

Supplementary Committee Agenda



**Epping Forest
District Council**

Local Highways Panel Thursday, 3rd February, 2011

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

Time: 7.00 pm

Democratic Services: Philippa Sewell - Office of the Chief Executive
Email: psewell@eppingforestdc.gov.uk Tel: 01992 564532

5. MATTERS ARISING (Pages 3 - 4)

Report attached containing information received from ECC regarding Winter Maintenance.

6. LOCAL HIGHWAYS PANEL REPORT (Pages 5 - 46)

Report received from the Highways Liaison Officer.

7. GRASS VERGE DAMAGE (Pages 47 - 50)

ECC report on policy concerning damage to grass verges from parking.

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SALT BAG PILOT SCHEME REPORT BY PRINCIPAL OFFICER ASSET MANAGEMENT ESSEX COUNTY COUNCIL

The pilot scheme is currently at mid-point through the season and as such Officers are unable to provide feedback on this ongoing project.

Seeking feedback from all participants is a key part of the scheme and this will be undertaken at an appropriate point. The method of collecting this information has not yet been determined, but may be done via questionnaire, telephone conversation or an open meeting. It may be a mixture of all three depending on the preference of the participants.

The main lessons learnt so far have been on the process and methods relating to Essex County Council's delivery of the project:

- Training is vital. The level of understanding regarding the process (i.e. what to do and how it all works) is limited.
- The training sessions need to be more interactive.
- The training must be run before any bags are delivered, as once received, interest and engagement drops off.
- Paperwork that will be of use to the participants must be available prior to the scheme going live (i.e. risk assessment forms and snow plan templates).
- The process of delivering salt must be done earlier in the year, ahead of the risk of bad weather and allows the storage to be organised in the dry.

Feedback received from the participants so far include:

- The one tonne bags are very large and once settled can not be moved. This made it difficult to share the salt with the volunteers.
- The delivery lorry is very big and cannot always access the sites suggested.
- The snow caused problems for delivery and not all bags were delivered when promised, which caused distress.
- The sand salt mix was sometimes wet, as the top of the bags were open. This product was difficult to go through hand spreaders.

The methods participants used for distributing the salt and co-ordinating volunteers varied considerably. Officers need to gain understanding of these different methods, in order to assess and identify best practice. Once all the feedback has been received and all the different ways that local communities worked together has been identified, Officers will collate best practice and use this to inform how the scheme is undertaken in the future. Officers are not currently in a position to pre-empt the findings or draw any conclusions at this stage.

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**DISTRICT OF EPPING FOREST
LOCAL HIGHWAY PANEL – 3 FEBRUARY 2011
REPORT BY: LOCALISM AND CUSTOMER SERVICE TEAM
ESSEX COUNTY COUNCIL**

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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Background

A programme of Capital works for 2010/11 has been implemented. This report will provide details of the programme with the status of the schemes.

Members are asked to consider the schemes District wide and suggest additional schemes that might be investigated for possible inclusion in a future programme of works.

Maintenance

Appendix A, details the Capital Maintenance Programme. Members will be pleased to note that the majority of schemes have been completed.

Traffic Improvements

Appendix B provides details and updates on the Capital Traffic Improvements Programme.

Epping Forest Transport Strategy

A strategy for cattle grid implementation has been developed, which will involve installing four grids, rather than the originally planned thirteen. The planned grids are in locations which are close to the more heavily trafficked roads, that is Forest Side and Wake Road (both immediately south of the A121), Cross Roads (west of the Robin Hood roundabout) and Rangers Road (west of A104).

These grids are considered to be vital in order to prevent cattle from straying onto these major routes.

City of London are planning to trial a method of invisible fencing, which involves buried wire and cattle collars. If their trial is successful, it will not then be necessary to pursue installation of the remaining grids.

The public notices for the four planned cattle grids were advertised in November/December and a small exhibition was held in High Beach Village Hall at the end of November, to enable the residents view the latest proposals more easily.

Due to a third party admin error, Officers have had to re-advertise the notices in January, with close of consultation due on 3 February. A significant number of objections to the scheme have been received and, therefore, it is anticipated that a public inquiry will be necessary in order to resolve the issue.

Concerning the planned speed limit changes and road closures, an Executive Decision has been prepared by Officers. Local Councillors have met with the Cabinet Members for Highways and Transportation, Councillor Hume. Subsequently, he has requested the removal of the proposed closure of Wake Road, which will be done. Once his comments to the proposed Fairmead Road closure have been received, the Executive Decision will be re-submitted.

Once the Executive Decision has been signed off, Officers intend to advertise the various orders.

Developer Section 106 funding

Developer money has been secured to fund the following schemes this financial year. A summary is provided in Appendix B.

Highway Localism Initiative

Tree Replacement

In addition to the Locally Determined budget, the Cabinet Member for Highways and Transportation has identified £5,000 for the improvement and enhancement of local communities through the planting of trees. At the last meeting of the Panel, members approved a list of locations. Funding has been provided to the Epping Forest District Council Arboriculturist who has been tasked to undertake these works.

Locally Determined Revenue Budget (LDB) £129,275

As part of the Localism Initiative, the Highway Panel are tasked with prioritising and overseeing District wide highway improvement schemes and influence the timetable of works carried out by the Highway Rangers.

The Locally Determined Revenue Budget of £129,275, funds both the Highway Rangers and Local Highway Panel approved schemes. A breakdown of this budget allocation is shown within Appendix C.

Pedestrian crossing – Manor Road, Chigwell £40,000

A Safety Audit has been completed on the design for the crossing. The report specified a number of issues, which raised concerns with the Road Safety Engineers. A specific concern recommends that, unless speeds can be reduced (by physical measures) a zebra crossing should not be installed at this location.

The report states: Site speed data shows that the measured 85th percentile speed on the westbound approach is 35.2 mph. Zebra Crossings are not recommended where 85th percentile approach speeds greater than 35mph. Where traffic speeds are higher than 30 mph, pedestrians will be exposed to the risk of more serious injury if precedence is not conceded for any reason. The combination of high approach speeds and increased braking distances due to the downhill gradient is likely to result in the increased potential for collisions involving motorists failing to stop for crossing pedestrians. The

presence of the crossroads junction in close proximity (and where there have been a recent number of serious collisions) means motorists may also be distracted, again increasing the risk of them failing to observe crossing pedestrians.

The Safety Audit recommends that Zebra Crossings 'should not be installed on roads with an 85th percentile speed of 35mph or above' (LTN 1/95). It is recommended that physical traffic calming measures are provided on the approaches to the proposed zebra crossing to reduce vehicle speeds and subsequently reduce the risk and severity of any collisions involving crossing pedestrians. Vehicle speeds should then be re-assessed to ensure that they have been reduced prior to installing the zebra crossing.

The assessment recommends physical traffic calming measures to be put in place to reduce vehicle speeds and make the crossing safe; however, Manor Road is the B173 and a secondary distributor. In accordance with the ECC Speed Management Strategy, traffic calming cannot be placed on Manor Road. Whilst Officers have endeavoured to carry out further speed assessments this week, recording of an 85th percentile less than 35mph was not achieved.

The history of recent and serious collisions at this site suggests motorists already struggle to cope with the layout. It is therefore inherent that they will also struggle to cope with a Zebra Crossing. Members of the Panel will be disappointed; however the implementation of a crossing which is unsafe for its users or dangerous to others is not a scheme that can be taken forward. A possible solution would be the signalisation of the junction to include pedestrian phases; however, before this could be undertaken a full feasibility study would need to be undertaken and this would determine whether this possible solution is feasible. Officers have referred this to the Integrated Traffic & Minor Projects Team who have added the scheme to their reserve list of schemes for consideration in 2011/12.

Future Schemes

Maintenance

Appendix D outlines the proposed programme of road and footway maintenance schemes for 2011/12. Members of the panel are encouraged to make comment on the priority of the schemes.

Traffic Improvements

So that Members have an overview of the requests received by Officers, Appendix E, onwards, provides the 'Reserve Lists' of all Traffic Improvement requests.

Any speed limit requests are now being logged and assessed under the Speed Management Strategy review discussed at a previous meeting of the Panel.

Members are asked to consider if the 'High' schemes listed below and those listed within the appendices and consider whether they are the most appropriate for progression should any funding be available in 2011/12.

Additionally schemes requested since the last Panel meeting are as follows:

- Amberley Road, Buckhurst Hill – potential junction alterations and one-way traffic order
- London Road and Ongar Road, Abridge – Village gateways

- Oak Lodge/Grange Hill, Buckhurst Hill – Speeding/Traffic calming
- Stapleford Abbots, near Primary School – Pedestrian crossing
- Westbury Road/Palmerston Road/ Russell Road/Amberley Road, Buckhurst Hill – Review of all traffic measures put in place
- Farm Way/Forest Edge/Station Way, Buckhurst Hill - Traffic calming on Station Way/Farm Way, junction warning signs or VASs

Matching	Downhall Road/Little Laver Road/Watery Lane	Re-alignment of priority of junction	£5,000-£7,500	Junction Improvement
Nazeing	St Leonard's Road	Village Gateway and repositioning of VAS	£2,000	Speeding
Fyfield	B184	2 x VAS either end of 30mph zone	£4,500 for solar powered VAS	Speeding
Buckhurst Hill	Westbury Road	Build-outs	£30,000	Driver Compliance
Buckhurst Hill	Church Road and Brook Road	Pedestrian phasing	£5,000-10,000 investigation costs	Pedestrian
Chigwell	Manor Road j/w Vicarage Lane	Junction improvement	£30,000	Junction Improvement
Epping Town	Hemnal Street j/w Grove Lane	Installation of pedestrian crossing	£7,500 per pedestrian refuge; £80,000 for a controlled zebra crossing	Pedestrian
Loughton	A121 High Road (near Spring Grove)	Signal controlled crossing	£170,000+ for the installation of a Puffin Crossing	Pedestrian
Waltham Abbey	Crooked Mile, N of Saxon Way	Signal controlled crossing	£250,000 for the installation of Puffin Crossings either side of the carriageway	Pedestrian
Waltham Abbey	Crooked Mile, N of Monkwood Avenue	Signal controlled crossing	£150,000 for upgrading existing signals	Pedestrian
Loughton	Church Hill (near the Uplands)	Signal controlled crossing	£80,000 zebra crossing	Pedestrian
Epping	Station Road	Signal controlled crossing/pedestrian refuge	£170,000 puffin crossing	Pedestrian
Buckhurst Hill	Forest Edge	Speed humps	£40,000	Speeding
Epping	Stonards Hill j/w Stewards Green Road	Junction improvements with Stewards Green Road	£30,000	Junction improvements
Waltham Abbey	Roundhills	Elderly crossing sign or road humps	£1,000-1,500 per sign; £40,000 for humps	Speeding
Waltham Abbey	Roundhills j/w Honey Lane	Junction protection	£3,000	Junction improvements
Epping Upland	B181	Road outside 'Travellers Friend' – thrust bore horizontally across the pond to drain holes opposite		Drainage
Total			£1,024,500+	

Conclusion

Members are invited to discuss the report and put forward any comments pertaining to current works and programming. Members are also requested to comment on proposals put forward.

PARISH/WARD	LOCATION	SCHEME/EXTENT OF WORKS	ESTIMATE	INDICATIVE PROGRAMME												PROGRESS/COMMENTS	
				Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar		
HIGHWAY MAINTENANCE INITIATIVE // ROADS																	
MAINTENANCE																	
Ongar	Cripsey Avenue	Throughout	£32,000														Completed
Ongar	Toot Hill Road	Various	£26,326					X									Completed
Buckhurst Hill	Lower Queens Road	Throughout	£27,708					X									Completed
Buckhurst Hill	B170 Roding Lane	Loughton Way to River Roding	£49,042												X	X	Works are programmed for 21 March 2011
Buckhurst Hill	A104 Epping New Road	Jw Brook Road/Church Road	£40,728					X									Complete
Waltham Abbey	Highbridge Street	Town Hall to Abbey View roundabout	£16,000					X									Complete
HIGHWAY MAINTENANCE INITIATIVE // MASO (Major patching programme)																	
BUDGET: £333,333																	
																	This scheme has been postponed for this financial year, so that minor overspends on higher priority schemes can be supported. This project will be considered for inclusion in the 2011/12 programme of works
Waltham Abbey	Walton Gardens	Throughout	£25,000														Complete
Buckhurst Hill	Palace Gardens	Throughout	£25,000					X	X								Complete
North Weald	Waltham Road	St Leonard's Road to Laundry Lane	£65,000					X									Complete
Loughton	Westfield	Throughout	£20,000					X									Complete
Loughton	York Hill	A121 to Staples Road	£25,000					X									Complete
Theydon Bois	(Loughton Lane) Avenue of Trees	(Loughton Lane/Theydon Green)	£29,000					X									Complete
Theydon Bois	Forest Drive	Throughout	£37,000					X									Complete
North Weald	Harlow Common	M11 bridge to junction with London Road	£37,500					X									Complete
North Weald	Hastingwood Road	A414 to Mill Street	£42,000					X									Complete
Chigwell	A123 Fencepiece Road	Junction with Manor Road	£27,500					X									Complete
COUNTY ROADS // ROADS																	
BUDGET: £1,521,147																	
Loughton	Old Station Road	Whole length	£55,000					X									Complete
Loughton	Traps Hill into Church Lane	A121 to Borders Lane	£95,000					X									Complete
Ongar	Stondon Road	A128 to junction with Mill Lane	£60,000					X									Complete
Ongar/Bobbingwo	A414 Epping Road	Various locations Talbot PH roundabout to Four Wantz roundabout	£65,000					X	X								Complete
Stanford Rivers	Epping Road	Tawney Common to Toot Hill	£120,763					X	X								Complete
Roydon	Dobbs Weir Road	Sedge Green to sluice gates	£32,000					X									Complete
Nazeing	Hoe Lane	Various throughout	£65,000					X							X	X	Works are programmed for 14 March 2011
Loughton	A1168 Chigwell Lane	M11 northbound off slip to LUL over bridge	£125,000					X	X	X							Part of improvements scheme
North Weald/Magdalen Laver	Hastingwood Road	Mill Street to Tilegate Road	£128,000					X	X								Complete
Loughton	A121 Goldings Hill	Wake Arms roundabout to 800m south (forest car park)	£134,453					X									Complete

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				Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar			
Abness Roding	B184 Dunmow Road	School Lane to junction with A1060	£225,000															Complete
Epping Upland	Carters Lane	Whole length	£20,000					X										Complete
High Ongar	A414 Chelmsford Road	Four Wantz Roundabout to Ladylands	£75,000					X										Complete
Lambourne and Stapleford Abbots	A113 Ongar Road	Abridge to Passingford Bridge roundabout	£90,000					X										Complete
North Weald	School Green Lane	Whole length	£42,000					X										Complete
North Weald	A414 Canes Lane	Harlow Garden Centre to Rayley Lane	£55,000					X										Complete
North Weald	Upland Road	Various throughout	£25,432					X										Complete
Ongar	B184 Fyfield Road	A414 to 30 limit	£65,000					X										Complete
Loughton	Clays Lane	Forest section	£26,000					X										Complete
Chigwell	A123 Fencepiece Road	Murtwell Drive to ECC Boundary	£17,500	X														Complete
HIGHWAY MAINTENANCE INITIATIVE // FOOTWAY MAINTENANCE				BUDGET: £103,759														
Chigwell	Mount Pleasant Road	Outer footway	£33,500					X	X									Complete
Loughton	Appleton Road	Throughout	£36,700					X										Complete
Waltham Abbey	Hillhouse	Shopping area to school	£9,448					X										Complete
Barkhurst Hill	Westbury Road	Palmerston Road to Scotland Road	£14,111					X										Complete
Loughton	Rookwood Avenue	Willingale Road to Rookwood Gardens	£10,000					X										Complete
COUNTY ROADS // FOOTWAY MAINTENANCE				BUDGET: £136,485														
Epping	Crossing Road	Brook Road to Allnutts Road	£19,500							X	X							Complete
Theydon Bois	Orchard Drive	B172 to The Weind (Eastern side)	£32,600							X	X							Complete
Ongar	Longfields	Throughout (even number side)	£32,350							X	X						X	Patching works are partially complete. Some resurfacing work shall be carried out in the coming months
Ongar	Queensway	B184 to no 84 (south side)	£33,294									X						Complete
Waltham Abbey	Paternoster Hill	62 to 76	£8,900									X						Complete
Waltham Abbey	Brooker Road	Harveyfields to Cartersfield Road	£9,841									X						Complete

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				Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	
TRAFFIC MANAGEMENT																
SAFER ROADS IMPROVEMENTS // CLUSTER SITES (Collision site remedials)																
North Weald Bassett	A414 Canes Lane	Junction with Hastingwood Road	£30,000											X		Officers are currently agreeing a start date with Contractors, which they anticipate being Jan/Feb
Roydon	Common Road	Junction with Epping Road, Roydon	£30,000											X	X	Complete
SAFER ROADS IMPROVEMENTS // ROUTE STUDIES																
Abridge	A113	Ongar to Passingford Bridge	£17,372											X	X	Officers are currently agreeing a start date with Contractors, which they anticipate being Feb/Mar
SAFER ROADS IMPROVEMENTS // SIGNAGE FOR SPEED LIMIT REVIEW																
BUDGET: £17,372																
SAFER ROADS IMPROVEMENTS // SIGNAGE FOR SPEED LIMIT REVIEW																
BUDGET: £11,500																
CARRY OVER WORKS - TRAFFIC MANAGEMENT IMPROVEMENTS // TRAFFIC MANAGEMENT IMPROVEMENTS																
Nazeing and Roydon		Positive signage scheme, carry over from 2009/10	£10,000													Complete
PUBLIC RIGHTS OF WAY																
Alders, Beauchamp & Beggars Roding	Byway 31	Elm Cottage Lane	£50,000						X	X						Completed
PASSENGER TRANSPORT IMPROVEMENTS // BUS INFRASTRUCTURE UPGRADES																
Upshire/Waltham Abbey	Service 251	Upshire Terminus and one additional bus stop	£13,000											X	X	Upshire terminus is now complete.
Epping/North Weald	Service 59/500	Kerb improvement works	£58,000											X	X	Completed
Ongar		Bus shelter	£7,000											X	X	Location has now been approved
Epping		2 bus shelters	£14,000											X	X	Officers have liaised with Corporation of London with regards to permissions, who have not given agreement. The Passenger Transport team are now investigating alternative locations.
Loughton	Torrington Drive	Replacement works	£7,000											X		Completed
Lower Sheering		Shelter base	£2,000													Completed
Loughton	Jessel Drive and Borders Lane	2 shelter bases	£4,000											X	X	These works are being carried out by Loughton Town Council, funded by ECC Passenger Transport.
Loughton	Marlescroft Way	Shelter base	£1,000											X	X	Completed
BUDGET: £102,412																

PARISH/WARD	LOCATION	SCHEME/EXTENT OF WORKS	ESTIMATE	INDICATIVE PROGRAMME												PROGRESS/COMMENTS	
				Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar		
PASSENGER TRANSPORT IMPROVEMENTS // SAFER JOURNEYS TO SCHOOL SCHEMES																	
Epping Upland	Epping Upland Primary School	Waiting restrictions	£2,300											X	X		BUDGET: £9,350 Objections have been received. Officers are currently finalising the report for submission for Executive Decision
Waltham Abbey	Hillhouse Primary School	Additional footway and guard-railings	£1,100											X	X		
Chipping Ongar	Chipping Ongar Primary School	Amendments to existing signs and lines	£3,550											X	X		
Chigwell	Chigwell Primary School	Trimming and lining	£1,200											X	X		
Ongar	Shelley Primary School	Signing and lining works	£1,200											X	X		Completed Officers are liaising with the Contractor for a start date on site in Feb/Mar
COMMUNITY INITIATIVE FUND // TRAFFIC MANAGEMENT IMPROVEMENT SCHEMES																	
Stanford Rivers	A113	Re-opening of lay-by by White Bear	£5,000											X	X	X	BUDGET: £104,500 Initial location identified does not meet criteria. Officers liaising with Town Council to seek alternative site. Further speed surveys are being undertaken to fund a suitable location.
Waltham Abbey	Honey Lane	Installation of Vehicle Activated Sign	£3,500											X	X		
Theydon Bois	Loughton Lane	Enhanced signage by Scout Hut	£1,000											X			
Theydon Bois	Abridge Road	New and enhanced footway in Abridge Road from viaduct to cemetery and Woodland Trust site	£30,000													X	
Theydon Bois	Piercing Hill	Safety bollards and widening of footway and new kerbing	£15,000													X	Officers currently agreeing estimate with Contractor Further liaison with the Parish is required and being undertaken by Officers
Roydon	Hamlett Hill	Installation of Vehicle Activated Sign	£4,500											X			
North Weald Bassett	High Road	Zebra crossing	£40,000													X	The location identified and proposed by the Panel, requires works which exceed the budget allocation and therefore cannot be achieved.

PARISH/WARD	LOCATION	SCHEME/EXTENT OF WORKS	ESTIMATE	INDICATIVE PROGRAMME												PROGRESS/COMMENTS	
				Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar		
SECTION 106 FUNDING																	
Loughton	A1168 Chigwell Lane/Langston Road/Oakwood Hill	The improvement works being carried out at this junction to: Improve traffic capacity at the junction by updating the existing traffic signal installation with current technology and increasing length of right turn lane for traffic accessing Langston Road; Improved right turning lanes; Improved pedestrian facilities							X	X	X	X					Complete
Chigwell and Loughton	Rectory Lane and Chigwell Lane	Road closure and continuation of cycleway															Works are progressing on site as envisaged. Much of the lower section of the cycle track has been completed and it is expected that the remaining works in the lower section will be completed within the next four to six weeks. No date has yet been agreed as to when the upper section of the cycle track will commence; this is dependant on the completion of the lower section. It has been proposed that new sections of metal railings are investigated in addition to the provision of post and rail wooden fencing along the ornamental verge close to Ladyfields.
LOCAL HIGHWAY PANEL SCHEME																	
Chigwell	Manor Road	Zebra crossing	£40,000														BUDGET: £40,000 Design has been completed and submitted for safety audit. A number of recommendations have been raised by the Road Safety Engineers. One of which requests the installation of physical traffic calming measures. However this will not be possible on this stretch of road.

PARISH/WARD	LOCATION	SCHEME/EXTENT OF WORKS	ESTIMATE	INDICATIVE PROGRAMME												PROGRESS/COMMENTS
				Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	
LOCALLY DETERMINED REVENUE BUDGET																
LOCAL HIGHWAY PANEL - REVENUE FUNDING																
BUDGET: £118, 775																
(£129,275 less £10,500)																
District wide	District wide	Highway Rangers	£66,075													
District wide	District wide	Disabled bays	£2,000													
District wide	District wide	Adhoc signs and lines	£2,000													
Abridge	London Road	New 40mph speed limit	£3,700						X	X						
District wide	District wide	Amendment 6, Batch 1100; District wide disabled bays – intention notices already advertised	£5,500						X	X						
District wide	District wide	Traffic Regulation Order updates and omissions, including disabled bays not yet advertised	£28,000								X	X				
North Weald Bassett/Matching	Hastingwood Road, Mill Street and Harlow Common	New speed limit	£6,000							X						
Loughton	Debden Lane	30mph speed limit	£3,500											X	X	
Loughton	Traps Hill	Waiting restrictions	£2,000							X						

CARRIAGEWAYS

Carriageway Resurfacing		Priority (see attached)
Newmans Lane, Loughton	£49,487.00	1
St Johns Road, Epping (Bodleys to High Street)	£20,680.00	1
Forest Rd, Loughton	£20,680.00	1
B175 Stapleford Road, Stapleford Abbots (Passingford Bridge Rt	£76,140.00	1
Theydon Road / Piercing Hill, Theydon Bois (100m section)	£8,272.00	1
The Lindens (49-114), Loughton	£25,380.00	1
B184 Fyfield Road, Ongar	£31,020.00	1
Sheering Lower Road, Sheering	£73,320.00	1
A113 London Rd, (Sec.1 Shonks Mill Lane to Traceys Farm), Stai	£75,200.00	1
A104 Epping New Road, Loughton	£84,600.00	1
A113 London Road, (Sec.2 Murrells Farm to Old Rectory Road), :	£61,100.00	1
Rectory Lane, Loughton	£113,648.00	1
Woodbury Hill, Loughton	£25,380.00	1
Queens Road, Buckhurst Hill	£28,103.00	1
Stanwyck Drive, Chigwell	£15,040.00	1
Earls Path , Loughton	£74,260.00	1
Station Road, Epping	£16,000.00	1
Green Man Road, Matching	£45,000.00	1
Rangers Road, (A104 to boundary), Buckhurst Hill	£100,000.00	1
Mount Road, Theydon Mount (M11 to M25)	£75,000.00	1
A414 Epping Road, (Four Wantz Rbt to Pensons Lane), Ongar	£120,000.00	1
Rye Hill Road, Hastingwood	£60,000.00	1
Pudding Lane, Chigwell	£55,000.00	1
B1393 London Road, Hastingwood	£100,000.00	1
Bracken Drive, Chigwell	£75,000.00	1
B194 Abbey View, Waltham Abbey (dual carriageway)	£75,000.00	1
Upshire Road, Waltham Abbey	£32,000.00	1
Alderton Way, Loughton	£25,000.00	1
Lambourne Road, (vicinity Millers Lane), Chigwell	£70,000.00	1
Millers Close, Chigwell	£25,000.00	1
A414 Four Wantz Roundabout, Ongar	£25,000.00	1
Darby Drive, Waltham Abbey	£21,000.00	1
Sparelease Hill, Loughton	£25,000.00	1
High Beech Road, Loughton	£25,000.00	1
Brooklyn Ave, Loughton	£70,000.00	1
Farm Way, Buckhurst Hill	£25,000.00	2
Ninefields, Waltham Abbey	£30,000.00	2
Mill Street, North Weald	£10,000.00	2
B172 Abridge Road, Theydon Bois	£246,000.00	2
A112 Sewardstone Road, Waltham Abbey	£17,000.00	2
Loughton Way, Buckhurst Hill	£25,000.00	2
Valley Hill, Loughton	£25,000.00	2
Garnon Mead, Coopersale	£22,000.00	2
Church Road, Buckhurst Hill	£20,000.00	2
Dawes Hill, Waltham Abbey	£46,000.00	2
Woodgreen Road, (Southend Lane to Honey Pot Lane, Waltham .	£33,000.00	2
Hurst Road, Buckhurst Hill	£25,000.00	2
Smarts Lane, Loughton	£25,000.00	2
Lower Park Road, (Algers Road to end), Loughton	£46,000.00	3
Marjorams Avenue, Loughton	£165,000.00	3
Algers Road, Loughton	£33,000.00	3
B181 Epping Road/Lindsey Street, Epping Upland	£122,000.00	3
Total	£2,736,310.00	

CARRIAGEWAYS

Carriageway Surface Dressing

Bitumen, usually in the form of an emulsion, is sprayed onto the road surface at an appropriate rate from the spray bar at the rear of a large tanker containing the bitumen emulsion.

Chippings of an appropriate size, largely dependent upon the hardness of the road and traffic conditions, are immediately applied to the bitumen by a large spreader that usually tows behind it a lorry containing the chippings.

Surface dressing will not add any strength to the road pavement, but it does keep an already strong road in a strong condition for longer by sealing water out.

Foster Street, Hastingwood	£38,540.00	1
Fern Hall Lane, Waltham Abbey	£15,040.00	1
Long Street, Waltham Abbey	£15,040.00	1
Moor Hall Road, Matching Tye	£18,000.00	2
Moreton Road, Fyfield	£18,190.00	2
Upland Road, Epping Upland	£54,050.00	2
Fyfield Road, Moreton	£50,760.00	2
A104 Epping New Road, Loughton	£136,350.00	2
Wind Hill, Moreton	£10,000.00	2
Fyfield Road, Willingale	£25,000.00	2
Hook Lane, Stapleford Abbots	£56,000.00	2
Hoe Lane, Abridge	£25,000.00	2
Millers Lane, Chigwell	£25,000.00	2
Hoe Lane, Lambourne	£26,000.00	3
Total	£512,970.00	

Microsurfacing

Microsurfacing is a cold mixed asphalt. It consists of a graded aggregate, a binder, fines and additives. It is a hard wearing surfacing for pavement preservation and rehabilitation. It is similar to slurry surfacing but is specialized for situations where very quick trafficking, rut filling or extreme conditions of heat or cold are likely.

Hobbs Cross Road, Epping	£6,222.80	1
Toot Hill Road, Toot Hill	£84,600.00	1
Boars Head Rd, Hobbs Cross	£45,120.00	1
Blake Hall Road, (Sec.1 A414, south to bends), Bobbingworth	£40,420.00	1
Blake Hall Road, (Sec.2, bends to 1km south), Bobbingworth	£65,800.00	1
Walker Avenue, Fyfield	£25,380.00	1
Avey Lane, Waltham Abbey	£94,940.00	1
Blake Hall Road, (Sec.3. End sec.2 to Toot Hill Road), Greensted	£24,910.00	1
Mott Street, Waltham Abbey	£59,220.00	1
Ashlyns Lane, Bobbingworth	£12,000.00	2
Downhall Road, Matching Green	£135,000.00	2
Forest Side, Buckhurst Hill	£62,000.00	2
Sedge Green, Nazeing	£62,000.00	2
Green Lane, North Weald	£65,000.00	2
Bournebridge Lane, Stapleford Abbots	£35,000.00	2
Lechemere Avenue, Chigwell	£25,000.00	2
Fontayne Avenue, Chigwell	£25,000.00	2
Dacre Gardens, Chigwell	£25,000.00	2
Grange Crescent, Chigwell	£42,000.00	2
Claypit Hill, Waltham Abbey	£60,000.00	2
Manor Road, Waltham Abbey	£65,000.00	2
Nursery Road, Waltham Abbey	£45,000.00	2
Epping Lane, (Sec.1) Hobbs Cross	£25,000.00	2
Albion Hill, Loughton	£25,000.00	2
Church Lane, Lambourne	£25,000.00	2
Hook Lane, Stapleford Abbots	£56,000.00	2
Hoe Lane, Lambourne	£44,000.00	3
Total	£1,279,612.80	

CARRIAGEWAYS

Retread (shallow recycling)

Woodreddon Farm Lane, Waltham Abbey	£29,473.00	1
Hawes Lane, Waltham Abbey	£19,270.00	1
Berwick Lane, Berners Roding	£86,000.00	1
Total	£134,743.00	

Joint Repairs

Limes Ave, Chigwell	£5,170.00	2
Green Glade, Theydon Bois	£10,340.00	2
Spring Grove, Loughton Hill	£6,204.00	2
Queensway, Ongar	£6,000.00	2
Total	£27,714.00	

Carriageway TOTAL **£4,691,349.80** 2009/10: £ 1,712,951.00

(Not including MASO £333,333)

FOOTWAYS

Footway Refurbishment

Mount Pleasant Road, Chigwell (70m)	£11,017.00	1
Longfields, Ongar	£27,442.00	1
Kings Avenue, Buckhurst Hill	£44,180.00	1
Oak Lodge Avenue, Chigwell	£74,976.00	1
A414, High Ongar (King St to Norton Heath)	£30,080.00	1
Alderwood Drive, Abridge	£55,000.00	2
Woolhampton Way, Chigwell	£38,000.00	2
B184 Fyfield Road, (A414 to 30mph limit), Ongar	£30,000.00	3
Shernbroke Road, Waltham Abbey (Honey Lane to Mason Way)	£15,000.00	3
Highland Avenue, Nazeing (Maplecroft Lane to Whitehills Close)	£60,000.00	3
Gravel Close, Chigwell	£12,000.00	3
Total	£397,695.00	

Footway Slurry Sealing

Slurry seal is regarded as a preventative maintenance process which will prolong the life of a footway that is in sound structural condition. It is not able to strengthen a footway that has failed structurally. Slurry Seal is a cold mixed asphalt. It consists of a graded aggregate, a binder, fines and additives. It is a hard wearing surfacing for pavement preservation.

Hows Mead, North Weald	£10,340.00	2
Hyde Mead, Nazeing	£10,340.00	2
Pound Close, Nazeing	£10,340.00	2
Queensway, Ongar	£5,170.00	2
Parkside, Matching Tye	£10,340.00	3
Green Glade, Theydon Bois	£10,340.00	3
Pakes Way, Theydon Bois	£10,340.00	3
Queens Road, North Weald	£65,000.00	3
Orchard Way, Chigwell	£5,000.00	3
Maypole Drive, Chigwell	£5,000.00	3
Ingleby Gardens, Chigwell	£3,000.00	3
All Saints Close, Chigwell	£2,500.00	4
Total	£147,710.00	

Footway TOTAL	£545,405.00	2009/10: £	240,244.00
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CARRIAGEWAY AND FOOTWAY MAINTENANCE RANKING

Priority 1

Carriageway: has an extensive amount of one or more of the following: potholing; cracking; subsidence; wheel tracking; patching and / or joint failures.

Footway: has an uneven surface, extensive cracking, potholing and / or kerb displacement.

Remedial work to such sites would require replacement of the surfacing and potentially deeper layers and/ or joint repairs. Repairs would ideally take place within the coming year.



CARRIAGEWAY AND FOOTWAY MAINTENANCE RANKING

Priority 2

A Priority 2 carriageway or footway would have the same defects as a Priority 1, however to a lesser extent.

Remedial work to such sites would require replacement of the surfacing and potentially deeper layers and/ or joint repairs. It is recommended that repairs would be undertaken within forthcoming years.



CARRIAGEWAY AND FOOTWAY MAINTENANCE RANKING

Priority 3

Carriageway: has one or more of the following defects but not an extensive amount: potholing; cracking; surface stone loss; minor wheel tracking; patching and / or the early signs of joint failures.

Footway: has: cracking, patching, uneven trenches, stone loss and / or the potential for kerb displacement.

To extend the life of the surface course, surface dressing or a similar method will need to be undertaken to the carriageway or slurry seal applied in the case of footways. If repair is undertaken to an asset in this condition, the chances of a site becoming a Priority 1 or 2 is deferred, making this sensible proactive maintenance. If defects are localised then patching may be the appropriate treatment.



CARRIAGEWAY AND FOOTWAY MAINTENANCE RANKING

Priority 4

A Priority 4 carriageway or footway is likely to have some minor defects but is not recommended for significant maintenance until a few / several year's time (say three or more).



Priority 5

A Priority 5 carriageway or footway is not likely to have any significant maintenance for several years (say five minimum).

Ranking	Highways Ref	Project	Application details	Officer Comment	Indicative Estimated Costs	Type/Causation of Request
Med	4		The restoration and protection of the grass verge in Oakwood Hill from the junction with Chigwell Lane adjacent to the Roding Valley Nature Reserve on one side and the Oakwood Hill Industrial Estate on the other to create a 'gateway' entrance into this part of Loughton. Current speed limit 30mph. Suggested solutions including parking restrictions (double yellow lines), installation of timber bollards, and additional planting, trees and bulbs to create an attractive 'avenue' similar to the Remembrance Avenue in Colchester approached from the A12. The grass verge adjacent to the Nature Reserve is used for commuter parking from Deben station. The verge permanently shows the impact of vehicles and deposit mud onto the road. As parts of the verge become impassable, vehicles park further from the junction, continuing the problem. The introduction of the Deben parking scheme, following the recent review is likely to exacerbate the problem, to the detriment of the area. The scheme is supported by the residents and town councillors	The planting suggestion may not be included in scheme by ECC, however the installation of bollards will prevent footway/verge parking and maybe sufficient without the need for additional waiting restrictions	£600 per standard bollard; £800 per wooden bollard	Congestion
Med	5	Removal of traffic lights and re-direction of traffic	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. 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. Currently the traffic queue for the junction of Roding Road at the junction with Valley Hill/Oakwood Hill and often backs up from the traffic lights beyond the underground bridge, causing congestion at the mini roundabout at the junction with Alderton Hill. This problem is not isolated to peak periods. There is also insufficient road width for two lines of traffic, however the road is regularly obstructed by parked vehicles on the inside lane and the introduction of additional 'No waiting' restrictions on Roding Road, north west of Hill on the easterly side of the road, whilst enabling two lines of vehicles to wait for the change of traffic lights at the junction. This is likely to prove unpopular with residents and be vetoed by the residents/shopkeepers. However this will reduce congestion, provide environmental improvements through reduced pollution. It is proximity of Roding Valley High School and is supported by the Town Council	This project was part of a 2008/2009 'Congestion Busting' scheme, which was widely unsupported by various group 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	£5,000-10,000 investigation costs	Congestion
Med	6	Rephasing of traffic lights and additional lining to enable a left and right filter lane at the lights	Currently the traffic queue for the junction of Roding Road at the junction with Valley Hill/Oakwood Hill and often backs up from the traffic lights beyond the underground bridge, causing congestion at the mini roundabout at the junction with Alderton Hill. This problem is not isolated to peak periods. There is also insufficient road width for two lines of traffic, however the road is regularly obstructed by parked vehicles on the inside lane and the introduction of additional 'No waiting' restrictions on Roding Road, north west of Hill on the easterly side of the road, whilst enabling two lines of vehicles to wait for the change of traffic lights at the junction. This is likely to prove unpopular with residents and be vetoed by the residents/shopkeepers. However this will reduce congestion, provide environmental improvements through reduced pollution. 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. Any major changes to waiting restrictions is likely to be objected to by residents and shop-keepers. Whilst this will have only a minimal impact on congestion at the signal junction, it will help to open up the carriageway to fully accommodate the two way traffic. This can be implemented at an estimated cost of £3,000.	£5,000-10,000 investigation costs; should the investigation prove the proposal is feasible the project costs would be in the region of £50,000-150,000. Changes to waiting restrictions could be implemented at a cost of £3,000	Congestion
Med	28	One way road	A historical request for a one way system along Beech Lane, giving traffic flow from A104 to High Road	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. However this would increase the costs of the scheme to £25 - 30,000 including TRO costs	£25 - 30,000 costs associated with traffic calming, Traffic Regulation Order, signs and lining	Congestion
Med	29	One way road	A historical request for a one way system along Beech Lane, giving traffic flow from High Road to A104	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. However this would increase the costs of the scheme to £25 - 30,000 including TRO costs	£25 - 30,000 costs associated with traffic calming, Traffic Regulation Order, signs and lining	Congestion

Highways Ref	Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Indicative Estimated Costs	Type/Causation of Request	Congestion	Congestion	Congestion
84	Med	Loughton	Albion Hill	One way road	Suggestion to ease the parking on the road		£3,500 Traffic Regulation Order				
86	Med	Lambourne	Market Place	Priority working over bridge	Priority to those vehicles leaving Abridge and travelling towards Theydon Bois	Forward visability may well be a concern with the implementation of priority working	£3,500				
98	Med	Theydon Bois	B172 Abridge Road	Cleanway Order			£3,500 Traffic Regulation Order				

		Type/Causation of Request		Indicative Estimated Costs	Officer Comment	Application details	Project	Road/Location		Ward/Parish		Ranking		Highways Ref		
		Drainage	Drainage					Drainage	Drainage	Drainage	Drainage	Drainage	Drainage	Drainage	Drainage	Drainage
							Road outside 'Travellers Friend' - thrust bore horizontally across the road to reconnect the pond to the drain holes opposite	B181	Little Laver Road adj Threeways property	Epping Upland	Bobbingworth & The Lavers	High	Med	42	44	
				£5,000	Further investigation and talks with Corporation of London shall be required	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	Installation of kerbing to control and divert access water									

Type/Causation of Request		Indicative Estimated Costs	Driver Compliance
Application details		Officer Comment	
Road/Location	Westbury Road		
Ward/Parish	Buckhurst Hill		
Ranking	High		
Highways Ref	30		
Project	Build-outs		
<p>A request identified through the Buckhurst Hill parking review. Build-outs will assist in reducing the current non-compliance with the one-way system along this stretch of road</p>		<p>A speed survey carried out on this road identified that in excess of 10 cars where 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.</p>	£30,000

Type/Causation of Request	Informal crossing						Informal crossing
	Informal crossing	Informal crossing	Informal crossing	Informal crossing	Informal crossing	Informal crossing	Informal crossing
Indicative Estimated Costs	£1000 per pair	£1000 per pair	£1000 per pair	£1000 per pair	£1000 per pair	£1000 per pair	£1000 per pair
Officer Comment							
Application details							Request for the installation of dropped kerbs opposite Kiln Road for wheelchair access to York Road through the hedge.
Project	Dropped kerb location x2	Dropped kerb location x2	Dropped kerb location x2 (one of these on 'south' side of Westall Road)	Dropped kerb location x2	Dropped kerb location x2	Dropped kerb location x2	Drop kerb requests
Road/Location	Barrington Road (j/w Doubleday Road)	Sandford Avenue (j/w Westall Road)	Colebrook Lane (j/w Westall Road)	Harvey Gardens (j/w Colebrook Lane)	Conveyers Way (j/w Colebrook Lane)	Main Road	
Ward/Parish	Loughton	Loughton	Loughton	Loughton	Loughton	North Weald	
Ranking	Med	Med	Med	Med	Med	Med	
Highways Ref	74	75	76	77	78	103	

Type/Causation of Request		Junction Improvement				
Indicative Estimated Costs	Officer Comment	Application details	Project	Road/Location	Ward/Parish	Ranking
£5,000-£7,500	The accident data has been received and it has established that there have been 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. These types of vehicles frequent these roads, and not only the length but also the width of these vehicles must be considered in the design. Officers have carried out an 'Autotrack' assessment that models the swept path of all types of steered vehicles. This has shown that HGV's cross either 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. Essex County Council Road Safety Engineers have advised the vegetation on the corner adjacent to 'Corner House' needs 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 at this location.	Re-alignment of priority junction of Downhall Road/Little Laver Road/Water Lane, Matching. 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. The junction layout is straight through from Downhall Road to Water Lane, although the signage points to Little Laver Road, this only encourages the use of Water Lane.	Re-alignment of priority of junction	Downhall Road/Little Laver Road/Watery Lane	Matching	High
£30,000	A more detailed investigation into turning movements would be required		Junction improvement	Manor Road j/w Vicarage Lane	Chigwell	High
	There are currently no feasible engineering options at this time		Junction improvements	Market Place	Abridge	Med
	Already has existing junction protection. Extra signage could confuse drivers and add unnecessary street clutter		Junction improvements	Gravel Lane j/w Maypole Drive	Chigwell	Med
£30,000			Junction improvements with Stewards Green Road	Stonards Hill j/w Stewards Green Road	Epping	High

Type/Causation of Request		Application details		Officer Comment		Indicative Estimated Costs	
Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Indicative Estimated Costs	Type/Causation of Request
102	Waltham Abbey	Roundhills j/w Honey Lane	Junction protection	Continuing problems that residents are experiencing illegal car parking on both sides of the entry to the Roundhills estate from Honey Lane. This causes a daily problem for young mothers with prams and pushchairs and disabled residents / wheelchair users, as they try to pass on the pavement. They all have - most dangerously - to move into the actual roadway in order to get past these obstructions which are parked illegally on pedestrian footpaths.	Existing DYL junction protection	£3,000	Junction Improvement
106	North Weald	Woodside junction High Road	An island at the junction of Woodside and NM High Road	An island at the junction of Woodside and NM High Road was said to be the best way of discouraging sat-nav juggernauts turning in and getting stuck at a width restriction south of the trading estate (which would allow emergency service vehicular access from B1393)	The junction is at the end of a residential area, with a 40 mph speed camera near-by. Proposal will still allow HGV access as there is a need for the existing industrial units to have deliveries	£6,000	Junction Improvement
112	Buckhurst Hill	Amberley Road	Potential junction alterations and one-way traffic order	To take place at the junction of Russell Road		(One Way Order/ Signage approx. £2,000) Difficult to estimate junction alterations as it will be dependent on what is being considered could range between £20,000 - £50,000.	Junction Improvement
118	Roydon	Church Mead junction with High Street	Junction protection	Ideally parking restrictions should be in place to stop cars parking near to the junction as this is causing an obstruction and interfering with sight lines. However, until this can be done, the Parish are relying on the Police to deal with the issue of obstruction. These are mainly commuters parking their cars and walking to the station so that are there all day. This junction is now an accident waiting to happen	newly added - (02/12/10)	Approx £2,000	Junction Improvement

		Type/Causation of Request	
		Parking	Parking
		Indicative Estimated Costs	
		Officer Comment	
		Application details	
		Project	
Road/Location	Ward/Parish	Ranking	Highways Ref
Forest Edge	Buckhurst Hill	Med	88
Luxford Place	Sheering	Med	97
Convert single yellow line along forest stretch to double yellow line, as congested parking at weekends when hall is hired out		£3,000	
Commercial vehicles parking in Luxford Place		£3,500 waiting restrictions	
Commercial vehicles from Luxford Moorings are parking in Luxford Place		Narrow roads of residential development	

Type/Causation of Request		Application details		Project		Officer Comment		Indicative Estimated Costs	
		Pedestrian		Pedestrian		Pedestrian		Pedestrian	
Ranking	Med	Brook Road	Creation of footpath	A) Brook Road links with Buckhurst Hill with the London Borough of Waltham Forest. It is heavily used by vehicles and pedestrians. Without a footpath, pedestrians, children and elderly are at risk. B) Request to create a footpath at Buckhurst Hill end of Brook Road to join up with existing footpath at the Waltham Forest End. Brook Road runs between Epping New Road and Whitehall Road, where there is a bus stop and Bancroft's school is within walking distance. 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. Local residents have made representations to local Councillors, supported by Cllr Ann Haigh and Cllr Jill Sutcliffe, Chairman Joyce Darby and Cllr Angela Cass.	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.	£25,000-50,000 footpath construction	8		
Highways Ref				It seems that the best location would be adjacent to the present exits from St Giles car park and Nazeingbury Parade. Possibly a small portion of the bushes in front of the Parade might have to be removed. 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. There are obvious risks of accidents between the vehicles and pedestrians, because of the speeding and misjudgement. One advantage of a crossing would be a reduction of the parking on the verges by heavy lorries while the drivers visits the shops. There is wide support for a crossing here.	Detailed investigations would be required to determine the pedestrian desire line (i.e. where pedestrians are likely to cross/cross appropriately). The feasibility of the scheme will be subject to a detailed investigation being carried out to determine the requirements of a pedestrian crossing facility. Officers have concerns with the proximity of a proposed crossing to the existing traffic signals at the Nazeing crossroads [Local Transport Note 2/95(S.2.1.5.1)]	£80,000 for a controlled zebra crossing			
Ranking	High	Hemnal Street j/w Grove Lane	Installation of pedestrian crossing (zebra)	A crossing is required on Hemnal Street and the junction with Grove Lane. Supported by Epping Society	This proposal will be subject to the footway width being sufficient to accommodate a crossing and pedestrian desire lines identified through survey and assessments. It must also meet with the pedestrian crossing regulations. Consideration could be given to installing pedestrian refuges which may reduce vehicle speeds. However a detailed survey will be required. A detailed survey has been undertaken, which shows one possible location. This would require land to be taken from the Corporation of London to construct a new footway as well as possible statutory undertakers diversionary works. The scheme would also be subject to a safety audit which may raise road safety concerns	£7,500 per pedestrian refuge; £80,000 for a controlled zebra crossing	39		
Highways Ref				A historical request for a pedestrian crossing.	In view that this site has a high vehicle/pedestrian conflict ratio, it is recommended that a signalized facility be considered at this location. 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.	£170,000+ for the installation of a Puffin Crossing	46		

Type/Causation of Request		Application details		Officer Comment	Indicative Estimated Costs
Ranking	Ward/Parish	Road/Location	Project		
High 47	Waltham Abbey	Crooked Mile, N of Saxon Way	Signal controlled crossing	A historical request for a pedestrian crossing. There have been 24 casualties, 1 serious involving a motorcycle rider and 23 slight involving 13 drivers and 2 motorcycle riders, 1 cyclist and 1 pedestrian in the last 5 years. If a choice for only one crossing were to be considered for this site, then the position north of Saxon Way would seem to be the most appropriate. Although the road is single carriageway, it broadens nearing the roundabout and there is already a central refuge/carriageway divider. A pelican crossing is already located south of Monkwood 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/carriageway realignment to maintain the current traffic lane capacity. Further investigation will be required to access the impact and safe location of such a facility.	£250,000 for the installation of Puffin Crossings either side of the carriageway
High 48	Waltham Abbey	Monkwood Avenue	Signal controlled crossing	A historical request for a pedestrian crossing. See Crooked Mile N of Saxon Way	£150,000 for upgrading existing signals
Med 50	Chigwell	A113 High Road; Dolphin Court	Pedestrian refuge	A historical request for a pedestrian crossing. It was noted that there were reasonable gaps in traffic to allow pedestrians to cross safely at most times. Vehicle speeds are relatively low, but consideration should be given to those crossing, including elderly and unaccompanied children. In addition, there has been slight injury to one pedestrian in the last 5 years. For these reasons, a crossing may be considered. However, 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 may be difficult to achieve. Alternatively, a refuge may be considered prior to the commencement of the filter lane in the area of Dolphin Court.	£7,500 per pedestrian refuge
Med 51	Buckhurst Hill	Buckhurst Way	Pedestrian refuge	A historical request for a pedestrian crossing. In view of the speed of traffic over 30mph 85th percentile and in view of the number of elderly/children crossing and that there has been one slight injury to a pedestrian within the last 5 years, consideration could be given for an additional pedestrian refuge facility north of Station Way. 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.	£7,500 per pedestrian refuge
Low 52	Chigwell	A123 Hainault Road	Traffic calming/speed reduction	A historical request for a pedestrian crossing. The width of the road does not favour a refuge. This site would provide space for an alternative crossing facility. There is a relatively low pedestrian crossing figure at this site, which is on a fairly busy and fast road. However, there are a number of elderly people crossing and a small number of children at peak times only. Accident figures show that one pedestrian has been slightly injured over the past 5 years. The speed of traffic is higher than desirable and initially it is recommended that traffic calming be considered to help reduce speeds and thus make crossing opportunities easier. However as the A123 is a priority 1 route, no traffic calming will be permitted	£40,000 for zebra crossing; £100,000+ for signal controlled crossing (both would require an updated pedestrian survey to determine the need

Type/Causation of Request		Project	Application details	Officer Comment	Indicative Estimated Costs
	Pedestrian	Junction improvement/pedestrian refuge	A historical request for a pedestrian crossing, however since the survey was carried out pedestrian phasing has been installed at the junction of Manor Road and Fencepiece	At this site, the width of the road would preclude a refuge but provides space for a crossing facility. The site is considered hazardous due to the speed and volume of the traffic suddenly turning in and out of the cut-through and the number of pedestrian casualties over the past 5 years. Although there are not a large number of pedestrians crossing, there is a need to cross for the park and nursery. It is felt that changes to the junction itself would greatly improve the safety of this site. Consideration could be given to converting the cut through to one-way operation, or altered to become a left turn filter for traffic turning left from Hainault Road westbound in to Manor Road. This may transfer traffic flow, loading other junctions, and the effect of this would need to be further assessed. However, any such junctions changes could incorporate traffic calming elements to address the relatively high 85th percentile and could possible include a refuge facility to aid pedestrian usage.	£170,000 for puffin crossing
	Pedestrian	Signal controlled junction	A historical request for a pedestrian crossing, however there is limited available locations due to the presence of crossovers.	Although there are not a high number of pedestrians at these two crossing locations, there have not been any pedestrian injuries in the last five years, yet due to traffic speed and behaviour, these locations are potentially very dangerous. There is a case to consider signaling the junction itself with pedestrian phase option where appropriate. This would have the benefit of assisting pedestrians to cross safely and to provide some sort of traffic control, which with traffic calming features could reduce the speed and improve safety for drivers.	£170,000 if a suitable location is found for a puffin crossing; £7,500 per refuge is a alternative options should a suitable location not be found; £40,000 zebra crossing
	Pedestrian	Signal controlled junction		See B173 Manor Road E of Tomswood Road Pedestrians crossing were relatively low, as are the vehicle flows. There is no particular delay in crossing the road. However, it must be born in mind that there have been 21 casualties, including two fatal, on this road over the past 5 years. It is advised that signaling the junction with the inclusion of pedestrian phasing, would benefit pedestrians and perhaps contribute to traffic calming with a view to minimizing accidents. Yet Officers advise that there are no suitable locations for a crossing to be installed and sight lines may be affected as the road layout narrows	£170,000 if a suitable location is found for a puffin crossing; £7,500 per refuge is a alternative options should a suitable location not be found; £40,000 zebra crossing
	Pedestrian	Signal controlled junction	A historical request for a pedestrian crossing.		£40,000 for zebra crossing
Road/Location		B173 Manor Road j/w Stanwyck Road			
Ward/Parish		Chigwell			
Ranking		Med			
Highways Ref		53			
		B173 Manor Road W of Tomswood Road			
		Chigwell			
		High			
		54			
		B173 Manor Road E of Tomswood Road			
		Chigwell			
		Med			
		55			
		Turpins Lane			
		Chigwell			
		Low			
		56			

Highways Ref	Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Indicative Estimated Costs	Type/Causation of Request
57	Low	Chigwell	Tomswood Road	Signal controlled junction	A historical request for a pedestrian crossing.	There were only a relatively small number of pedestrian movements recorded and the speed of traffic was generally fairly slow on this arm of the junction. In addition, no injuries for pedestrians have been recorded in the past 5 years. The conditions at this location were not considered to be difficult for pedestrians to cross. In view of this, it is not felt necessary to provide a separate crossing facility at this location, but safety at the junction could be greatly improved if a signalized arrangement was introduced. A signalized phase may not be required on this leg; however, the traffic control across the whole junction could provide improved regular headway gaps in traffic flow and thus provide greater crossing opportunities in Tomswood Road. Officers advise that a refuge at the junction may be possible.	£7,500 pedestrian refuge.	Pedestrian
58	Low	Epping	B181 Lindsey Street	Traffic calming/speed reduction	A historical request for a pedestrian crossing.	The width of the road does not favour a 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. However, there does not appear to be any difficulty in crossing the road. It must also be noted that the footway is narrow and the grass verge is the property of the Corporation of London	£170,000 puffin crossing	Pedestrian
60	High	Loughton	Church Hill (near the Uplands)	Signal controlled crossing	A historical request for a pedestrian crossing. (Staples Road School) Supported by Councillor Mrs C Pond	The number of pedestrians crossing Church Hill was relatively high and flows remained constant through the day. Similarly, the recorded traffic flows were high. It is therefore suggested that a signal-controlled crossing is installed at this location. It is recommended that anti-skid surfacing is provided also as visibility requirements exceed the minimum for a signal-controlled crossing. 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	£80,000 zebra crossing	Pedestrian
61	High	Epping	Station Road	Signal controlled crossing/pedestrian refuge	A historical request for a pedestrian crossing.	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. It is suggested that a further feasibility study could be carried out into the location of a crossing, 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	£170,000 puffin crossing	Pedestrian
62	Med	Buckhurst Hill	Roding Lane	Pedestrian facilities at signal junction	A historical request for a pedestrian crossing.	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.	£5,000-10,000 feasibility study; £200,000 signal design and implementation	Pedestrian

Type/Causation of Request		Indicative Estimated Costs		Officer Comment		Application details		Project		Road/Location		Ward/Parish		Ranking		Highways Ref	
		Pedestrian		Pedestrian		Pedestrian		Pedestrian		Pedestrian		Pedestrian		Pedestrian		Pedestrian	
			£7,500 pedestrian refuge.		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. It is therefore suggested that the installation of a pedestrian refuge just south of Newman's Lane and associated narrowing of the carriageway, possibly on the bend, is considered. This would assist pedestrians in crossing the road while reduction vehicle speeds. A similar facility has already been installed further south on Rectory Lane.		A historical request for a pedestrian crossing. (Alderton School)		Pedestrian refuge		Rectory Lane		Loughton		Med		63
			£7,500 to amend existing vehicle splitter island where appropriate		Although a pedestrian refuge is provided to the north of junction with Harold Cr, data shows the desire to cross south of the junction closer to the r/about. A crossing facility is suggested between Harold Cr and the r/about. This would either need to be installed to the north of the junction with Mile Cr or on the approach to the r/about. As vehicle speeds are recorded as higher than 35mph a signalised pedestrian crossing would be more appropriate than a Zebra crossing. It is therefore recommended that further investigation is undertaken into the provision of a signal-controlled crossing between Mile Cr and Harold Cr. The visibility exceeds minimum requirements for a formal crossing and so it is recommended that anti-skid surfacing is provided. Although pedestrian crossing data was not collected from the Parklands and Sewardstone Rd arms of the r/abouts, it is suggested that the provision of crossings are also investigated to assist pedestrians travelling to the schools and town centres. New crossing should be proposed further North from the existing dropped kerbs, on the traffic island, to avoid vehicle crossovers either side.		A historical request for a pedestrian crossing.		Signal controlled crossing/pedestrian refuge		Crooked Mile (Harold Crescent)		Waltham Abbey		Med		64
			£7,500		Near the shops a crossing could only be installed by removing some of the parking on both sides of the road. As parking is well used throughout the day, it is assumed that this is not a preferred option. A crossing could be installed further south slow Pyrles Lane, but drop kerbs and driveway would have to be avoided. This may also be away from the pedestrian desire line. Although pedestrian flows are high throughout most of the day, traffic flows are low. Therefore pedestrians are likely to cross in the gaps without using a formal crossing. It is therefore recommended that no further action concerning a pedestrian crossing be taken at this site. There is currently a school crossing patrol at the junction of Hillyfields and Chester Road. There is an existing crossing at the raised approach to the junction with Hillyfields and Chester Road		A historical request for a pedestrian crossing.		Pedestrian refuge		Pyrles Lane		Loughton		Low		65
			£7,500		Due to the low traffic levels and speeds it is suggested that a pedestrian refuge is installed 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. This would reduce the distance pedestrian from Alderton Hill have to walk to reach the school. The proximity of the school means there are a higher than average proportion of vulnerable pedestrians crossing the road. However, due to the presence of crossovers, the location of a pedestrian refuge will be very difficult. The location is on a hill with restricted visibility		A historical request for a pedestrian crossing.		Pedestrian refuge		Alderton Hill		Loughton		Med		66

Type/Causation of Request		Application details		Project		Officer Comment		Indicative Estimated Costs	
Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Indicative Estimated Costs	Type/Causation of Request	Ranking	Ward/Parish
67	Epping	Ivy Chimneys	Pedestrian crossing	A historical request for a pedestrian crossing.	The pedestrian count illustrates high volumes of parents and children crossing are concentrated in the morning and afternoon with very little pedestrian movement of the remainder of the day. 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 if parking bay could not be used	£7,500	Pedestrian	Low	Epping
69	Waltham Abbey	Honey Lane (Wood Green Road)	Pedestrian crossing		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 to is taken. Very fast road with no footway on North side of Honey Lane	£40,000 for zebra crossing	Pedestrian	Low	Waltham Abbey
70	Waltham Abbey	Honey Lane (Stonyshotts)	Pedestrian refuge/traffic calming		Many of the pedestrians crossing are children who often need further assistance in crossing the road. Although traffic flow remains fairly constant throughout the day, there is a peak in vehicle flows at similar time periods to the peak in pedestrian traffic. It is therefore suggested that the installation of a pedestrian refuge be considered together with associated traffic calming measure to slow vehicle speeds. Careful consideration will need to be taken with regards to the siting of the crossing.	£7,500 pedestrian refuge	Pedestrian	Med	Waltham Abbey
71	Waltham Abbey	Sewardstone Road	Pedestrian crossing		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.	£40,000 for zebra crossing	Pedestrian	Low	Waltham Abbey
72	Loughton	Goldings Hill	Pedestrian crossing		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.	£40,000 for zebra crossing	Pedestrian	Low	Loughton
73	Epping	Coopersale Common	Pedestrian refuge		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 south of Institute Road, to assist pedestrians accessing the school from the west of Coopersale Common	£7,500 pedestrian refuge	Pedestrian	Med	Epping
99	Buckhurst Hill	Brook Road	Pedestrian facilities at signal junction		A feasibility study is required	£100,000+	Pedestrian	High	Buckhurst Hill

		Type/Causation of Request		Indicative Estimated Costs	Officer Comment	Application details	Project	Road/Location		Ward/Parish	Ranking	Highways Ref
		Pedestrian	Pedestrian									
				£150,000+			Pegasus Crossing	Thornwood Road	North Weald	Med	100	
				If it is a zebra crossing approx. £20,000. A Puffin would be approx. £90,000 (+£20,000 for design)	A feasibility survey and pedestrian/horse flow is required		Pedestrian crossing	Near primary school	Stapleford Abbots			115

Type/Causation of Request		Indicative Estimated Costs		Officer Comment		Application details		Project		Road/Location		Ward/Parish		Ranking		Highways Ref		
	Signage				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		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. Consideration of the signage in terms of its impact on the visual environment may be able to come up with a better scheme of signage perhaps incorporating a wooden fingerpost at the location of the existing signs	Replacement of aluminium signage		Town Green	Bobbingworth Mill	Epping Town	Bobbingworth & The Lavers	Med	Med	40	110	
	Signage		Approx £2,000					Village/Gateway signs										£1,000 per pair (per site)

Type/Causation of Request		Speeding and Parking	
Indicative Estimated Costs	Officer Comment	Application details	Project
£40,000 humps	Existing junction protection in force (sections of 'no waiting at any time' restrictions). Should a road hump scheme be proposed, a long consultation process shall need to be undertake which will take approximately 18 months	My concerns are around the use of Wellington Road as a rat run to the market on Saturdays, plus the amount of cars parked in the road at the junction of Wellington Road and Hampden Close, which obscure the view of oncoming traffic on Wellington Road and which will no doubt cause a serious accident in the near future. I think there should be traffic calming and parking restriction put in place in Wellington Road/Hampden Close	Traffic calming and parking restrictions
		Wellington Road and Hampden Close	
		North Weald	
		Med	
Highways Ref			104

Highways Ref	Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Indicative Estimated Costs	Type/Causation of Request
19	Med	Waltham Abbey	Honey Lane	Installation of pedestrian crossing, VAS and additional yellow lines	<p>On this section of Honey lane, there is a short but steep gradient in the road, which emphasises the speed of traffic. Because of the gradient and associated speeds, there have been a considerable number of accidents along the road. Residents within the area have accrued a large amount of evidence detailing incidents and have produced a petition. 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 at the approach to the crossing and mini-roundabout. There have been a considerable amount of RTAs at this location. The current speed limit is 30mph but is not adhered to and rarely enforced. A 150 signature petition has been produced by local residents.</p>	<p>The location of the pedestrian crossing will not be viable as it does not meet current criteria, an alternative location may be more suitable. This area has already been raised by Road Safety for possible inclusion in the 2010/11 Route Safety Improvements Programme. The site was no included within the 2010/11 Road Safety Improvements Programme. Alternative locations as yet are unidentified and would require detailed investigation. The VAS is currently being delivered under CIF</p>		Speeding and Pedestrian

Type/Causation of Request		Application details		Project	Indicative Estimated Costs	Officer Comment	Indicative Estimated Costs
Speeding	Speeding	Speed reduction measures for Chester Road to include the installation of Chicane and a pedestrian crossing. Current speed limit 30mph. History of a serious accident involving a child, petition has been organized by residents, reports of speeding traffic including buses on this section of Chester Road despite the existing speed humps, the width of the road encourages vehicles to increase speed, Police have undertaken speed camera checks, initial suggestions of the installation of a VAS or SID was not thought to be sufficiently effective in this location, the use of Chicane as in Willingale Road appears to be more effective way of calming traffic. Support from local residents and Town Councillors	Chicane and pedestrian crossings	£12,000 per chicane; £80,000 for a controlled, zebra crossing; £7,500 per pedestrian refuge	It may be possible to achieve chicanes, however a detailed survey will need to be undertaken to find a suitable location, given the presence of vehicle crossovers and junctions. There may be no need for a controlled crossing, however a pedestrian refuge may be a better alternative. In either case a survey will be required to establish the most suitable location and type of crossing.		
		Request for VAS due to current high speeds. Proximity to school and support from local representatives	VAS	£3,500 mains powered VAS; £4,500 solar powered VAS	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		
		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. Entry speeds are typically in the 40/60mph range. It is important that these speeds are quickly reduced because of the pedestrian flow to the school and local shops. There is no road crossing until the lights at Nazeingbury. Many residents feel threatened by the speeding traffic.	Village Gateway and repositioning of VAS	£2,000	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.		
		The speed limit along Ongar road reduces from 60mph to 30mph outside the village hall. There are currently signs located here to warn traffic of the reduction in speed limit. However as these signs are placed along the roadside where there is foliage and trees, these signs are often obscured by overgrown trees. The newly introduced children's playground on Ongar Road at the Abridge Village Hall is within the 30mph speed limit zone and due to the presence of children in this locality is now more imperative for vehicles to be aware that they must reduce their speed to 30mph at the village gateway. The current signs are often obscured by trees, which are the responsibility of the residents and so are sometimes obscured for a length of time before they are cut back. A VAS would ensure that the traffic are aware of the reduction in speed. The wall at the entrance at the village hall has been knocked down twice and the house opposite has also had its wall knocked down at least three times.	VAS	£4,500 for solar powered VAS	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		
		On the B184 Ongar/Dunmow Road the speed limit was reduced from 40mph to 30mph through the main drag of Fyfield in 2007. This followed years of campaigning by residents who suffered the consequences of speeding traffic, including a proliferation of motorbikes (the B184 is a designated route by biker clubs). 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.	2 x VAS either end of 30mph zone	£4,500 for solar powered VAS	The locations will need to be determined by a speed survey to ensure that the proposal meets with Essex County Council criterion.		

Type/Causation of Request		Application details		Project		Indicative Estimated Costs		Officer Comment	
Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Indicative Estimated Costs	Type/Causation of Request	Ranking	Ward/Parish
34	Stanford Rivers	Passingford	Various	1.) Triangle the end of Mill Lane, Toot Hill - kerb the triangle, landscape either flowerbed or flower tubs, to clean up eyesore, stop obtrusive parking and create a focal point 2.) Gateways at Toot Hill, 6no (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. 3.) Mini roundabout on A113 Stanford Rivers at junction with Church Road. reconstruction of a mini roundabout at this increasingly busy junction. Would reduce speed.	1.) The exact location would need to be identified with the Parish Council. 2.) The gateways are a sound proposal, however would be subject to there being sufficient verge width. 3.) A min-roundabout on the A113, which is a primary route is very unlikely to meet Essex County Council criteria	1.) £5,000-7,500. 2.) £1,200 per gateway	Speeding	Med	Epping Upland
41		B181	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 whereby cars have gone into the front garden of Chequers and the land fronting Greenwood. Recently a car crashed into the garage of Greenwood, ending up on the garage roof; police estimated the car was travelling at 60/70mph. Although Greenwood is set back from the road, Chequers is not. It is understood that some accidents are caused by drivers not knowing the road. There is also the effect of frost/ice on the surface where vehicles skid and loose control. Proximity to All Saints Parish Church and the Parish Council Burial Ground. It is of concern to Parish councillors and local residents, particularly as the B181 has become a 'rat run' for the M11 and M25. There have been a major increase in traffic on the road and it is not unknown for lorries to have difficulty negotiating the bends causing traffic congestion on a road that has previously been free flowing.	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.	£2,500 signing/lining scheme; £20,000 anti-skid application on bends	Speeding	High	Buckhurst Hill
80		Forest Edge	Speed humps: or 2x VAS	To help reduce the impact of the road being used as a rat run	It would only be possible to deter 'rat-running' with the introduction of measures such as speed humps or build outs, however the high frequency of vehicle crossovers may prevent such a scheme. A survey would be required	£40,000 - speed humps £9,000 - VAS	Speeding	High	Loughton
85		Queens Road	Speed humps	To reduce the speed to traffic along the hill		£30,000	Speeding	Med	Waltham Abbey
87		Roundhills	Elderly crossing sign or road humps		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	£1,000-1,500 per sign; £40,000 for humps	Speeding	High	Abridge
113		London Road and Ongar Road	Village gateways			Approx. £500 per gate	Speeding		Buckhurst Hill
114		Oak Lodge/Grange Hill	Speeding/Traffic calming	Introduction of one or two speed humps. Application made in response to complaints received from the residents.		Approx. £15,000	Speeding		

Ranking	Highways Ref	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Indicative Estimated Costs	Type/Causation of Request
	117	Buckhurst Hill	Farm Way/Forest Edge/Station Way	Traffic calming on Station Way/Farm Way, junction warning signs or VASs	Nothing ever gets done there, and accidents demolishing walls occur regularly. It is a miracle no-one has been killed there, as there have been a number of collisions/near misses. Traffic travels fast (too fast) on Station Way/Farm Way and there are bends both ways which make it difficult to see if the road is clear to cross or enter from Forest Edge. Traffic calming is needed on Station Way/Farm Way -- at least warning signs or reduced speed limits or VASs-- drivers on those roads think they have a clear run and aren't prepared for the quite busy junction.	Newly added - (09/12/10)	VAS Signs: £6,000 approx. per sign. Traffic Calming £20-£30,000	Speeding

Type/Causation of Request		Traffic Improvements	
Indicative Estimated Costs	Officer Comment	Application details	Project
	<p>Cont. Application details: 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. Several times when I have been driving down Palmerston Rd a car has come up the hill, failed to signal until the last minute (or not at all) and has swung across me to enter the lower part of Westbury Road. Locals say it was safer as a plain crossroads before the roundabout was put in .</p> <p>Newly added - (09/12/10) Officers suggest a feasibility study of considered for this site first of all.</p>	<p>The problems here are complementary. There is no reason why vehicles couldn't safely go up Westbury Rd from Russell Rd to access Scotland Rd. It might need a sign to stop people driving up to the junction with Palmerston Rd. (there is already one on Scotland Rd). At Russell Rd/Amberley Rd junction, drivers misunderstand the oblong concrete patch and drive the wrong side of it, so that they end up demolishing a resident's front wall when they swerve to avoid a vehicle coming up Amberley Rd. As for the mini roundabout on Palmerston Rd at jcn with Westbury Rd, there has recently been an accident involving serious injuries. Drivers who do not know the area, driving up Palmerston Rd (often quite fast), will automatically look right for traffic they think may come out of Westbury Rd (but there isn't any because of the one-way in Westbury) and they aren't prepared for vehicles turning right off Palmerston Rd at the roundabout (hence the accident). 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</p>	<p>Review of all traffic measures put in place</p>
	<p>Feasibility study:£3-4,000 approx.</p>		
		<p>Westbury Road/Palmerston Road/ Russell Road/Amberly Road</p>	
		<p>Buckhurst Hill</p>	

		Type/Causation of Request	
Ranking	Highways Ref	Project	Application details
Low	21	Weight restriction	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. HGVs regularly use this road in error, on an almost daily basis. The Parish Council is unable to get an agency to monitor and enforce the width restriction. However if a weight restriction was put in place, they would be able to contact Truckwatch, who would be able to monitor the situation. The local school is located on Hoe Lane and therefore the road is heavily used and there are many concerns and complaints. It has also been in the local paper on many occasions with concerns from local people.
			Indicative Estimated Costs £3,000 costs associated with Traffic Regulation Order and signs
			Officer Comment This cannot be achieved until the Sustainable Freight Strategy is put in place
		Weight restriction	Extremely heavy duty lorries are becoming more prolific. Residents cannot contemplate walking down the road to the park with two children in the pram, when she could come face to face with an extended juggernaut lorry on one of the blind bends or even a 'boy racer'. No pavements! She has no choice but to drive. And what about the listed buildings in Woodside?
		Weight restriction	Currently has a weight restriction
		Woodside - Thornwood	
		North Weald	

VERGE PARKING REPORT BY: LOCALISM AND CUSTOMER SERVICE TEAM ESSEX COUNTY COUNCIL

Background

Parking on grass verges can create significant problems for residents, Highway users and the County Council. Grass verges adjacent to the carriageway form part of the public Highway and therefore come under the responsibility of the County Council as the Highway Authority. It should be noted however that in the case of roads where there was or is District Council housing stock, it is often the case that the large green areas are the responsibility of the District Council's Housing Department.

As the Highway Authority, it is the Council's responsibility to maintain safe and unobstructed verges, particularly at junctions to ensure clear visibility for road users.

It is not an offence to park on footway or verges, unless the location results in an obstruction, is a contravention of a Traffic Regulation Order (TRO), or if there is a byelaw in force prohibiting it. In these instances, the matter would be referred to the local police or to the Council's parking enforcement, depending on the contravention.

It is an offence for HGVs to park on all footways or verges, irrespective of waiting restriction, as per Section 19 of the Road Traffic Act 1988. An HGV (or heavy commercial vehicle) means any goods vehicle that has an operating weight exceeding 7.5 tonnes. In this instance enforcement can be undertaken by the local Police

Traffic Regulation Orders (TROs)

Any restrictions shown by the kerbside (i.e. yellow lines and signs) apply to the whole width of the public highway, up to the boundary of the adjacent properties including verges, unless otherwise stated in the TRO. Whereupon enforcement is a matter for the District Council as enforcement authority under the Traffic Management Act 2004 within its parking and network management policies

If parking on the verge is deemed acceptable or appropriate, but needs to be restricted on the carriageway, a TRO can be drafted to exclude the verge so that the restrictions affect only the carriageway. However, each case is considered on its merits.

Statutory Provisions

A particular incident of verge parking may be considered dangerous, obstructive or of causing damage and as such it may constitute a criminal offence under one or other of the following statutory provisions:

Section 28 Town Police Clauses Act 1847;

Wilfully causing an obstruction to any public footpath or public thoroughfare.

Regulation 103 Road Vehicles (Construction and Use) Regulations 1986;

Vehicles causing unnecessary obstruction of the road (including verge).

Section 22 Road Traffic Act 1988;

Leaving vehicles in a dangerous position on the road (including verge).

Section 137 Highways Act 1980;

Wilful obstruction of the free passage along a highway.

Section 72 Highways Act 1835

Driving on any footpath or causeway by the side of any road made or set apart for the use or accommodation of foot passengers.

Section 131(1)(c) Highways Act 1980;

Deposits anything whatsoever on a highway so it would damage the highway

Allegations concerning any of the above possible offences would be a matter for the police to investigate and enforce.

Bollards/posts

Bollards/posts and verge marker posts are only effective when their need is respected. Widespread installation, plus maintenance needs would have significant resource implications for the Council and is not sustainable. Consideration also needs to be given to the diverting of the parking problem to other areas, as can often happen when implementing restrictions such as bollards or TROs There is often little that can be done about this, although care must be taken to ensure that any measures are equitable.

Intervention level for repairs to verges

Sunken area adjacent to and running parallel with carriageway edge	Depth 150mm
Sunken area adjacent to and running parallel with footway edge	Depth 100mm
Obstruction	Obstruction present (comply with Policy Practice Note 13, attached)

Extracted from Essex Highways Maintenance Strategy 2008

Where road safety is not significantly compromised, parking on verges has to be seen as a low priority especially in light of reduced maintenance budgets.

HIGHWAYS DEPARTMENT – NETWORK POLICY
POLICY PRACTICE NOTE

SUBJECT: GUIDELINES FOR ACCEPTANCE OF OBSTRUCTIONS
PLACED ON VERGES BY FRONTAGERS

TPN/13

1 September 1993

The County Council's General Purpose Sub-Committee on 4 March 1993, approved a policy for dealing with obstructions on Highway Verges. Set out below are the circumstances in which, under this policy, it is not necessary to seek the removal of obstructions on verges.

1. Obstructions must be maintained so as to be clearly visible both by day and by night and preferably be painted white.
2. In order to allow vehicles to pass each other, and allow safe clearances. There must be a minimum distance from the edge of the surfaced carriageway to the roadside edge/face of the obstructions as follows:-

0.5m for carriageways wider than 4.5m

1.0m for carriageways 4.5m wide or less (but subject to the overall width available for vehicles being at least 5m where overall highway width is sufficient to allow this)

3. If there is no footway but only a verge, the obstructions must not reduce the width available for pedestrians to less than 1.0m
4. There must be a minimum clear space longitudinally of 2.0m between obstructions to allow pedestrians, cyclists, or horse riders to move on to the verge should they wish to do so.
5. Obstructions must be of a reasonable size in the context of the location and neither too large, nor too small with regard to visibility, as required by 1. above. The dimensions should be within the following limits:-

Height	150 to 500mm
Width	200 to 500mm
Length	200 to 500mm

6. There must be no sharp corners on, or projections from, the obstruction which may cause hazard to any user of the highway.
7. Obstructions must be stable and firmly positioned, but not fixed or sunken into the ground.
8. Due to the presence of the obstructions it will not be possible the Council to cut the grass with its normal equipment. Therefore the frontager will be responsible for maintenance of the section of verge, as required by 1. above, which is inaccessible due to the obstructions. An appropriate licence to cultivate the verge will be issued by the Council.

9. Compliance with the above will not detract from the rights of the Highway Authority, under Section 143 of the Highways Act 1980, or under any other relevant power to require removal of any obstruction placed on the public highway.
10. The Council reserves the right to revise these Guide-lines at any time.

Obstructions on verges which do not meet these criteria and in the opinion of the Local Highway Manager represent a serious and immediate danger to highway users should be removed without delay.

Where obstructions of verges do not meet these criteria and do not in the opinion of the Local Highway Manager, represent a serious and immediate danger to highway users then their removal should be sought in the following way:-

- (i) A letter to the frontages seeking to establish their responsibility for the placing of the obstruction and requesting their removal within a period of 3 weeks.
- (ii) If the obstructions are not removed within the period specified then details of the case, including a copy of the initial approach and any reply should be forwarded to the County Secretary with a request for a notice to be served under Section 149 of the Highways Act 1990
- (iii) If the obstructions are not removed within one month of the serving of this notice the Local Highway Manager may remove the obstruction and recharge the frontager the cost of removal.

Where complaints about obstructions on the verge are received, Local Highway Managers should establish whether the above criteria are met. If they are not then action should be taken as above. If the installation does meet the criteria then the complainant should be advised of the County Council policy and the reasons for it as set out in the County Surveyor's report to the General Purposes Sub-Committee of 4 March 1993 (Report No HI/605/93). If however the complainant insists on removal then notwithstanding the above criteria, action to seek the removal of the obstruction should be taken.

COMPILED BY..... DATE 1/9/93
 APPROVED BY (UNIT MANAGER).....DATE 3/9/93
 AUTHORISED BY (PM)..... DATE 6/9/93

Amended 1 October 2000