



Epping Forest District Council

LOCAL HIGHWAYS PANEL **Tuesday, 26th January, 2010**

Place:	Council Chamber, Civic Offices, High Street, Epping
Room:	Council Chamber
Time:	7.00 pm
Democratic Services Officer	Rebecca Perrin

Members:

Councillors R Bassett (Chairman), Ms S Stavrou (Vice-Chairman), K Angold-Stephens, A Boyce, K Chana, R Frankel, J Hart, J Philip, Mrs P Richardson, Mrs J Sutcliffe and Mrs E Webster

Parish Representatives :
Councillors Mrs C Pond, Mrs D Borton and A Purkiss

1. APOLOGIES FOR ABSENCE

2. SUBSTITUTE MEMBERS

(Assistant to the Chief Executive) To report the appointment of any substitute members for the meeting.

3. MINUTES (Pages 3 - 22)

To confirm the minutes of the last meeting of the Local Highways Panel held on 26 November 2009.

4. MATTERS ARISING

5. TERMS OF REFERENCE (Pages 23 - 28)

(a) Present Terms of Reference

To note present terms of reference (Appendix 2)

(b) Review of Terms of Reference

(Director of Environment & Street Scene) To consider a report reviewing Constitution and Terms of Reference.

6. LOCAL HIGHWAYS PANEL REPORT (Pages 29 - 46)

(Highways Liaison Officer) To receive a report on the updated programme of works for 2009/10.

7. PROGRAMME OF WORKS 2010/11 (Pages 47 - 70)

To consider the costed Highway schemes from Essex County Council.

8. ANY OTHER BUSINESS

9. DATE OF NEXT MEETING

Tuesday 23 March 2010, Council Chamber, Civic Offices, Epping.

EPPING FOREST DISTRICT COUNCIL COMMITTEE MINUTES

Committee:	Local Highways Panel	Date:	Tuesday, 24 November 2009
Place:	Council Chamber, Civic Offices, High Street, Epping	Time:	7.00 - 9.20 pm
Members Present:	Ms S Stavrou (Vice-Chairman), K Angold-Stephens, A Boyce, R Frankel, J Hart, J Philip, Mrs P Richardson, Mrs J Sutcliffe and Mrs E Webster		
Co-opted Members:	Mrs D Borton, Mrs C Pond and A Purkiss.		
Other Councillors:	Mrs P Smith, Mrs J H Whitehouse, J M Whitehouse and D Wixley		
Apologies:	R Bassett and K Chana		
Officers Present:	J Gilbert (Director of Environment and Street Scene), L McKeogh (County Roads Manager), D Forkin (West Essex Area Highways Manager), R Tanfield (Highways Liaison Officer), S G Hill (Senior Democratic Services Officer) and R Perrin (Democratic Services Assistant)		
Also in attendance:	P Price		

26. SUBSTITUTE MEMBERS

There were no substitute members for the meeting.

27. MINUTES

RESOLVED:

That the minutes of the meeting held on 22 September 2009 be taken as read and signed by the Chairman as a correct record subject to the following amendment:

- Panel Members Councillors Mrs C Pond, Mrs D Borton and A Purkiss had been in attendance.

28. MATTERS ARISING

There were no matters arising.

29. TERMS OF REFERENCE

That the terms of reference were noted.

30. HIGHWAYS MAINTENANCE STRATEGY

The panel received a presentation from the County Roads Manager, Lawrence McKeogh reporting on the Highways Maintenance Strategy.

The County Roads Manager advised that Essex County Council (ECC) objectives for highways revolved around yearly "Essex Works" pledges, Customer feed back, National Directives & Campaigns, Strategy & Policies. The ECC pledge had been determined for 2009/10 to improve residential streets and that a total budget of £10 million pounds had been allocated for highways across the County.

The County Roads Manager determined the allocation of capital and revenue funding across the County that would allow for the Area Highway Managers to allocate funding to particular schemes, owing to their local knowledge. The County Manager discussed the Maintenance Strategy 2008 document, that had been formulated by the County Manager and adhered to by all area offices in ensuring the road conditions for the whole County network undergo regular reviews. He then went on to give an overview of maintenance treatment types and the performance indicators.

The Chairman thanked the County Roads Manager for attending.

Councillor R Frankel enquired how the ECC determined good value for money and whether they had considered liaising with other countries regarding alternative road treatments. The County Roads Manager advised that the contracts had undergone a tender process and had been negotiated by trained officers to provide value for money. With regards to liaising with other countries, ECC Officers attended European conferences and meetings investigating treatments being developed and delivered worldwide.

Councillor Mrs P Richardson asked who inspected the works carried out and how many contractors were involved. The County Roads Manager advised that May Gurney and Ringway had been contracted to deliver the highway maintenance schemes. The inspections of works would be carried out by the Officers in the District and managed within their workload.

Councillor J Whitehouse enquired about the type of treatments used on footways and roads being similar and whether funding for the road networks were assessed on the volume of traffic, due to the Districts proximity to the M25. The County Roads Manager advised that criteria for the maintenance and repair were primarily based on road length and population within the town or village, which enabled more of an evenly distributed funding of schemes across the County. The treatments on footways and roads had similarities, yet the method applied would be determined by the existing condition.

Councillor K Angold-Stephens raised issues about the prevention of damage to footways brought about by heavy goods vehicles in Debden Estate. The County Roads Manager advised that he could not comment completely, owing to the problem being a traffic related issue, however parking restrictions or alterations in the footpath construction could be considered. All issues should be referred to the Area Highways Manager for investigation.

31. LOCAL HIGHWAYS PANEL REPORT

The panel received a presentation from the Highways Liaison Officer, Rosa Tanfield reporting on highways issues within Epping Forest District. The majority of capital funded highway maintenance schemes had been completed and the capital budget for 2009/10 had been fully committed.

The County Council Cabinet member for highways and transportation, Councillor Norman Hume had provisionally approved an additional £4 million pounds of capital

finance for highways maintenance in 2009/10 that would provide Epping Forest District with £659,000 for schemes.

The Highways Liaison Officer updated members regarding Improvements, Safer Roads Programme, Public Rights of Way and Passenger Transport Improvements, Localism Budget, Area Parking Reviews, Developer funded schemes and the Epping Forest Transport Strategy.

The Community Initiative Fund bidding process for 2009/10 had now closed and twenty applications had been received from the Epping Forest District. Officers would now carry out the viability analysis and estimates that would be submitted with the applications that would be judged in March/April 2010.

The Highways Liaison Officer advised members that the budget for the highways rangers' service had been reduced County wide, resulting in the highways rangers ceasing within the Epping Forest District in November 2009. Members commented on the disappointment at the loss of the Highways Rangers service and when the service resumes in the next financial year, members would like more control over the work schedule and timing.

The Area Highways Manager, West Essex, David Forkin advised that the Highways Rangers service had been given a 12 month funding allocation, however the funding had been reduced and ECC had only been able to provide 6 months. The programme of the Rangers had been split equally between Epping Forest District Council and Harlow Council for 2008/9. Neither the Epping Forest Panel nor the Harlow Panel had been established, and in order to utilise the budget and ensure that the District benefited from this initiative, arrangements had been made for them to commence work, ahead of the Panel.

Councillor Mrs D Borton raised concerns about Dobbs Weir and heavy vehicular traffic through Nazeing. The Area Highways Manager advised that an increased area wide weight restriction would be progressed, which would hopefully redirect heavy vehicle traffic onto more appropriate routes.

Councillor J Whitehouse enquired about the street lighting policy with regards to column defects and queried why ward members had not been re-consulted after collation of the surveys for the Epping Parking review. The Area Highways Manager advised that replacement of columns and lights would be prioritised depending on the location i.e. near junctions, pedestrian crossings etc. The County Officer had not been aware that Ward Members would want to comment after the consultation responses had been received. Once responses had been received by the residents, the information had been compiled and summarised so that Officers would be able to make appropriate recommendations on the comments received shortly.

Councillor K Angold-Stephens commented on the street lighting columns in Loughton being unsuitable for hanging baskets and also queried whether the installers of the Christmas lights they could also carry out their own testing in order to produce cost savings. Councillor Ms S Stavrou commented that ECC had been very helpful and cost effective with regards to the testing of the Christmas light in Waltham Abbey Town Centre. The Area Highways Manager advised that it would be necessary for Christmas lighting to be tested to ensure that it would be fit for purpose. The costs would be in the region of £50 and very reasonable for the quantity achieved.

Recommendation

1. that the report of the highways liaison officer be noted; and

2. that the highways liaison officer updates the panel on the programme for 2009/10.

32. PROGRAMME OF WORKS 2010/11

The Area Highways Manager presented the panel Members with the Officers assessments of the programme of works 2010/11 for Carriageways, Footways and Traffic Improvement requests. The programme contained references to the Parish and Town Councils' requests, other works that the ECC Officers had identified and suggestions previously received.

The schedules of highway and footway maintenance had been ranked in priority order 1 – 5; 1 being those identified that had extensive, potholing, wheel tracking, skid deficiency or patching, through to 5 being identified that had required maintenance in approximately 10 years or more.

The schedules for traffic improvements had been prioritised by a traffic light system with red being a priority.

Each scheme identified by Parish and Town Councils for carriageways, footways and traffic improvements had been acknowledged in the Officers comments column.

The Area Highways Manager explained that the budget would dictate the amount of schemes that would be included in 2009/10 programme of works. He requested that the panel agree for all the priority 1 and 2 schemes to be costed and assessed for the next meeting.

Members raised concerns about the timescale that they had been given to consider the schemes and that the locations would need to be viewed, but agreed that the priorities 1 and 2 schemes could be assessed and costed for the next meeting. Members enquired whether the schemes could be rearranged if required. The Area Highways Manager advised that the schemes had been quickly assessed in time for this Local Highways Panel meeting and that recommendations could be made.

Councillor Mrs E Webster advised that due to the recent set up of the panel, that Members should perhaps rely on the Officers opinions and incorporate schemes afterwards, depending on the budget.

Councillor J Whitehouse enquired whether repairs, dips in and similar damage in footways would be picked up if a slurry seal were applied. The Area Highways Manager advised minor repairs, such as regulating, would be completed prior to the slurry seal application.

Councillor R Frankel enquired about the pedestrian crossing requested in North Weald. The Area Highways Manager advised that they had been liaising with North Weald Parish Council about the pedestrian crossing and were awaiting comments regarding the purchase of land required.

Councillor Mrs J Whitehouse asked who could make Highways applications. The Area Highways Manager advised that anyone could make an application for a Highways Scheme but members may wish to contact the local Council to confirm whether they had already to raise the scheme. The Director of Environment and Street Scene advised that the highways forms had been placed in the Members bulletin after the last meeting, but late submissions would be considered.

RESOLVED:

1. Agreed that 1 & 2 priority ranked schemes would be costed, including late submissions for the next meeting.

33. DAMAGE TO HIGHWAY SURFACES THROUGH CONSENTED DEVELOPMENT

The Director of Environment & Street Scene informed the panel that after consulting the Planning Department they felt that repairs to the highways surfaces through consented development would be an inappropriate use of planning conditions. The Area Highways Manager advised that developers would be requested to leave the highways and footways in the condition they had been found. He requested that officers from the County and District work together to find solution.

34. ANY OTHER BUSINESS

Councillor R Frankel enquired about the results of traffic surveys carried out throughout the District and whether officers could supply the records. The Highways Manager advised that not all surveys would be carried out by the County Council but any that had would be supplied to the panel.

Councillor A Boyce asked whether local farmers would be allowed to clear roads and pathways, if snow fall were similar to February 2009. The Area Highways Manager advised that the highways officers do use local farmers to clear roads under contract and within the winter schedule work loads but not if they had not been contracted.

Councillor R Frankel asked whether officers attend ever planning application when commenting on planning applications The Area Highways Manager advised that officers advise on large developments only, due to the impact of traffic in the local area and the safety issues.

35. DATE OF NEXT MEETING

Noted that the next meeting would be held on Tuesday 26 January 2009 in the Council Chamber, Civic Offices, Epping.

CHAIRMAN


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Essex Works.
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Highways Management

District Panel Training

Lawrence McKeogh
County Roads Manager



Essex County Council

Essex Works.
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District Panel Training

- Council Objectives
- Asset Management
- Budgets
- Maintenance Strategy
- Treatment Types
- Performance Indicators

2

Essex County Council

Council Objectives:

- Essex Works Pledges
- Customer Feed Back – what is important to residents
- National Directives, Campaigns
- Council and Local Members
- Strategy and Policy

3

Essex County Council

Asset Management Approach

- Levels of Service – for each asset
- Option Appraisal – treatment types
- Optimising funding – programming of works
- Funding Bids – Identifying special cases

4

Essex County Council

Budget

- Revenue
Primarily Reactive e.g. pothole repairs or Cyclic e.g. gully emptying
- Capital
Schemes e.g. HMI, Surfacing, Footways, Drainage
- Allocations
Revenue - based on road length, population and large town influence followed by a moderation exercise involving the Area Highway Manager to address any known pressures.
Capital - Two sources of Funding DfT Grant and ECC funding are available. The distribution of this budget is condition and policy driven.

Maintenance Strategy

- Essex Highway Maintenance Strategy 2008
- Winter Service Plan
- Policy & Practice Notes
- Safety Inspections & Service Inspections
- Condition Surveys

Surfacing Treatment Types

- Materials Guidance for Types of Material
 - Surface Dressing
 - Micro Asphalt
 - Thin Surfacing – 100mm 12
 - Inlay
 - Overlay
- Surface Water Alleviation (SWAS)

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Essex County Council

Performance Indicators

- National Indicators
- Local Indicators
- Contractor Performance Indicators
- Target Setting
- Measurement and Monitoring

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Essex County Council

CARRIAGEWAY AND FOOTWAYS

Priority 1

A Priority 1 carriageway will be identified as having extensive: potholing; wheel tracking; skid marking and/or patching (see below). A footway will be identified as having; an uneven surface, extensive cracking, potholing and/or kerb displacement.

Remedial work to this surface will require complete reconstruction. I.e. planning and relaying of the carriageway or footway. It would be recommended that this take place within the coming year.



Priority 2

A Priority 2 carriageway or footway will be identified as having the same defects as a Priority 1, however to a lesser extent (see below).

Remedial work to this surface will require full reconstruction, and it would be recommended that this take place within forthcoming years.



Priority 3

A Priority 3 carriageway will be identified as having some reflective cracking (see below) or some general wear and deterioration to footways.

To extend the life of the surface course, surface dressing or a similar method will need to be undertaken to the carriageway and slurry seal will be required for the footway.



Priority 4

A Priority 4 will be identified as requiring maintenance within 5 -10 years

Priority 5

A Priority 5 will be identified as requiring maintenance in approximately 10 years or beyond

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CARRIAGEWAYS

Priority Ranking	Parish	Street Name	From	Officer Comments
1	Abbess Roding	B184 Fyfield Road	north from j/w School Lane to A1060	fatted dressing. Need to address as probably dressing over dressing
1	Buckhurst hill	Lower Queens Road	Throughout	resurfacing
1	Chigwell	Oak Lodge Ave	Full length	surfacing required
1	Chigwell	Mount Pleasant Road	outer footway of "horseshoe"	to tie in with f/w recon done 2008
1	Epping	Crossing Road	throughout	uneconomical to patch
1	Epping green	Carters Lane	throughout	uneconomical to patch
1	hasingwood	Hasingwood Rd	throughout	surfacing required
1	Loughton	Clays Lane	throughout	surfacing required
1	Loughton	Westfields	Throughout	resurfacing
1	Loughton	Old Station Road	Throughout	resurfacing
1	Loughton	A1168 Chigwell Lane	traffic signals j/w Langston Road/Oakwood Hill	To coincide with signal upgrade works at junction
1	Loughton	Traps Hill into Church Lane	throughout	previously micro-asphalt, now stripping
1	Nazeing	Hoe Lane	top end	surfacing required
1	North Weald	School Green Lane	whole length	deteriorating
1	Ongar	B184 Fyfield Road	From A414 to end of 30mph	fatted dressing. Need to address as probably dressing over dressing
1	Stanford Rivers	Epping Road	Full length	surface dressing
1	Theydon Bois	Abridge Road	Rail bridge to M11 bridge	surfacing required Parish Rank 7
1	Theydon Bois	Forest Drive	throughout	Parish Rank 3
1	Theydon Bois	Avenue of Trees	throughout	Parish Rank 6
1	Waltham abbey	Highbridge Street	o/s 44 - town hall	Resurfacing required
2	B/Roding	Berwick Lane	Full length	surface dressing
2	Buckhurst hill	Church Rd	Full length	surfacing required
2	Chigwell	Grange Cres	Full length	surfacing required
2	Chigwell	Limes Ave/Cppperfield	all of	c/way overlay
2	Chigwell Row	Lambourne Road	Lambourne Close to Millers Lane	surfacing required
2	Epping	Upland rR	sections	surfacing required
2	Epping	Station Road	hemnal st to high street	uneconomical to patch
2	Epping	Stewards Green Road	throughout	surfacing required
2	Epping	Mount End Road	throughout	surfacing required
2	Epping	Mount Road	throughout	surfacing required
2	Epping green	rye hill road	patching	uneconomical to patch
2	Loughton	Algers Road	Full length	surfacing required
2	Loughton	Lower Park Road	Algers Road to Turning Area	surfacing required
2	Loughton	Marjorams Avenue	Throughout	Surfacing required-concrete c/w
2	Loughton	Torrington Drive	Throughout	Con c/w Bay repairs-resurfacing
2	Loughton	Earls Path	Throughout	resurfacing
2	Loughton	Earls Path	Robin Hood rab to j/w Smarts Lane	Only ever been surface dressed
2	Loughton	A1168 Rectory Lane	A121 Goldings Hill to The Broadway	Concrete overlaid with DBM w/c and dressings
2	Loughton	Algers Road	Whole length	dressed in excess of 20 years ago
2	Loughton	Newmans Lane	throughout	poor structure
2	Matching	Downhall Road	Full length	surface dressing
2	North Weald	Mill St	patching	uneconomical to patch
2	North Weald	Green Lane	retread	to much fat on running surface
2	North Weald	Canes Lane	from cane lane r/about to hastingwood r/about	surface dressing
2	Ongar	Blake Hall Rd	Full length	surfacing required
2	Ongar	Toothill Road	Full length	surface dressing
2	roydon	Reeves lane	Throughout	confirm/parish
2	Roydon	Temple Mead	Throughout	Kerbing works and patching
2	Roydon	Dobbs Weir Road	throughout	Surface dressing
2	Sheering	B183 Sheering Road/Harlow Road	Harlow boundary towards Sheering	ride quality
2	Theydon Bois	Green Glade	throughout	Parish Rank 5
2	Waltham abbey	Wakes Rd	sections	surfacing required; Possible works in conjunction with Epping Foret Transport Strategy
2	Waltham abbey	Walton Gardens	Throughout	surfacing required
2	Waltham abbey	Woodgreen Road	from honeypot lane to southend lane	surfacing required
3	Abbess	Dukes Lane	Full length	resurfacing
3	B/Roding	School Lane	Full length	surface dressin
3	Buckhurst Hill	Broadfield Way	throughout	poor structure
3	Chigwell	Grove Lane	throughout	surfacing required; Possible work in conjunction with Traffic Management Improvement scheme
3	Chigwell	Pudding Lane	sections	surfacing required
3	Chigwell	Millers Lane	Full length	surfacing required
3	Chigwell	Vicarage Lane	Whole length	Only ever been dressed as far as I know
3	Chigwell	School Lane	from gateway to school entrance	c/way resurfacing
3	Epping	Coopersale Lane	throughout	surfacing required
3	Epping	Centre Drive	ivy chimneys road to centre ave	uneconomical to patch
3	Epping	Cottis lane	throughout	uneconomical to patch
3	Epping	Burry Lane	patching	uneconomical to patch
3	Epping	Garnon Mead	throughout	surfacing required
3	Epping	Chevely Close	throughout	surfacing required
3	Epping	Beech Close	throughout	surfacing required

CARRIAGEWAYS

Priority Ranking	Parish	Street Name	From	Officer Comments
3	Fyfield	Walker Avenue	Full length	dressing/overlay
3	High Laver	Bottle Road	Full length	surface dressing
3	Lambourne	New Farm Bridge	throughout	Parish Rank 1
3	Laver	Green Man Rd	Full length	surfacing required
3	Laver	Windhill Rd	Full length	surfacing required
3	Lavers	Greenman Road	Full length	surface dressing
3	Loughton	Elmhurst Way	Throughout	SURFACE DRESSING
3	Loughton	Drayton Avenue	Throughout	SURFACE DRESSING
3	Loughton	Cranleigh Gardens	Throughout	SURFACE DRESSING
3	Loughton	Broomfield Avenue	Throughout	SURFACE DRESSING
3	Nazeing	Perry hill	Throughout	confirm/parish
3	Nazeing	Shooters Drive	Throughout	surfacing required
3	Nazeing/roydon	Sedge Green	Pecks hill to dobbs weir road	surfacing required
3	North Weald	Weald Hall Lane	patching	uneconomical to patch
3	North Weald	Harlow Common	patching	uneconomical to patch
3	Ongar	John Street, High Ongar	WHOLE	RESURFACING REQUIRED
3	Ongar	Four Wantz	Full length	Resurfacing required
3	Roydon	Netherhall Rd	throughout	surfacing required
3	Stanford Rivers	Mutton Row	Full length	resurfacing
3	Stapleford Abbots	Hook Lane	Full length	surfacing required
3	Waltham Abbey	Daws Hill	Throughout	surfacing required
3	Waltham Abbey	Woodreddon Farm Rd	throughout	surfacing required
3	Waltham Abbey	Motts St	throughout	surfacing required; Possible works in conjunction with Epping Foret Transport Strategy
3	Waltham Abbey	Darby Drive	Throughout	Resurfacing required
3	Waltham Abbey	Pynest Green Lane	throughout	surfacing required; Possible works in conjunction with Epping Foret Transport Strategy
3	Waltham Abbey	Forest Side	Throughout	surfacing required; Possible works in conjunction with Epping Foret Transport Strategy
3	Waltham Abbey	Claypit hill	Throughout	surfacing required; Possible works in conjunction with Epping Foret Transport Strategy
3	Willingale	Fyfield Road	Full length	surface dressing

FOOTWAYS

Priority Ranking	Parish	Street Name	From	Officer Comments
1	Epping	Crossing Road		kerbing
1	High Ongar	A414	Kings Street to Norton Heath	Parish Rank 1
1	Loughton	Debden Estate	needs inspection	Consider programme of footway slurry. Locations to be investigated
1	Ongar	Long Fields	full length	Kerbs
1	Ongar	Queensway	full length	Kerbs
1	Waltham abbey	Paternoster Hill	o/s 76 to s/o 72	footway resurfacing
1	Waltham abbey	Brooker Road	throughout	Carry over
1	Waltham abbey	Hill House	throughout	Carry over
2	Abridge	Alderwood Drive	Full Length	Kerbs & Footway
2	Epping	Allnuts Ave	full length	kerbing
2	Epping	St Johns Road	full length	slurry sealing
2	Epping	Coppersale Common	full length	slurry sealing
2	Epping upland	Epping Road	full length	slurry sealing
2	Lambourne	Hoe Lane	throughout	Parish Rank 3
2	Theydon Bois	Purieu Way	all of	renew kerbs
2	Theydon Bois	Woodland Way	all of	renew kerbs
2	Theydon Bois	Orchard Drive	throughout	Parish Rank 1
2	Theydon Bois	Heath Drive and The Weind	throughout	Parish Rank 2
3	Chigwell	Orchard Ave	all of	renew kerbs
3	Fyfield	B184	Forest Drive to Moreton Road	Parish Rank 1
3	Nazeing	Highland road	Throughout	slurry sealing
3	North Weald	Queens Road	full length	kerbing
3	North Weald	Hows Mead	full length	kerbing
3	Theydon Bois	Poplar Row	throughout	Parish Rank 4
3	Thornwood	Thornwood Rd	from hastingwood r/about to the plane	footway resurfacing
3	Waltham abbey	Shernbroke Road	f/w between honey lane and masons way	footway resurfacing

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Traffic Improvement Requests SORTED BY APPLICANT PRIORITY

High Ranking
Medium Ranking
Low Ranking

Applicant priority	Applicant	Ward/Parish	Project	Officer Comment	Budget	Highways Ref
1	Officer and residents	Buckhurst Hill	Pedestrian phasing in Church Lane and Brook Road		Walking and cycling	31
1	Cllr Mrs. Sutcliffe	Buckhurst Hill West	Creation of footpath in Brook Road	May require purchasing land from Corporation of London	Walking and cycling	8
2	Mr. Blunden	Nazeing	Installation of pedestrian crossing (zebra) - Nazeing Road		Walking and cycling	18
1	Residents	Shearing and Matching	Introduction of 30mph speed limit in Shearing Lower Road		Traffic Management Improvement	27
1	Officer via Parking Review	Buckhurst Hill	Build-outs in Westbury Road		Traffic Management Improvement	30
1	Officer and residents	Buckhurst Hill	One way road - Stag Lane		Traffic Management Improvement	29
1	Cllr Mr. Fenwick	Matching	Re-alignment of priority of junction of Downhall Road / Little Laver Road / Water Lane/Matching	This has been previously requested and investigated and felt to very viable	Traffic Management Improvement	9
1	Road Safety	Epping Upland	Introduction of 40mph speed limit at Jack's Hatch		Traffic Management Improvement	26
1	Officer and residents	Buckhurst Hill	One way road - Beech Lane		Traffic Management Improvement	28
1	Mrs. Walsh	Loughton	Revised parking restrictions, signing and lining in Traps Hill	Already being done	Traffic Management Improvement	2
1	Kay Hayden	Stanford Rivers	1. Triangle - Mill Lane, Toot Hill; 2. Gateways - Toot Hill; 3. Mini-roundabout, A113 (Church Road); 4. Re-open lay by - A113 (White Bear) This has been applied via CIF also 2 x VAS either end of 30mph zone through Fyfield on B184	Roundabout not possible, due to being a principal route (A113), Bennett junction not possible as not enough room available, will approach maintenance with regards to re-opening lay by. This area will be included within a possible route study during 2010/11	Traffic Management Improvement	34
2	Louise Van Der Mark	Fyfield			Traffic Management Improvement	25
2	Ruth Spiller	Lambourne	Weight restriction, Hoe Lane	This cannot be achieved until the Sustainable Freight Strategy is put in place	Traffic Management Improvement	21
3	Mrs. Walsh	Loughton	Additional lining, bollards and additional planting to Oakwood Hill j/w Chigwell Lane	Planting may not be included in scheme by ECC	Traffic Management Improvement	4
4	Mrs. Walsh	Loughton	Removal of traffic lights and re-direction of traffic Loughton High Road j/w The Drive		Traffic Management Improvement	5
4	Ruth Spiller	Lambourne	VAS - Ongar Road	Alternative location may need to be sought	Traffic Management Improvement	23
5	Mrs. Walsh	Loughton	Roding Road traffic lights - parking restrictions		Traffic Management Improvement	6

SORTED BY APPLICANT PRIORITY

1	Officer and residents	Buckhurst Hill	Pedestrian phasing in Church Lane and Brook Road	Walking and cycling	31
1	Cllr Knapman	Chigwell	Junction improvement at Manor Road, junction with Vicarage Lane	Safety scheme	32
1	Mr. Blunden	Nazeing	Village Gateway and repositioning of VAS - St Leonard's Road	Safety scheme	17
1	Cllr Mrs. Canning	Chigwell	VAS - Manor Road	Safety scheme	7
1	Abridge Parish Council	Abridge	Junction improvements at Bridge at Market Place	Safety scheme	33
1	Kathryn Richmond	Waltham Abbey	Installation of pedestrian crossing, VAS and additional yellow lines This has been applied via CIF also	Safety scheme	19
2	Mrs. Walsh	Loughton	Chicanes and pedestrian crossings in Chester Road	Safety scheme	3

Agenda Item 5

Local Highways Panel, Epping Forest District Constitution and Terms of Reference

1. Title

The Panel shall be known as 'Epping Forest District Local Highways Panel'.

2. Terms of Reference

- a) To review and make comment upon the revenue and capital programmes of highway works for the District submitted each year by the local Area Highways Manager
- b) To consider proposals for and the funding (including joint funding) of highway schemes submitted by constituted bodies such as the Epping Forest District Council, Parish Councils, Residents' Associations or similar elected bodies which represent the local community
- c) To consult the public on its proposals and priorities
- d) To oversee and set priorities for schemes funded through the localism process and the work of the Highway Ranger service
- e) To make recommendations for project approval to the Essex County Council Cabinet Member for Highways & Transportation
- f) To monitor the progress of approved schemes through reports received by the local Highways Manager or their nominated representative
- g) To monitor and review the Council's car parking service
- h) To consider requests for reviews of existing or the implementation of new parking restrictions within the district
- i) To receive, review and comment upon County Council Highways strategic documents on speed and freight management (referred from the Safer, Cleaner, Greener Scrutiny Standing Panel)
- j) To maintain an overview on highways matters relating to the "Nazeing Action Group" (referred from the Safer, Cleaner, Greener Scrutiny Standing Panel)
- k) In liaison with the Safer, Cleaner, Greener Scrutiny Standing Panel, monitor the level of those killed and seriously injured on the District's highways (referred from the Safer, Cleaner, Greener Scrutiny Standing Panel)
- l) To consider any other relevant highway matter referred to the Panel from time to time by other Council constituted Committees, Panels or Groups.

3. Membership

a) Voting Members - 11 District Councillors appointed at each Annual Meeting of the District Council divided between the political groups represented on the Council in accordance with pro rata requirements.

b) Co-opted Members without Voting Powers - 3 Parish Council representatives, one for each of the areas covered by the District Council's Area Plans Sub- Committee, nominated by the Local Councils' Liaison Committee for the District.

4. Chairman

The Chairman of the Panel shall be the Epping Forest District Council Cabinet member with responsibility of Highway and Parking Matters.

5. Meetings

- a) Meetings of the Panel shall be held on at least six occasions in each Council year at the Civic Offices, Epping at the date and time indicated on the agenda.
- b) Meetings may be held at other venues if the Panel so decide.
- c) Meetings shall be open to the press and public.
- d) Minutes and agenda of the Panel meetings shall be circulated to the following:
 - Panel Members (Voting and Co-opted)
 - All District Councillors
 - Each Parish and Town Clerk
 - County council Portfolio Holder with responsibility for Highways
 - District and County Council Officers.
- e) The quorum for the Panel meetings shall be no less than 6 voting members.

6. Officers

- a) Essex County Council Highways shall nominate a head officer who shall attend all meetings of the Panel for the purpose of supporting and giving advice on highways matters.
- b) Epping Forest District Council will support the Panel by the attendance of relevant officers from:

Environment & Street Scene
Democratic services (Secretary Support)

And such other officers as may, from time to time, be required.

7. Representations at Panel Meetings

- a) Any Parish or Town Council representative or any District Councillors who is not a Panel Member shall be able to request that any item within the Panel's terms of reference shall be placed on the agenda for any meeting.
- b) Any such person may attend the meeting concerned and address the Panel on that item.

Report to the Local Highways Panel

Report reference: LHP-001-2009/10

Date of meeting: 26 January 2010



**Epping Forest
District Council**

Subject: Review of the Panel Constitution

Officer contact for further information: John Gilbert

Democratic Services: Rebecca Perrin

Recommendations/Decisions Required:

1. That following the resolutions of Council on 19 January 2010 the Panel:
 - (a) notes that with immediate effect all Parish Panel members shall be accorded full voting rights;
 - (b) amends the Constitution and terms of reference to reflect (a);
 - (c) further revises the Constitution and terms of reference to amend the membership of the Panel to 22 as follows:
 - 11 Conservative Group
 - 2 Liberal Democratic Group
 - 2 Loughton Residents Association Group
 - 1 British National Party Group
 - 1 Other
 - 1 Parish for the South Area
 - 2 Parish for the West Area
 - 2 Parish for the East Area
2. That the Panel undertakes a review of the remainder of the Constitution and terms of reference; and
3. To recommend to Cabinet and Council accordingly.

Report:

Background

1. The Highways Panel was established by Council in April 2009 in response to the Essex County Council's new "Localism" agenda. A Constitution and terms of reference were prepared based upon the broad principles contained within the County Council's localism manual. The Constitution and terms of reference were agreed at the annual Council in May 2009.
2. The Constitution provides for a membership of eleven District Councillors, appointed on a pro-rata basis, with three co-opted Parish representatives who do not have voting rights. The three Parish members were representing the same geographical areas included within the three area planning committees and the Safer, Cleaner, Greener problem solving areas.
3. The Essex County Council localism manual provides guidance on the makeup of a local highways panel. It suggests that there should be a minimum of 10 members and that at least 25% of that membership should be non-district council elected representatives. There is however no direct reference in the manual to the provision of voting rights.

4. The Parish members had previously raised their concerns at Panel meetings regarding:
- (a) the inequity of the absence of voting rights; and
 - (b) the practicality of three Parish members being able to properly represent all of the parishes.

These concerns were noted by the Panel, but a decision was made to retain the original arrangements and review the constitution and terms of reference ahead of the next municipal year.

5. This led to the Chairman of the Local Councils' Liaison Committee addressing the Cabinet on the 4th of January 2010, when the following decisions were made:

(1) That, following a request by the Local Council's Liaison Committee, the amendment of the Terms of Reference for the Local Highways Panel to grant the Parish Council Representatives full voting rights with immediate effect be recommended to the Council for approval; and

(2) That the Local Highways Panel be requested to review its operations and procedures and report to the Annual Council meeting scheduled for 25 May 2010.

6. The above recommendations are subject to endorsement by Council on 19 January 2010. The panel would then be required to review the Constitution and terms of reference and make recommendations to Council in due course. However, the changes in the voting provisions would be in place with immediate effect.

Panel membership

7. The terms of reference explains that membership of the Panel is 14, comprising of 11 District and 3 Parish members. This does not equate to the suggested 25% Parish representation in the ECC guidance manual. The 11 District members are allocated on a pro-rata basis, the make up being:

Conservative group:	7
Lib Dem Group:	2
LRA group:	1
BNP Group:	1

8. Parish members have also expressed concern around the scale of the geographical areas they are meant to represent. At Cabinet some Members expressed a view that Parishes did not know who their representative was. Solving this is difficult, in the main because of the size of the District and the number of Parish Councils. The 3 Parish members represent the three planning area committee areas, these being:

South: Loughton, Buckhurst Hill, Chigwell (3)
West: Waltham Abbey, Nazeing, Roydon, Epping Upland (4)
East: Abbess Beauchamp & Berners Roding, Epping, Fyfield, High Ongar, Lambourne, Matching, Moreton Bobbingwirth & The Lavers, North Weald, Ongar, Sheering, Stanford Rivers, Stapleford Abbots, Stapleford Tawney, Theydon Bois, Theydon Garnon, Theydon Mount, Willingale (17)

Whilst the population of the southern and western areas is greater, the geographical expanse covered by area east and the number of Parish councils in that area (17 in all) makes co-ordination for a single parish member a somewhat daunting exercise.

9. An analysis of the District, Parishes and associated electorates results in the following data:

Area	Electorate	No. of Parishes	No. of District Cllrs
South	42,422	3	25
West	22,922	4	14
East	33,365	17	19

This provides the following potential Parish membership options for consideration:

	South	West	East	Total
Based upon electorate	2	1	1.5 (2)	4.5 (5)
Based upon no. of Parishes	1	1	4	6
Based upon DC members	2	1	1.5 (2)	4.5 (5)

11. The present arrangement results in a Parish representation of 21.4%. If the guidance of at least a 25% non district membership is to be achieved, the simplest way of achieving this is to add one additional Parish member, increasing their number to 4 and the overall Panel membership to 15, resulting in 26.7%. However, with the already agreed change to the voting arrangements, this number could result in the District Conservative Group not having the majority on the Panel to which it is entitled under the pro-rata rules. To overcome this, Conservative membership would need to be increased by 2 members to 9, taking the size of the Panel to 17 members.

12. If the suggested guidance of the Panel having a 25% Parish representation is to be adhered to, and Parish concerns about geographical representation are to be embraced, the above options result in a core Panel composition of either 20 or 24 members in total, before pro-rata principles are applied. It is however suggested that a panel membership of 24 is too large and therefore the Parish membership should be related to the electorate numbers. A Panel of 20 would be made up as follows:

District Councillors: 15: 9 Conservatives
2 Liberal Democrats
2 LRA
1 BNP
1 other
Parish members: 5: 2 south area
1 west area
2 east area

However, a panel of 20 would see the Conservative representation of 9 members exceeded by the other membership, and therefore, to preserve the core principles of pro-rata, the Conservative membership would have to be increased by 2 to 11 to ensure a majority position. This results in a Panel membership of 22.

13. It is further suggested that, as far as is practical given the demands upon District members on other 'committees', Group Leaders endeavour to allocate District membership in such a way as to provide the widest possible geographical representation.

14. The Panel at an earlier meeting agreed, endorsed by Cabinet, to review its Constitution and terms of reference in more general terms, and members are requested to review the existing arrangements and bring forward matters for consideration.

15. All changes to the Constitution and terms of reference will need to be referred to Cabinet and where appropriate referred also to Council.

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DISTRICT OF EPPING FOREST
LOCAL HIGHWAY PANEL – 26 JANUARY 2010
REPORT BY
AREA HIGHWAY MANAGER – ESSEX COUNTY COUNCIL

1. Purpose of report

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

2. Background

Essex County Council are currently nearing the end of the financial year and have completed the majority of the capital highway maintenance schemes, with the exception of schemes added as a consequence of the additional £4 million of funding approved by Cabinet Member for Highways and Transportation, Councillor Norman Hume.

Members are asked to note that recent weather conditions have not been favourable in enabling construction work to be carried out. This has impacted on the programme of works, in particular the remaining Highway Maintenance Schemes, causing a 2 week delay which we hope to recover before the end of the financial year.

3. Programme of Works 2009/2010

3.1. Maintenance

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

Limes Avenue, Chigwell: 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 2010/11 programme of works (Priority 2).

3.2. Improvements

3.2.1 Traffic Management Improvements

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

This budget supports traffic management improvements such as junction improvements, provision of mini roundabouts and zebra crossings.

Nazeing: The Executive Decision has been submitted to the Cabinet Member for Highways and Transportation, Councillor Norman Hume, for authorisation and once approved will be passed to the Legal Department for formal advertising. The build-out design has been sent for safety audit and Officers are currently waiting the outcome prior to finalising to any comments or recommendations received. The general scheme design has been completed; however Officers are liaising with the consultants on the area-wide signing review plans.

Uncontrolled Crossing Improvements

This includes for example, the construction of dropped (pram) kerbs at well known informal crossing points or the installation of tactile paving facilities at uncontrolled crossing points to assist the blind and partially sighted.

Additional locations have been identified by Officers since the last meeting of the Panel and they include a number of crossings within Colebrook Lane, Loughton and Buckhurst Way, Buckhurst Hill.

3.2.3 Safer Roads Programme

At the last meeting of the Panel, members were informed that Officers and partners were progressing the Collision Site Remedial and Route Safety Improvements schemes. Orders have been placed with the Contractors and commencement dates on site are being agreed.

Area Identified Schemes

Pudding Lane, Chigwell: At the last meeting of the Panel, members were informed that the informal consultation period had ended and the formal consultation process was being progressed. This has now been completed and the speed limits have been implemented, however signage has not yet been replaced. The haunching, anti-skid and lining works are to be completed, but have currently been delayed owing to the weather conditions.

B175, Stapleford Abbots: These works are still being finalised prior to the order being placed with the Contractor.

3.2.4 Public Rights of Way

Byway 21, Fyfield: These works have now been completed. Officers were unable to achieve any cost savings on this project and so there are insufficient funds to carry out the Moreton Byway 1 and Beauchamp and Berners Roding Byway 31 schemes. It is therefore inevitable that Byway 1 and 31 will be deferred to the 2010/11 programme of works.

3.2.5 Passenger Transport Improvements

These schemes are selected using criteria as published in the "Demand for Passenger Transport" document and are developed jointly with the Essex County Council Passenger Transport team. The programme includes improvements to facilities on particular routes and installation or replacement of bus shelters.

Routes 541, 542, 543: These works are now complete.

Bus passenger shelters: At the last meeting of the Panel, Members were advised of the change of location for shelter installations. Meetings have been carried out with the Contractors, orders have been placed and programme dates are being agreed.

Safer Journeys to School Highway Works

At the last meeting of the Panel, Members were informed of the cancellation of the intended works at Debden Park High School, St John Fisher, and Epping Upland Primary School. The project at King Harold School, Waltham Abbey is being progressed and an order shall be placed with the contractor for an imminent start on site.

4. Community Initiative Fund

4.1. 2008/09 applications

Nine projects were approved in 2008/09 within the Epping Forest District for delivery within the 2009/10 programme of works and these are detailed within **Appendix C**. The schemes within Theydon Bois and the installation of dropped kerbs in Station Way, Buckhurst Hill are now complete.

Loughton; signage: Officers are liaising with the Parish Council, Essex County Council Cycling Officers and the Corporation of London in developing the design of the signage required for walkers and cyclists.

Waltham Abbey; signage: Officers have been requested by the Town Council to allow for signage to be installed on existing lamp columns. A structural survey has been carried out, the results and conclusions are being drawn up.

All other projects are progressing well, with orders already placed with the Contractors and Manufacturers.

4.2. 2009/10 applications

The bidding process for 2009/10 has now closed. Officers received a total of 20 applications from the Epping Forest District; ranging from speed reduction schemes, installation of pedestrian crossings, improving footways and installing bollards. Officers are currently carrying out viability analysis and estimates on these applications. Once this has been completed the submissions will be presented to the CIF Co-ordinator at County Hall, ready for the judging panel to assess. The judging panel will sit in March/April 2010 and will give final approval for the grant amounts. Members will be updated once successful bids are known hopefully early in the new financial year.

5. Localism Budget

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

Current projects are detailed in **Appendix D**

London Road, Abridge: The outer 40mph speed limit consultation process has now been completed, the order has been placed with the Contractor and the Traffic Regulation Order is now with the Essex County Council Legal Department for advertising.

Hastingwood Road; Mill Street; Harlow Common, North Weald: Speed assessments have been completed. It is unlikely that the traffic regulation order will be sealed by the end of March; hence there will be a delay in implementation.

6. Area Parking Review

Buckhurst Hill

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

Epping

The draft traffic regulation orders have been completed and are being checked for formal advertising.

Loughton Broadway

Officers are collating the results and comments of the consultation, for reporting back to Epping Forest District Council shortly.

7. Developer Funded Schemes

Langston Road, Oakwood Hill, Chigwell Lane – Junction improvements: Following a recent site meeting Officers are incorporating changes proposed to the previous layout. New alignments have been sent to the Contractor for a revised traffic signal design, which shall require amendments to the safety audit review and signal approval. Discussions have taken place with Ringway regarding the construction programme incorporating temporary signals in order to firm up on cost.

Former ECC Highways Depot, Ongar: The level survey has been completed on site. Officers believe a retaining wall will be required due to the level data. Members will be aware that land purchase is required to carry out this project. Plans shall shortly be sent to the Land Agents who will approach the owner regarding the land purchase.

8. Highway Maintenance Revenue Budget

8.1. Reactive Accelerated Maintenance Initiative (RAMI)

This initiative, now completed, accelerated action on highways defects (i.e. potholes), to improve the condition of the highways network. **Appendix E** shows those roads attended to in November and December 09.

9. Epping Forest Transport Strategy

Officers would like to update Members with current progress on the Epping Transport Strategy. Monies are currently being made available to the West Area Office for maintenance to the highways and improvements to signage, within the central area of the Forest. Officers are investigating these locations and are liaising with the Corporation of London in finalising priorities. Currently Pynest Green Lane, High Beach has been identified. The works will involve removing and reinstalling the road humps and resurfacing the entire road. A programme date has not yet been set, but it is intended that it shall be completed by the end of March 09. Other localized repairs have also been identified and these works shall be completed by the end of this current financial year.

10. Conclusion

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

Parish	Location	Scheme/Extent of works	Budget	Indicative Start Date	Indicative Complete Date	Complete
MAINTENANCE						

1. Highways Maintenance Initiative

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

Parish	Location	Scheme/Extent of works	Budget	Indicative Start Date	Indicative Complete Date	Complete
2. County Roads Renewals						
Principal Carriageways			£486,377			
Loughton	A1168 Chigwell Lane	Langston Road to M11 overbridge	£91,160	Sep-09	Sep-09	✓
North Weald Bassett	A414 Vicarage Lane	Rayley Lane to The Talbot PH	£51,940	Aug-09	Aug-09	✓
Ongar	A113 Romford Road	Marden Ash House to Bridge Farm	£103,880	Feb-10	Feb-10	
Ongar	A113 Romford Road	Phase 2	£68,900	Feb-10	Feb-10	
Ongar	A414 Chelmsford Road	Four Wantz Roundabout to The Street	£41,340	Jul-09	Sep-09	✓
Ongar	A414 Epping Road	Bovinger to Water End Farm -- various locations	£68,900	Apr-09	Apr-09	✓
Waltham Abbey	A121 Woodreddon Hill	Old Orleans to west of Woodreddon Farm Lane Road	£68,900	Sep-09	Sep-09	✓
B&C Carriageways			£1,317,513			
Buckhurst Hill	B170 Roding Lane	Loughton Way to River Roding	£42,400	Postponed		
Epping	B1393 High Street	Grove Lane to Hemnall Street	£15,900	Feb-10	Feb-10	
Epping	B181 Lindsey Street	Lynceley Grange to Beulah Road	£15,900	Feb-10	Feb-10	
Epping	B181 Maltings Lane	All	£10,600	Feb-10	Feb-10	
Epping	Stewards Green Road	Bwer Hill to M11 Overbridge	£63,599	Feb-10	Feb-10	
Epping Upland	B181 Epping Road	Junction with Upland Road	£50,350	Feb-10	Feb-10	
High Ongar	King Street		£12,720	Nov-09	Nov-09	✓
Loughton	Earls Path	Junction with Smarts Lane	£29,150	Jan-10	Mar-10	
Loughton	Oakwood Hill	Roding Road to Monksgrrove	£104,880	Sep-09	Sep-09	✓
Loughton	Station Road	All	£58,048	Oct-09	Oct-09	✓
Nazeing	Waltham Road	Selways to Middle Street	£45,580	Jan-10	Jan-10	
North Weald Bassett	B1393 London Road	South of A414	£16,555	Jul-09	Jul-09	✓
North Weald Bassett	Hastingwood Road		£26,500	Feb-10	Feb-10	
Ongar	Greensted Road	East of Sunnymede, Greensted Green	£21,200	Dec-09	Dec-09	✓
Ongar	Moreton Road	Cripsey Avenue to Fyfield Road	£54,590	Jan-10	Apr-10	
Ongar	Stondon Road	A128 to River Roding	£34,980	Dec-09	Dec-09	✓
Roydon	B181 Epping Road	Parsloe Road to Water Lane	£127,200	Jan-10	Apr-10	
Sheering	B183 Harlow Road	Back Lane to lay-by	£43,566	Feb-10	Feb-10	
Stapleford Abbotts	Bournebridge Lane	Hook Lane to Bourne Bridge	£44,520			
Stapleford Abbotts	Tyseas Hill	Junction with Murthering Lane	£21,200	Nov-09	Nov-09	✓
Stapleford Tawney	Shonks Mill Road	All	£18,020	Sep-09	Sep-09	✓
Theydon Bois	B172 Coppice Row	Birch Hall to Sidney Road	£44,520	Nov-09	Nov-09	✓
Theydon Bois	Banks Lane	Gaynes Park to Mount End	£43,990	Jun-09	Jun-09	✓
Theydon Garnon	Hobbs Cross Road	Coopersale Lane to Epping Lane	£49,820	Nov-09	Nov-09	✓
Thornwood	B1393 High Road	Junction with Woodside, south for 450m	£49,835	Sep-09	Sep-09	✓

Parish	Location	Scheme/Extent of works	Budget	Indicative Start Date	Indicative Complete Date	Complete
Waltham Abbey	Bury Road	Horbeam Lane to Gilwell Park	£68,900	Feb-10	Feb-10	
Waltham Abbey	Bury Road	Gilwell Park to Dawes Hill	£38,160	Nov-09	Dec-09	✓
Waltham Abbey	Farm Hill Road	Junction with Honey Lane	£25,440	Sep-09	Sep-09	✓
Unclassified Carriageways			£306,015			
Bobbingworth	Hobbans Farm Road	All	£21,600	Sep-09	Sep-09	✓
Loughton	Alderton Hill	Brook Road to Alderton Hall Lane	£100,700	Sep-09	Sep-09	✓
Loughton	Ashfields	All	£9,149	Sep-09	Sep-09	✓
Loughton	Sandford Avenue	All	£53,000	Jun-09	Jun-09	✓
Nazeing	Hoe Lane		£21,200	Aug-09	Aug-09	✓
Waltham Abbey	Southend Lane	All	£28,620	Oct-09	Oct-09	✓
Waltham Abbey	A121 Link Road		£71,000	Oct-09	Oct-09	✓
4. Footways Maintenance Programme						
Heavily used Footways			£32,401			
Loughton	Langston Road	Debden Station to Lenthall Road remote footway	£19,256	Sep-09	Sep-09	✓
Waltham Abbey	Brooker Road	Junction with Cartersfield Road	£5,195	Reconsider for 2010/11 programme		
Waltham Abbey	Hillhouse	By school	£7,950	Reconsider for 2010/11 programme		
Loughton	High Road	08/09 Carry Forward	£32,401	Apr-09	Apr-09	✓
Lightly used Footways			£345,963			
Buckhurst Hill	Roebuck Lane	Various	£15,900	Feb-10	Mar-10	
Buckhurst Hill	Westbury Lane	Various	£26,500	Dec-09	Dec-09	✓
Loughton	Buckhurst Way	Side roads	£11,938	Feb-10	Mar-10	
Loughton	Grosvenor Drive	All	£26,500	Feb-10	Mar-10	
Loughton	Hainault Grove	All	£9,134	Jul-09	Aug-09	✓
Loughton	Hilltop Close	All	£15,900	Feb-10	Mar-10	
Loughton	Newmans Lane	All	£37,100	Jul-09	Aug-09	✓
Loughton	The Crescent	All	£34,980	Jul-09	Aug-09	✓
Loughton	Westall Road	All	£26,500	Feb-10	Mar-10	
Chigwell	Grange Crescent		£21,200	Feb-10	Mar-10	

Parish	Location	Scheme/Extent of works	Budget	Indicative Start Date	Indicative Complete Date	Complete
Waltham Abbey	Roundhills		£26,500	Feb-10	Mar-10	
Roydon	Harlow Road	Various	£13,250	Feb-10	Mar-10	
Theydon Bois	Elizabeth Drive	All	£40,280	Aug-09	Sep-09	✓
Theydon Bois	Forest Drive	Elizabeth Drive to no.71	£40,280	Aug-09	Sep-09	✓

Parish	Location	Scheme/Extent of works	Budget	Indicative Start Date	Indicative Complete Date	Complete
IMPROVEMENTS						

10. Traffic Management Improvements

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

19. Safer Roads Programme

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

Collision Site Remedial Works 08/09 Carry Forward

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

Parish	Location	Scheme/Extent of works	Budget	Indicative Start Date	Indicative Complete Date	Complete
Route Safety Improvements West Area			£110,000			
Waltham Abbey	B194 Crooked Mile	Phase 2	£100,000	Jan-10	Apr-10	
	B1393	M25 to Wake arms Roundabout	£35,000	To be reconsidered for inclusion in 2010/11 programme		
	Piercing Hill	08/09 carry forward; supplementary plate and VAS	£31,810	Jan-10	Mar-10	

Area Identified Safety Schemes. West Area			£75,000			
Chigwell	Pudding Lane	30mph speed limit.	£60,000	Dec-09	Jan-10	
Stapleford Abbots	B175	Minor footway alterations and signage improvements	£15,000	Jan-10	Mar-10	

Sites of Concern Identified through Parishes.			£12,500			
Loughton	Debden Lane	Signs and lines enhancement	£7,000	Jan-10	Mar-10	

21. Public Rights of Way Improvements

Public Rights of Way Improvements			£40,000			
Fyfield	Byway 21		£30,000	Nov-09	Nov-09	✓
	Moreton 1, Beauchamp & Berners Roding 31		£10,000	To be reconsidered for inclusion in 2010/11 programme		

23. Passenger Transport Improvements

Quality Bus Partnership Improvements			£71,226			
	Routes 541,542,543			Nov-09	Dec-09	✓

Bus passenger shelters			£27,000			
Chigwell	Millwell Crescent			Jan-10	Mar-10	
Epping/North Weald	Coopersale Common			Jan-10	Mar-10	
Loughton	Marlescroft Way-Oakwood Hill			Jan-10	Mar-10	
Waltham Abbey	Roundhills			Jan-10	Mar-10	

Parish	Location	Scheme/Extent of works	Budget	Indicative Start Date	Indicative Complete Date	Complete
Sheering	Bus Shelters Harlow Road	08/09 Carry Over	£1,677	Sep-09	Sep-09	✓
Debden	Debden Bus Station		£20,000	Sep-09	Sep-09	✓
Safer Journeys Highways Works			£39,587			
Debden	Debden Park High School	Corner protection and extended barrier	£15,375	To be reconsidered for inclusion in 2010/11 programme		
Debden	St John Fisher		£8,600	To be reconsidered for inclusion in 2010/11 programme		
Epping Upland	Epping Upland Primary	Corner protection and investigate footway; design only; works to commence 2010/11	£6,962	To be reconsidered for inclusion in 2010/11 programme		
Upshire			£3,300			✓
Waltham Abbey	King Harold	Broomstick Hall Road, Waltham Abbey	£5,350	Jan-10	Mar-10	

Parish	Location	Scheme/Extent of works	Budget	Indicative Start Date	Indicative Complete Date	Complete
COMMUNITY INITIATIVE FUNDING						

CIF Walking & Cycling

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

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CIF Traffic Management

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

APPENDIX C

Parish	Location	Scheme/Extent of works	Budget	Indicative Start Date	Indicative Complete Date	Complete
LOCALISM BUDGET						

Localism Budget			£124,959			
Abridge	London Road	Reviewing Speed Limit	£15,000	Jan-10	Mar-10	
District Wide	Adhoc Signs and Lines		£10,000			
District Wide	Amendment 14 Signs and Lines	Waiting Restrictions - Epping Forest District Wide	£50,000	Sep-09	Sep-09	✓
District Wide	Amendment 5, Batch 1100, Disabled Bays	Implementation of disabled parking bays, district wide	£50,000	Jan-10	Mar-10	
District Wide	Ammendment No.3 Disabled Parking Bays	Implementation of disabled parking bays, district wide (batch 1000)	£7,500			✓
District Wide	TRO updates and omissions		£25,000	Jan-10	Mar-10	
Cambourne	Hoe Lane	Gateway and additional measures to slow vehicle entrance speed	£12,500	Feb-10	Mar-10	
Chipping and North Weald	Hastingwood Road, Mill Street Harlow Common Speed Limit	40mph Speed Limit	£20,000	Jan-10	Mar-10	
Mazeing	Waltham Road	by St Lawrence Farm - review of speed liimit		Does not meet criteria		
North Weald	Thornwood Road	Reviewing Speed Limit		Does not meet criteria		
Thornwood	Woodside	Reviewing Speed Limit		Does not meet criteria		
	Debden Day Traffic Regulation Order COST	TRO COST £1000	£1,000			✓

APPENDIX E

REACTIVE ACCELERATED MAINTENANCE INITIATIVE

NOVEMBER

CHIGWELL
CHIGWELL
CHIGWELL
EPPING
EPPING
EPPING
LAMBOURNE
LOUGHTON
MAGDALEN LAVER
MATCHING
MATCHING
NAZING
NORTH WEALD BASSETT
NORTH WEALD BASSETT
NORTH WEALD BASSETT
NORTH WEALD BASSETT
ONGAR
THEYDON GARNON
WILLINGALE

DECEMBER

BUCKHURST HILL
CHIGWELL
EPPING
EPPING UPLAND
FYFIELD
FYFIELD
LOUGHTON
MATCHING
MATCHING
MORETON
MORETON
NORTH WEALD BASSETT
NORTH WEALD BASSETT
ROYDON
WALTHAM ABBEY
WALTHAM ABBEY
WALTHAM ABBEY
WALTHAM ABBEY

233

LIMES AVENUE
FONTAYNE AVENUE
LECHMERE AVENUE
LINDSEY STREET
STEWARDS GREEN ROAD
MALTINGS LANE
HOE LANE
MILLSMEAD WAY
TILEGATE ROAD
MATCHING ROAD
HOBBS CROSS ROAD
HOE LANE
WOODSIDE
QUEENS ROAD
SCHOOL GREEN LANE
FOREST GLADE
GREENSRED ROAD
COOPERSALE LANE
RADLEY GREEN ROAD

295

RODING LANE
MILLERS LANE
ST JOHNS ROAD
B181 EPPING ROAD
NORWOOD END
CANNONS LANE
TRAPS HILL
DOWNHALL ROAD
HOBBS CROSS ROAD
WORKERS ROAD
CHURCH ROAD
HASTINGWOOD ROAD
BLACKHORSE LANE
B181 EPPING ROAD
CLAYPIT HILL
MOTT STREET
AVEY LANE
WOODREDON FARM LANE

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CARRIAGEWAYS

Priority Ranking	Parish	Street Name	From	Estimated costs
1	Abbess Roding	B184 Fyfield Road	north from j/w School Lane to A1060	£220,000
1	Buckhurst hill	Lower Queens Road	Throughout	£35,000
1	Epping	Crossing Road	throughout	£20,000
1	Epping green	Carters Lane	throughout	£12,000
1	Hastingwood	Hastingwood Road	throughout	£80,000
1	Loughton	Clays Lane	throughout	£25,000
1	Loughton	Westfields	Throughout	£25,000
1	Loughton	Old Station Road	Throughout	£25,000
1	Loughton	A1168 Chigwell Lane	traffic signals j/w Langston Road/Oakwood Hill	£100,000
1	Loughton	Traps Hill into Church Lane	throughout	£90,000
1	Loughton	York Hill	High Road to Staples Road	£20,000
1	Loughton	Staples Road	Throughout	£44,000
1	Nazeing	Hoe Lane	top end	£60,000
1	North Weald	School Green Lane	whole length	£30,000
1	Ongar	B184 Fyfield Road	From A414 to end of 30mph	£65,000
1	Stanford Rivers	Epping Road	Full length	£135,000
1	Theydon Bois	Abridge Road	Rail bridge to M11 bridge (Parish Rank 7)	£145,000
1	Theydon Bois	Forest Drive	throughout (Parish Rank 3)	£35,000
1	Theydon Bois	Avenue of Trees	throughout (Parish Rank 6)	£29,000
1	Waltham abbey	Highbridge Street	o/s 44 - town hall	£12,000
1 Total				£1,207,000

CARRIAGEWAYS

Priority Ranking	From			Estimated costs
	Parish	Street Name		
2	Berners Roding	Berwick Lane	Full length	£25,000
2	Buckhurst hill	Church Rd	Full length	£20,000
2	Chigwell	Grange Cres	Full length	£35,000
2	Chigwell Row	Lambourne Road	Lambourne Close to Millers Lane	£60,000
2	Epping	Station Road	Hemnal St to High Street	£15,000
2	Epping	Mount End Road	throughout	£36,000
2	Epping	Upland Road	sections	£20,000
2	Epping	Mount Road	Phase 1	£75,000
2	Epping green	Rye Hill Road	patching	£75,000
2	Loughton	Algers Road	Full length	£40,000
2	Loughton	Lower Park Road	Algers Road to Turning Area	£43,000
2	Loughton	Earls Path	Throughout	£90,000
2	Loughton	Marjorams Avenue	Throughout	£50,000
2	Loughton	Torrington Drive	Throughout	£100,000
2	Loughton	A1168 Rectory Lane	A121 Goldings Hill to The Broadway	£190,000
2	Loughton	Newmans Lane	throughout	£60,000
2	Matching	Downhall Road	Full length	£55,000
2	North Weald	Mill St	patching	£35,000
2	North Weald	Green Lane	retread	£156,000
2	North Weald	Canes Lane	from cane lane r/about to hastingwood r/about	£40,000
2	Ongar	Toothill Road	Full length	£85,000
2	Ongar	Blake Hall Rd	Full length	£40,000
2	Roydon	Reeves Lane	Throughout	£45,000
2	Roydon	Temple Mead	Throughout	£8,000
2	Roydon	Dobbs Weir Road	throughout	£85,000
2	Sheering	B183 Sheering Road/Harlow Road	Harlow boundary towards Sheering	£85,000
2	Theydon Bois	Green Glade	throughout (Parish Rank 5)	£55,000
2	Waltham Abbey	Walton Gardens	Throughout	£15,000
2	Waltham Abbey	Woodgreen Road	from honeypot lane to southend lane	£40,000
2 Total				£1,678,000

CARRIAGEWAYS

Priority Ranking			From	Estimated costs
	Parish	Street Name		
3	Abbess	Dukes Lane	Full length	£ -
3	B/Roding	School Lane	Full length	£ -
3	Buckhurst Hill	Broadfield Way	throughout	£ -
3	Chigwell	Grove Lane	throughout	£ -
3	Chigwell	Pudding Lane	sections	£ -
3	Chigwell	Millers Lane	Full length	£ -
3	Chigwell	Vicarage Lane	Whole length	£ -
3	Chigwell	School Lane	from gateway to school entrance	£ -
3	Epping	Coopersale Lane	throughout	£ -
3	Epping	Centre Drive	ivy chimneys road to centre ave	£ -
3	Epping	Cottis lane	throughout	£ -
3	Epping	Burry Lane	patching	£ -
3	Epping	Garnon Mead	Throughout	£ -
3	Epping	Chevely Close	throughout	£ -
3	Epping	Beech Close	throughout	£ -
3	Fyfield	Walker Avenue	Full length	£ -
3	High Laver	Bottle Road	Full length	£ -
3	Lambourne	New Farm Road, Abridge	throughout (Parish Rank 1)	£ -
3	Laver	Green Man Rd	Full length	£ -
3	Laver	Windhill Rd	Full length	£ -
3	Lavers	Greenman Road	Full length	£ -
3	Loughton	Elmhurst Way	Throughout	£ -
3	Loughton	Drayton Avenue	Throughout	£ -
3	Loughton	Cranleigh Gardens	Throughout	£ -
3	Loughton	Broomfield Avenue	Throughout	£ -
3	Nazeing	Perry hill	Throughout	£ -
3	Nazeing	Shooters Drive	Throughout	£ -
3	Nazeing/roydon	Sedge Green	Pecks hill to dobbs weir road	£ -
3	North Weald	Weald Hall Lane	patching	£ -
3	North Weald	Harlow Common	patching	£ -
3	Ongar	John Street, High Ongar	WHOLE	
3	Ongar	Four Wantz	Full length	£ -
3	Roydon	Netherhall Rd	throughout	£ -
3	Stanford Rivers	Mutton Row	Full length	£ -
3	Stapleford Abbots	Hook Lane	Full length	£ -
3	Waltham Abbey	Darby Drive	Throughout	£ -
3	Waltham Abbey	Pynest Green Lane	throughout	£ -
3	Waltham Abbey	Forest Side	Throughout	£ -
3	Waltham Abbey	Claypit hill	Throughout	£ -
3	Waltham Abbey	Daws Hill	Throughout	£ -
3	Waltham Abbey	Woodreddon Farm Rd	throughout	£ -
3	Waltham Abbey	Motts St	throughout	£ -
3	Willingale	Fyfield Road	Full length	£ -

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FOOTWAYS

Priority Ranking	Parish	Street Name	From	Estimated costs
1	Chigwell	Oak Lodge Ave	Full length	£60,000
1	Chigwell	Mount Pleasant Road	outer footway of "horseshoe"	£60,000
1	Epping	Crossing Road		£20,000
1	High Ongar	A414	Kings Street to Norton Heath (Parish Rank 1)	£25,000
1	Loughton	Debden Estate	needs inspection	£40,000
1	Ongar	Long Fields	full length	£35,000
1	Ongar	Queensway	full length	£40,000
1	Waltham Abbey	Paternoster Hill	o/s 76 to s/o 72	£12,000
1	Waltham Abbey	Brooker Road	throughout	£12,000
1	Waltham Abbey	Hill House	throughout	£9,000
1 Total				£313,000
2	Abridge	Alderwood Drive	Full Length	£20,000
2	Epping	St Johns Road	full length	£10,000
2	Epping	Coppersale Common	full length	£15,000
2	Epping	Allnuts Road	full length	£20,000
2	Epping Upland	Epping Road	full length	£22,500
2	Lambourne	Hoe Lane	throughout (Parish Rank 3)	£20,000
2	Theydon Bois	Purlieu Way	Full length	£30,000
2	Theydon Bois	Woodland Way	Full length	£30,000
2	Theydon Bois	Orchard Drive	throughout (Parish Rank 1)	£35,000
2	Theydon Bois	Heath Drive and The Weind	throughout (Parish Rank 2)	£45,000
2 Total				£247,500
3	Chigwell	Orchard Ave	all of	£ -
3	Fyfield	B184	Forest Drive to Moreton Road (Parish Rank 1)	£ -
3	Loughton	Lower Park Road	North from j/w Algers Road to 85 Lower Park Road	
3	Nazeing	Highland road	Throughout	£ -
3	North Weald	Queens Road	full length	£ -
3	North Weald	Hows Mead	full length	£ -
3	Theydon Bois	Poplar Row	throughout (Parish Rank 4)	£ -
3	Thornwood	Thornwood Rd	from hastingingwood r/about to the plane	£ -
3	Waltham Abbey	Shernbroke Road	f/w between honey lane and masons way	£ -

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HIGH PRIORITY

Applicant priority	Officer Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Estimated costs
1	High	Buckhurst Hill	Westbury Road	Build-outs	A request identified through the Buckhurst Hill parking review. Build out will assist in reducing the current non-compliance with the one way system along this stretch of road	A speed survey carried out on this road identified that in excess of 10 cars were recorded as traveling 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.	£30,000
1	High	Buckhurst Hill	Church Lane and Brook Road	Pedestrian phasing		A feasibility survey will be required to establish pedestrian movements to ensure an appropriate scheme	£5,000-10,000 investigation costs
1	High	Chigwell	Manor Road j/w Vicarage Lane	Junction improvement		A more detailed investigation into turning movements would be required	£30,000
1	High	Epping	Station Road	Signal controlled crossing/pedestrian refuge	A historical request for a pedestrian crossing.	Pedestrian flows were fairly high and remains 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	£170,000 puffin crossing
1	High	Epping Town	Hemnal Street j/w Grove Lane	Installation of pedestrian crossing	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.	£7,500 per pedestrian refuge; £80,000 for a controlled zebra crossing
1	High	Loughton	A121 High Road	Signal controlled crossing	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 is 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
1	High	Loughton	Church Hill	Signal controlled crossing	A historical request for a pedestrian crossing.	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.	£80,000 zebra crossing

HIGH PRIORITY

Applicant priority	Officer Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Estimated costs
1	High	Nazeing	St Leonard's Road	Village Gateway and repositioning of 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.	The original VAS was located at a point that met Essex County Council criteria. Gateways are possible, providing sufficient verge width is available.	£1,200 per gateway; £300 speed survey
1	High	Shearing and Matching	Shearing Lower Road	Introduction of 30mph speed limit	A historical request for introducing a 30mph speed limit to address speeding issues on this stretch of road which is currently the national speed limit (60mph).	A speed assessment will be required on a 30/40mph speed limit proposal to determine the appropriate speed limit	£3,000 costs associated with Traffic Regulation Order and signs
1	High	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 is 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 Monkswood Ave signalised junction. Subject to design considerations, a new signalised crossing facility could be considered in the area north of Saxon Way. However because of the road width in this area there may be a need for staggered crossing facility which would require road widening/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 Puffic Crossings either side of the carriageway
1	High	Waltham Abbey	Crooked Mile, N of Monkswood Avenue	Signal controlled crossing	A historical request for a pedestrian crossing.	See Crooked Mile N of Saxon Way	£150,000 for upgrading existing signals
2	High	Fyfield	B184	2 x VAS either end of 30mph zone	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	The locations will need to be determined by a speed survey to ensure that the proposal meets with Essex County Council criterion. Agreement will also need to be obtained from the Parish Council for support of future maintenance costs associated with the VAS	£4,500 for solar powered VAS

MEDIUM PRIORITY

Applicant priority	Officer Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Estimated costs
1	Med	Abridge	Market Place	Junction improvements		There are currently no feasible engineering options at this time	
1	Med	Buckhurst Hill	Beech Lane	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 speeds	£2,000 costs associated with Traffic Regulation Order, signs and lining
1	Med	Buckhurst Hill	Stag Lane	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 speeds	£2,000 costs associated with Traffic Regulation Order, signs and lining
1	Med	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 use of passively safe products such as flexible bollards. 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
1	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
1	Med	Buckhurst Hill West	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, and it is unlikely that they will be willing to sell. A possible way leave will be needed to create the footpath. Further discussions will be needed with the Corporation of London	£25,000-50,000 footpath construction
1	Med	Chigwell	Manor Road	VAS	Request for VAS due to current high speeds. Proximity to school and support from local representatives	No adverse comments associated with this proposal, however agreement would need to be sought from the Parish Council for support in funding any future maintenance costs associated with the VAS	£3,500 mains powered VAS; £4,500 solar powered VAS

MEDIUM PRIORITY

Applicant priority	Officer Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Estimated costs
1	Med	Chigwell	A113 High Road	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. Plus 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
1	Med	Chigwell	B173 Manor Road j/w Stanwyck Road	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 junction changes could incorporate traffic calming elements to address the relatively high 85th percentile and could also possible include a refuge facility to aid pedestrian usage.	£170,000 for puffin crossing
1	Med	Chigwell	B173 Manor Road E of Tomswood Road	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 behavior, these locations are potentially very dangerous. There is a case to consider signalizing 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.	£170,00 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
1	Med	Chigwell	B173 Manor Road W of Tomswood Road	Signal controlled junction		See B173 Manor Road E of Tomswood Road	£170,00 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
1	Med	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 Coppersale Common	£7,500 pedestrian refuge

MEDIUM PRIORITY

Applicant priority	Officer Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Estimated costs
1	Med	Epping Town		Cutting back and maintaining mile post		Would recommend that this be included in a recommendation for works allocated to the Highway Rangers	£500
1	Med	Epping Town	Town Green	Replacement of aluminum signage	This location is part of a conservation area. The aluminum 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	Unable to achieve this. Regulations dictate that traditional fingerpost designs should only be used on unnumbered rural roads where traffic speeds are low.	
1	Med	Epping Upland	Jack's Hatch	Introduction of 40mph speed limit	A historical request for introducing a 40mph speed limit to address speeding issues on this stretch of road which is currently the national speed limit (60mph). There are numerous safety concerns associated with the speeding traffic along this stretch of road.	The initial proposal is sound. A speed survey and assessment would be required to ensure that it meets with specific speed management policy	£3,000 costs associated with Traffic Regulation Order and signs
1	Med	Epping Upland	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 traveling 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 lose control. Proximity to All Saints Parish Church and the Parish Council Burial Ground. It is of concern to Parish councilors and local residents, particularly as the B181 has become a 'rat run' for the M11 and M25. There has 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
1	Med	Loughton	Rectory Lane	Pedestrian refuge	A historical request for a pedestrian crossing.	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 signaled 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 reducing vehicle speeds. A similar facility has already been installed further south on Rectory Lane.	£7,500 pedestrian refuge.

MEDIUM PRIORITY

Applicant priority	Officer Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Estimated costs
1	Med	Loughton	Pyrles Lane	Pedestrian refuge	A historical request for a pedestrian crossing.	In the vicinity of 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 with regards to a pedestrian crossing be taken at this site. There is currently a school crossing patrol at the junction of Hillyfields and Chester Road	
1	Med	Loughton	Alderton Hill	Pedestrian refuge	A historical request for a pedestrian crossing.	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 an 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	
1	Med	Loughton	Barrington Road (j/w Doubleday Road)	Dropped kerb location x2			£1000 per pair
1	Med	Loughton	Sandford Avenue (j/w Westall Road)	Dropped kerb location x2			£1000 per pair
1	Med	Loughton	Colebrook Lane (j/w Westall Road)	Dropped kerb location x2 (one of these on 'south' side of Westall Road)			£1000 per pair
1	Med	Loughton	Harvey Gardens (j/w Colebrook Lane)	Dropped kerb location x2			£1000 per pair
1	Med	Loughton	Conveyers Way (j/w Colebrook Lane)	Dropped kerb location x2			£1000 per pair
1	Med	Matching	Downhall Road/Little Laver Road/Water Lane	Re-alignment of priority of junction	Realignment of priority junction of Downhall Road/Little Laver Road/water Land, 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 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.	This may be possible to achieve, however Officers express concerns that the change in alignment after a great number of years historical use may increase speeds in Little Laver Road. Furthermore the geometry will need further investigation for sightlines and other construction and driver issues.	£5,000-£7,500

MEDIUM PRIORITY

Applicant priority	Officer Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Estimated costs
1	Med	Matching	Hastingwood Road, Mill Street and Harlow Common	30mph speed limit change		Assessments and design work carried out within 2009/10 programme, however due to the timeframe associated with processing the Traffic Regulation Order, it has not been possible to complete this scheme. Officers would recommend that this scheme be considered as a high priority due to Officer time already involved in this scheme. Furthermore the scheme can be implemented relatively quickly once funding for the scheme has been confirmed.	£2,000 for implementation of Traffic Regulation Order and installation of signage
1	Med	Moreton, Bobbingworth & The Lavers	Little Laver Road and Watery Lane	Alter priority marking at the junction	A request has already been made to alter the priority markings at this junction to make Little Laver the main through road and to deter vehicles from using Watery Lane as this is unsuitable for large vehicles.	This application has already been received (9)	
1	Med	North Weald	B173 High Road	Zebra crossing	A historical request for a pedestrian crossing.	If agreement can be made with the landowner of the adjacent car park, further investigation of the site can be carried out. However the landowner has not been amenable to the proposals previously.	£100,000 zebra crossing
1	Med	Waltham Abbey		Installation of pedestrian crossing, VAS and additional yellow lines This has been applied via CIF also	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 ad	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 Improvement Programme	

MEDIUM PRIORITY

Applicant priority	Officer Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Estimated costs
1	Med	Waltham Abbey	Crooked Mile (Harold Crescent)	Signal controlled crossing/pedestrian refuge	A historical request for a pedestrian crossing.	Although a pedestrian refuge is provided to the north of junction with Harold Crescent, data shows the desire to cross south of the junction closer to the roundabout. A crossing facility is suggested between Harold Crescent and the roundabout. This would either need to be installed to the north of the junction with Mile Close or on the approach to the roundabout. 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 Close and Harold Crescent. 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 Road arms of the roundabouts, it is suggested that the provision of crossings are also investigated to assist pedestrians travelling to the schools and town centres.	£7,500 to amend existing vehicle splitter island where appropriate
1	Med	Waltham Abbey	Honey Lane (Stonysotts)	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
2	Med	Loughton	Chester Road	Chicanes and pedestrian crossings	Speed reduction measures for Chester Road to include the installation of Chicanes 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 Chicanes as in Willingale Road appears to be more effective way of calming traffic, support from local residents and Town Councillors	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.	£12,000 per chicane; £80,000 for a controlled, zebra crossing; £7,500 per pedestrian refuge
2	Med	Moreton, Bobbingworth & The Lavers	Little Laver Road adj Threeways property	Installation of kerbing to control and divert access water	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		£ 5,000

MEDIUM PRIORITY

Officer Ranking Applicant priority	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Estimated costs
2 Med	Nazeing	Nazeing Road	Installation of pedestrian crossing (zebra)	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 bushed 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 misjudgment. 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 lines (i.e. where pedestrians are likely to cross/cross appropriately)	£80,000 for a controlled zebra crossing
3 Med	Lambourne	Hoe Lane	Replacement of fence	There has been a stretch of fencing along from Market Place end of Hoe Lane up to the Primary School that has been damaged for many years. Temporary repairs have been undertaken intermittently but the fence remains damaged and is hazardous		£12,000
3 Med	Loughton	Oakwood Hill j/w Chigwell Lane	Additional lining, bollards and additional planting	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 Debden station. The verge permanently show 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 Debden 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

MEDIUM PRIORITY

Officer Ranking priority	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Estimated costs
4 Med	Lambourne	Ongar Road	VAS	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.	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	£4,500 for solar powered VAS
4 Med	Loughton	Loughton High Road j/w The Drive	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.	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 maneuvers. Officers suggest an investigation is carried out on the timings of the lights at peak hours to reduce the use of Brooklyn Parade.	£5,000-10,000 investigation costs
5 Med	Loughton	Roding Road	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 and be vetoed by the residents/shopkeepers. However this will reduce congestions, 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.	£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

LOW PRIORITY

Applicant priority	Officer Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Estimated costs
1	Low	Chigwell	A123 Hainault Road	Traffic calming/speed reduction	A historical request for a pedestrian crossing.	The width of the road does not favor 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	
1	Low	Chigwell	Turpins Lane	Signal controlled junction	A historical request for a pedestrian crossing.	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 2 fatal, on this road over the past 5 years. It is advised that signalizing 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 not suitable locations for a crossing to be installed.	
1	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. Also, 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.
1	Low	Epping	B181 Lindsey Street	Traffic claming/speed reduction	A historical request for a pedestrian crossing.	The width of the road does not favor 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 quite site and no children were noted to cross, nor have there been any recorded pedestrian casualties n the past 5 years. As the 85th percentile speed of traffic is 34 and 36mph, consideration could be given to some for 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
1	Low	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.	

LOW PRIORITY

Officer Ranking priority	Officer Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Estimated costs
1	Low	Loughton	Traps Hill	Revised parking restrictions, signing and lining	A fast track solution to highway safety problems resulting from current parking arrangements in Traps Hill. Current speed limit 30mph. Suggest revised parking restrictions, lining/signing. Significant support for improvement at this location from local residents and Town Councillors. Proximity of children's nursery, exit from Loughton Library and Leisure Centre.	This project is already being looked at with other amendments and revocations.	
1	Low	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.	
1	Low	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. 4.) Re-open lay-by at A113 by White bear. Remove the mounds of earth blocking the path. Landscape the walk through to White Bear houses, fence the entrance and install a lovers gate. To create access to footpaths which cannot be used at present, would give back access to the footpath by the side of the White Bear which leads to one of the only two river crossings in the area. It would also enable residents to talk to the Woodman Public House without walking along a stretch of the busy A113 which has no pavement.	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
1	Low	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.	
1	Low	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.	

LOW PRIORITY

Officer Ranking Applicant priority	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Estimated costs
2 Low	Lambourne	Hoe Lane	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.	This cannot be achieved until the Sustainable Freight Strategy is put in place	£3,000 costs associated with Traffic Regulation Order and signs

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OTHER

Officer Ranking Applicant priority	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Estimated costs
3	Moreton, Bobbingworth & The Lavers	Watery Lane, Matching Primary School	Installation of car park for staff of Matching Primary School, in Watery Lane, before junction with Little Laver Road	Matching Primary School is due to loose its current staff car parking in front of St Edmunds hall following the construction of a new school hall. They are currently applying for a new car park in Watery Lane just before the junction with Little Laver Road	Not applicable to highways authority	

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Date _____ Officer _____

Location _____

Parish/Ward/Town _____

District _____

Scheme _____

		Score	Comments
Locality	Residential	2	
	Rural	1	
	Commercial	0	
Speed limit	30mph	2	
	40mph	1	
	50mph	0	
	National (60mph)	-1	
Traffic flow	High	2	
	Medium	1	
	Low	0	
Pedestrian volume	High	2	
	Medium	1	
	Low	0	
Footway width	<2.0m	-1	
	>2.0m	1	
Road width	<5.5m	-1	
	>5.5m	1	
Street Lighting	Yes	-1	
	No	1	
Existing speed reduction measures present?	Yes	0	
	No	1	
Does geometry allow scheme?	Yes	1	
	No	0	
Local amenities present?	Yes	1	
	No	0	
Bus Route	Yes	0	
	No	1	
Frequency of vehicle crossover use	High	-1	
	Medium	0	
	Low	1	
Close proximity of permanent traffic signals	Yes	0	
	No	1	
Presence of disabled bays	Yes	0	
	No	1	
Grand Total			

SCORE RANKING	
HIGH	14 - 10
MEDIUM	10 - 5
LOW	5 - 0

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