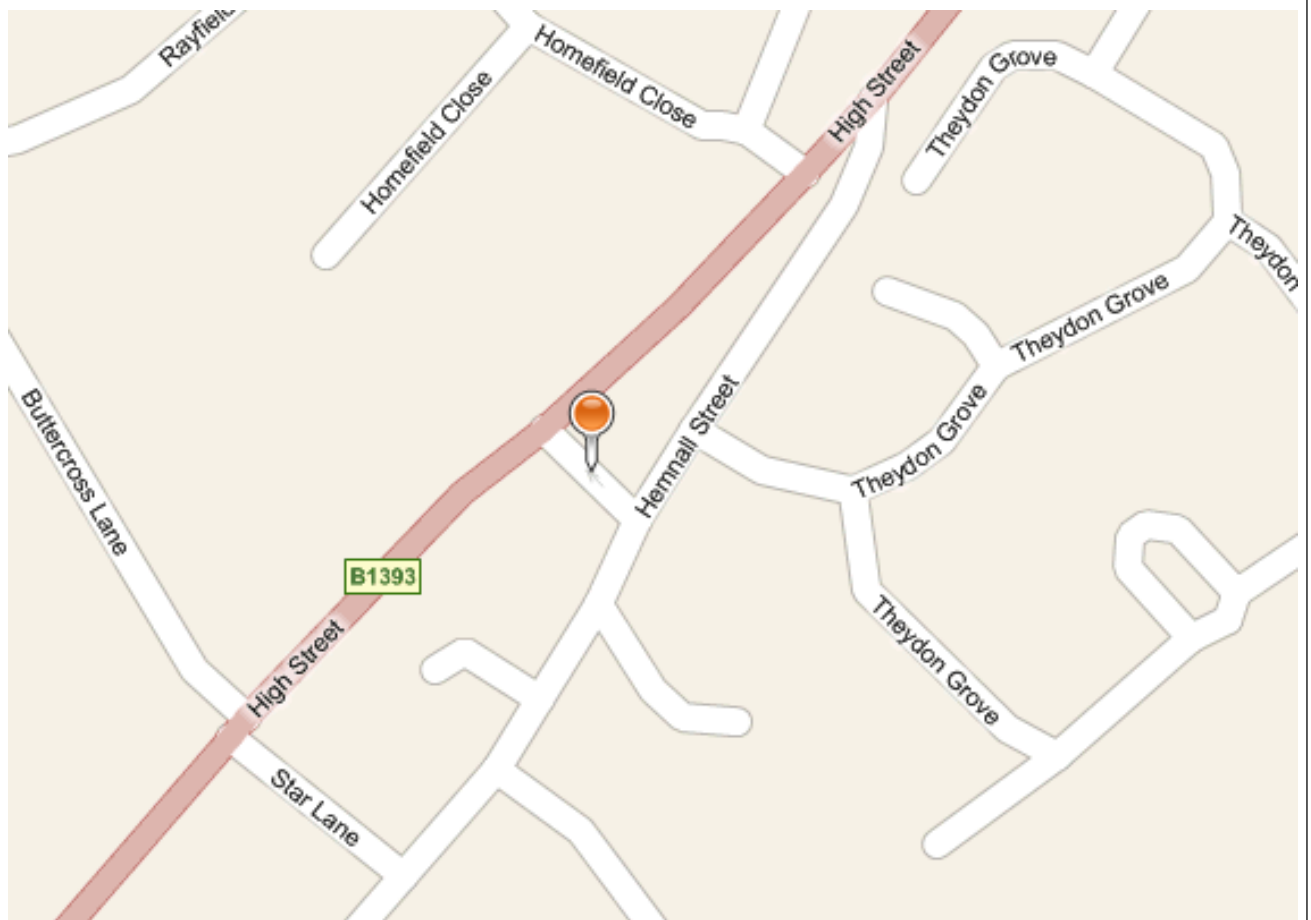
Hemnal Street, junction with Grove Lane, Epping

Installation of pedestrian crossing

**Indicative costs:
£7,500 per pedestrian refuge or £80,000 for a controlled pedestrian crossing**

Officers are currently arranging a small topographical survey. This is required to gain sufficient data to progress the design further.

Officers recommend that before this scheme is progressed to a detailed design stage, a site meeting is undertaken with all interested parties to look at the feasibility of the suggested improvement.



13.

Church Hill, Loughton

Signal controlled crossing

Indicative costs:
£80,000 – zebra crossing

A pedestrian survey has been carried out at this location and a suitable location was identified North East of The Uplands. Further investigation of a suitable location is required to ensure that installation will be possible and that traffic impact on nearby junctions is limited.



1. Conclusion

Members are invited to discuss and comment on the schemes where appropriate.

CONSENTED DEVELOPMENT ~ WORKING ON THE HIGHWAY REPORT BY AREA HIGHWAY MANAGER – ESSEX COUNTY COUNCIL

Background

Any housing development, whether it is the building of one house or a housing estate of 100 properties, is required to make a planning application to Epping Forest District, as the Local Planning Authority.

Notification will be received by the Essex County Council, as the Highway Authority if:

- The development within an urban area is for 5 or more properties
- Or the Planning Department feel the development may have significant impact on the highway.

<5 Properties

Typically, a development of 5 properties or less will not be notified to the West Area Office. There are no statutory requirements for the developer to contact the Highway Authority, unless the development specifically needs to carry out works in the highway.

Should the developer need to work in the highway (for example, to change the vehicle crossover) they are required to contact the Highway Authority to seek formal agreement.

Where defects or other problems have occurred on the highway through the works carried out on such a development, these are normally identified either by the Highways staff in the course of their normal duties or through enquiries received from members of the public.

Members should note that because the developments are small in nature, Officers may not have been aware of their commencement, given that they are often 'stop/start' in nature. Additionally even though Officers may have been made aware of the site via lists of planning applications where permission has been granted, this does not mean the development has commenced. Officers are looking at ways to improve this system with colleagues at Epping Forest District Council.

>5 Properties

In larger developments of 5 or more properties and where work is required in the highway to necessitate the scheme, approval must be granted by Essex County Council, through a Section 106 agreement under the Town and Country Planning Act 1990 or a Section 278 agreement under the Highway Act 1980.

Section 106 agreement

Section 106 of the Town and Country Act, in conjunction with Department of Environment Circular 5/05, allows for Essex County Council and persons interested in land to agree contributions, arrangements and restrictions as Planning Agreements or Planning Obligations. Applicants can offer such agreements unilaterally or negotiate and agree them as support for their application to make it accord with local planning requirements, but without some of the rigorous controls of Planning Conditions under s 70(1).

Monies are paid by the developer to Essex County Council in order to offset the costs of the external effects of development. For example, if a developer were to build 100 new houses, there would be effects on local schools, roads etc., which Essex County Council would have to support. In that situation there might be a Section 106 agreement as part of the granting of planning

permission. The developer might agree to make a contribution towards the provision of improving the footway or road network.

Section 278 Agreement

The Section 278 agreement is a facility to allow private developers to either pay for or carry out off-site works to public highways (for example, creating junction improvements or the introduction of pedestrian crossings).

Developers building these many properties are typically public and community responsive. Through experience they contact Officers prior to any works, to discuss the scheme and to carry out pre-condition surveys. They are pro-active to ensure site safety and are receptive to issues raised throughout and after the construction process. For example, carrying out temporary repairs throughout the projects life span and then undertaking permanent repair works once the development is complete.

UTILITIES WORKING IN THE HIGHWAY REPORT BY AREA HIGHWAY MANAGER – ESSEX COUNTY COUNCIL

The power of Utilities to work in the public highway

An individual or company can only work in the highway if:

- They hold a Section 50 Street Works Licence
- Are a Statutory Undertaker

A Section 50 Street Works Licence can be granted to a private individual or company to allow them to place their apparatus within the highway and thereafter carry out acts of maintenance upon it and their works shall be declared to all other parties who may be working in or have apparatus in the vicinity.

Work identified

The Statutory Undertaker is required to serve notice on the Highway Authority when works are identified as being required. The details of the notice and the works, including the location and duration are logged to the Street Works Register with a unique works reference number; a database which is shared with all those working in the Highways of Essex. This database connects with the Statutory Undertakers database of works; two-way communication between them ensures that all information and comments are kept up to date. Any comments made about the notice (e.g. that the commencement date is unsuitable) are then recorded on each database and action or changes are made as appropriate.

Types of notifications

Emergency – where risk/danger to persons/property is present

Notice: up to 2 hours after the works have commenced

Duration of works: until the location is made safe and poses no further danger

Minor

Notice: 3 days advance notice of the works commencing

Duration of works: up to 3 days

Validity period: ± 2 days*

Standard

Notice: 10 days advance notice of the works commencing

Duration of works: 4-10 days

Validity period: ± 5 days*

Major

Notice: 3 months advance, then a subsequent 10 days advance notice of the works commencing

Duration: 10 days +

Validity period: ± 5 days*

* If the individual or company fails to commence the works within the validity period then the notice is cancelled. Should the work still need to go ahead, the process of giving notice will need to be re-applied.

The Works

Street Works carried out in the Highway are governed by:

- The New Roads and Street Works Act 1991
- Traffic Management Act 2004

The following Codes of Practices, issued by the Department for Transport (DfT) and the Highways and Utilities Community (HAUC), also apply:

- Coordination of Street Works
- Safety at Street Works and Road Works
- Practical Guide to Street Works
- Specification for reinstatement of openings in Highways

If the works go on longer than anticipated

The Statutory Undertaker will be expected to contact the Highway Authority and seek agreement for an extension in the duration of the works.

If the works continue beyond the end date and no agreement has been made with the Highway Authority, then a Section 74 Charge will be issued. This charge will also be served if equipment is left on site (e.g. barrier or signs). After an 'over stay' charge has been issued; the site is monitored daily and a charge applied daily (i.e. £100 – 250+), dependent on the classification of road, until such time as the site is cleared.

Completion

At completion of the works, a Completion Notice is given. All works within the Highway carry a guarantee by those who have carried out the works, where any repairs to defects will be carried out at their expense:

<1.5m in length: 2 year guarantee

>1.5m in length: 3 year guarantee

Inspections

The New Roads and Street Works Act 1991 and the subsequent Traffic Management Act 2004 dictate that a sample of 10% of notices for each individual Statutory Undertaker be taken, based on an average of the 3 years previous works. Officers also respond to third party enquiries that involve utility works.

The Street Works Register randomly selects samples of previous works for the Highway Authority to inspect. The inspections, which are funded by the Statutory Undertaker, are categorised as follows:

Category A: Inspection whilst works are in progress

Category B: Inspection within 6 months of permanent or interim reinstatement has been completed

Category C: Inspection carried out within 3 months preceding the end of the guarantee period

The results of the inspections are logged onto the database against the unique works reference for the job and a notice is served to the Statutory Undertaker:

- Pass
- High Risk Failure (i.e. it poses risk/danger to persons/property)
 - The works must be remediated within 2 hours
 - The inspector shall stay on site until the works are completed

- In some cases the Highway Authority may instruct their own Contractors to carry out the works within the timescale
- Low (e.g. reinstatement works not satisfactory)
 - The works must be remediated within 10 days
 - A follow up inspection shall be carried out

All failed inspections are funded by the Statutory Undertaker, including any follow up inspections which may be required.

Defective Apparatus

Statutory Undertakers have a duty under the New Roads and Street Works Act 1991 to maintain their apparatus (e.g. covers and cabinets). A Section 81 Notice may be served should any be found defective. It may:

- state that the Statutory Undertaker must attend within a specific timeframe to remediate the apparatus,
- inform them that the Highway Authority's own Contractors will attend to carry out the remedial works,
- or request that the Statutory Undertaker confirms with the Highway Authority of any actions they are going to take.

Coordination of works

In addition to the Area Offices who monitor the notices received, a quarterly coordination meeting is held where representatives of the Statutory Undertakers and the Area Offices attend and declare all major works for the forth coming year. This is a forum whereby clashes in works can be discussed and an opportunity to review the records of defects.

Improvement Notice

Should a Statutory Undertaker fall above a certain percentage of class of defect, they will be issued with an Improvement Notice. They will be called to County Hall and asked to discuss their routine failings. They will be expected to produce a 3 month plan which will demonstrate that they can make improvements and their progress will be monitored. Should the Statutory Undertaker continue to produce failure notices, further action will be taken.

The Highway Authority can also state which Sub-Contractors cannot be used within certain areas or districts, due to historical poor performance.

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