



Epping Forest District Council

LOCAL HIGHWAYS PANEL **Thursday, 25th November, 2010**

Place: Civic Offices, High Street, Epping
Room: Council Chamber
Time: 7.00 pm
Democratic Services Officer Philippa Sewell Tel 01992 564532
Email: psewell@eppingforestdc.gov.uk

Members:

Councillors: Ms S Stavrou (Chairman), R Bassett (Vice-Chairman), R Barrett, W Breare-Hall, Ms C Edwards, C Finn, D Jacobs, Mrs S Jones, B Judd, L Leonard, A Lion, Mrs J Sutcliffe, Ms S Watson and D Wixley

Local Council Members: C Buttling, K Angold-Stephens, Mrs D Borton, A Buckley and A Purkiss

1. APOLOGIES FOR ABSENCE

2. SUBSTITUTE MEMBERS

To report the appointment of any substitute members for the meeting.

3. MINUTES (Pages 3 - 6)

To confirm the minutes of the last meeting of the Local Highways Panel held on 21 September 2010.

4. TERMS OF REFERENCE (Pages 7 - 8)

To note the terms of reference (Attached).

5. MATTERS ARISING (Pages 9 - 20)

ECC to report back on:

- (i) Parking restrictions in Meadow Road, Loughton (report attached).
- (ii) Pedestrian phased traffic lights not being included in A1168 Chigwell Lane/Langston Road/Oakwood Hill junction improvements (verbal report to be given).

- (iii) Progress of pedestrian crossing and Developer Section 106 funding for the High Road, Ongar (report attached).
- (iv) Option B agreement regarding the provision of Highway Ranger service (within report attached).

6. WINTER GRITTING ARRANGEMENTS

Principal Officer Asset Management to give a verbal report on Winter Maintenance.

7. LOCAL HIGHWAYS PANEL REPORT (Pages 21 - 58)

To receive a report from the Highways Liaison Officer.

8. PARKING REVIEWS

The Assistant Director (Technical) Environment and Street Scene to report on the Parking Reviews.

9. ANY OTHER BUSINESS

10. DATE OF NEXT MEETING

Tuesday 25 January 2011, Council Chamber, Civic Offices, Epping.

EPPING FOREST DISTRICT COUNCIL COMMITTEE MINUTES

Committee: Local Highways Panel **Date:** Tuesday, 21 September 2010

Place: Council Chamber, Civic Offices, High Street, Epping **Time:** 7.00 - 9.15 pm

Members Present: Ms S Stavrou (Chairman), R Bassett (Vice-Chairman), Ms C Edwards, D Jacobs, B Judd, L Leonard, A Lion, Mrs J Sutcliffe, Ms S Watson, D Wixley, J Markham and Mrs P Smith

Parish Reps: K Angold-Stephens, Mrs D Borton, C Buttlng and A Purkiss

Other Councillors: Mrs L Wagland

Apologies: R Barrett, W Breare-Hall, C Finn and Mrs S Jones

Officers Present: Mrs R Tanfield (Highways Liaison Officer), S G Hill (Senior Democratic Services Officer), K Durrani (Assistant Director Technical (Environment and Street Scene)), R Perrin (Democratic Services Assistant) and P Rose (District Manager, Traffic and Projects)

Also in Attendance: V Metcalf

62. Substitute Members

It was noted that Councillor Mrs P Smith had substituted for Councillor W Breare-Hall and Councillor J Markham for Councillor C Finn.

63. Minutes

A resident of Meadow Road, Loughton had requested an update on the communication between ECC and the DoT regarding a cul-sac pilot scheme for parking restrictions on Meadow Road, Loughton.

The District Manager, Traffic and Projects, Peter Rose advised that no further progress had been made between ECC and DoT on the pilot scheme, although he would endeavour to get a response for the next meeting.

RESOLVED:

That the minutes of the meeting held on 22 June 2010 be taken as read and signed by the Chairman as a correct record.

64. Terms of Reference

The terms of reference were noted.

65. Local Highways Panel Report

The Highways Liaison Officer provided Members with a report on the Capital works programme for 2010/11 along with the budget and programmes that had been

adjusted following the Government spending announcements within Epping Forest District.

A reduction of funding for the Safer Roads Improvement Programmes had resulted in schemes that had been started in 2009/10, being given priority. In addition the Passenger Transport Improvements budget had been reduced which affected improvements to the bus infrastructure upgrades and a reduction in the Safer Journeys to School Programmes.

The Developer Section 106 funding secured for A1168 Chigwell Lane/Langston Road/Oakwood Hill junction would enable improvements on the traffic capacity. Although officers reported that it had not been possible to install pedestrian phases into the traffic signal design because of the reduction in traffic capacity. Members asked officers to provide them with an explanation on the why the pedestrian phases would not be included in the junction improvements.

Members raised concerns over other Developer Section 106 funding secured for a pedestrian crossing at High Street, Ongar. An increase in traffic volumes and a recent accident had increased resident's pressure, to progress negotiations with the required land owners and create a retaining structure. Members felt that if the situation was not resolved shortly the funding would diminish and result in no further progress. The District Manager, Traffic and Projects advised that he would provide a progress report for the next meeting.

The locally determined revenue budget remained at £129,275 for Epping Forest District. The budget had been allocated to include the completion of 2009/10 schemes, disabled bays, signs and lines, Highway Rangers and two options to fund the Manor Road, Chigwell pedestrian crossing agreed at the meeting. The Panel were asked to consider options A and B, which involved either a reduction in the Highways Rangers Service or a further reduction in the footway maintenance scheme at Mount Pleasant Road, Chigwell.

The Chairman asked the Assistant Director (Technical), Kim Durrani to advise the panel why EFDC were now unable to provide an alternative low-cost Highway Rangers Service. The Assistant Director (Technical) informed the panel that after consultation with EFDC procurement officer, it was established that European Procurement Regulation prevented this work being awarded to the District Council contractor. In order to comply with Regulations a fresh tendering exercise would be required and this would not be possible in the time available.

Members discussed the options and considered the Highways Rangers service, to be more beneficial to the District as a whole and that although the footway maintenance scheme would be reduced at Mount Pleasant Road, Chigwell, the funding would remain within Chigwell.

RESOLVED:

1. That the report of the Highways Liaison Officer be noted;
2. That the District Manager report back to panel on the why pedestrian phased traffic lights would not be included in the junction improvements at A1168 Chigwell Lane/Langston Road/Oakwood Hill junction;
3. That the District Manager will investigate the progress of the pedestrian crossing and Developer Section 106 funding for the High Road, Ongar; and
4. That Members' agreed to Option B for the provision of Highway Ranger service, which would reduce the footway maintenance scheme on Mount

Pleasant Road, Chigwell in order to fund the pedestrian crossing at Manor Road, Chigwell.

66. Parking Reviews

The Assistant Director (Technical) informed the panel that no decision had been made regarding the commencement of the three area wide parking reviews and work on the schemes in Epping, Buckhurst Hill and Loughton Broadway remain suspended. Although EFDC had funded the work undertaken on the schemes, the Highways Authority and powers to make the necessary traffic restrictions required for the parking schemes remain with Essex County Council.

The provisional cost estimated for completing the three parking reviews remains around £600,000, against an available budget of £650,000 with costs escalating with advertising and large number of resident's responding to the consultation.

The Assistant Director (Technical) asked the panel to consider the following four options for the parking reviews;

- 1) all three of the parking reviews are abandoned and any remaining balances reallocated to the capital fund;
- 2) scale back the schemes and carry out a review within the original parking review areas, as was intended, to address any issues and safety concerns;
- 3) implement the three schemes in a phased manner i.e. implement one at a time and only after one scheme is completed the next one can commence; or
- 4) carry on with the three reviews regardless and allocate additional funding as and when necessary.

Members discussed at length the Parking Reviews and the impact they had on residents within the areas under review, with what appeared to be continuous displacement of vehicular traffic from commuters and school areas.

Concerns were raised about the suggested phased approach because of the estimated costs and the possibility of the funding running out before all the reviews had been completed. Members felt that residents had been continuously promised the parking reviews and expectations had been raised, therefore all reviews would have to be completed. Suggestions were made to phase the reviews with Epping initially, so that costs could be worked out for the remaining reviews and budgeted for accordingly, with a promise for some of the funding available to be ring fenced for the Loughton Broadway parking review.

RESOLVED:

That the Local Highways Panel recommends to the Cabinet that a phased approach be taken to the parking reviews starting with Epping, to ensure that costs could be estimated for the sequential reviews in Buckhurst Hill and Loughton Broadway.

67. Any Other Business

Members enquired about the salt for the Town and Parish Councils grit bins through out the winter period and whether they would be only be replenished once by ECC, with Town and Parish Councils having to store and maintain the salt accordingly.

The District Manager, Traffic and Projects would liaise with the maintenance officers at Highways to establish the details and report back to Members at the next meeting.

RESOLVED:

The District Manager, Traffic and Projects would advise Members of the grit bin arrangements for the Winter 2010/11.

68. Date of Next Meeting

Noted that the next meeting would be held on Thursday 25 November 2010 at 7.00 p.m. in the Council Chamber, Civic Offices, Epping.

CHAIRMAN

Agenda Item 4

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 - 14 District Councillors appointed at each Annual Meeting of the District Council.

b) Co-opted Members with Voting Powers - 5 Parish Council representatives, two for South, two for East and one for West covering 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
 - 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.

MEADOW ROAD, LOUGHTON REPORT BY DISTRICT MANAGER, TRAFFIC AND PROJECTS ESSEX COUNTY COUNCIL

Background

At the meeting of the Panel in March 2010, Members were made aware of a petition signed and submitted by the residents of Meadow Road, Loughton. It had been signed by over 80% of the residents who were requesting a parking permit scheme. Officers advised that the proposal would be reviewed and reported to the Panel at a future meeting within the financial year of 2010/11.

The request being made has stemmed from an issue felt by the residents for a number of years. Historically, when investigated by Officers, it had been the consensus amongst the residents that they did not want to pay for permit parking in their road. However, in light of the submission of the petition; it appears that the residents' position has now changed.

Officers are aware of the feeling of urgency in getting this issue addressed, since increases in parking costs at the station have exasperated the issue further.

Considerations

There are a number of factors to consider with the proposal:

- a) Currently, ECC do not fund the introduction of residents parking zones, or similar. Funding is provided by the District Council, but due to the ongoing substantial parking reviews, additional roads are not being considered at present. At the meeting 22 June 2010 Members were advised that no new parking reviews would be taking place until the three which are underway are complete. Once complete, as Cabinet decision currently stands, individual locations may be looked at, but only where practical solutions exist and where there is clear consensus in favour of the proposal.
 - b) A suggestion has been made to pursue this as a pilot scheme. A pilot scheme is however not necessary, as a proposal of this type requires a standard application to be submitted to the Department for Transport (DfT) for approval.
 - c) From an Engineering perspective, there are concerns that the finite road length may not be able to accommodate all residents' vehicles, should a parking permit scheme be pursued. Thus the required capacity will not be met and so displacement will occur into the next available roads. Members should consider whether residents would want to pay for a parking permit, if there is no guarantee that there will be space to park within Meadow Road.
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Photographs



Figure 1 Plan



Figure 2 View from High Road



Figure 3 View from Meadow Road

Petition documents

TO: Local Highways Panel
Epping Forest District Council

SUBJECT: Attached petition from residents of Meadow Road,
Loughton

LEAD PETITIONER: Mrs Diane ten Houten
34 Meadow Road, Loughton, Essex, IG10 4HX
Home: 020 8257 9248
Mobile: 07989 841 319
Email: diane.tenhouten@hotmail.co.uk

DATE: 10th March 2010

SUMMARY:

Please find attached a signed petition from over 80% of the residents of Meadow Road, Loughton. We strongly urge Epping Forest District Council to implement a residents parking permit scheme as soon as possible.

Meadow Road meets the criteria for a Controlled Parking Zone, due to its close proximity to Loughton High Road and Underground Station.

For residents, it is now virtually impossible to leave Meadow Road during the working week, and be guaranteed a parking space upon their return. In recent years, Meadow Road has become a daily parking focus for the following people:

- Commuters to the Central Line Station just 5 minutes walk away
- Sainsbury's staff
- Local businesses (including Roberts Barber, Attwaters Solicitors, Dreams Nail Bar, NatWest etc.)

Individuals arrive between 7.30am and 9.30am, and do not leave until 5.00pm at the earliest. As Meadow Road is a cul-de-sac, they often wait at the bottom of the road, until residents leave for work and spaces become available. This dramatically increases the flow of traffic in Meadow Road, which many parents with young children, including myself, are very concerned about. Traffic is regularly held up, as deliveries/workman are unable to park, which increases tension dramatically. I have witnessed a number of altercations, and neighbours have informed me of other occasions when situations were almost at breaking point.

Alternative parking solutions, such as a single yellow line with no parking between 2pm-3pm, would be completely unworkable for Meadow Road. Only a small number of properties have off-street parking, therefore, the Residents are unanimously against this type of parking restriction.

As lead petitioner, I am happy to be the main contact point for follow on communication between the local authority and the residents. Residents would welcome the opportunity to meet with town/district councillors to discuss options and how best to proceed.

PETITION FOR RESIDENTS PARKING SCHEME IN MEADOW ROAD, LOUGHTON

We, the undersigned, strongly urge Epping Forest District Council to implement a residents parking permit scheme in Meadow Road, Loughton. We believe Meadow Road meets the criteria for a controlled parking zone, due to its close proximity to Loughton Station and the High Road.

Since the Sainsbury's development, Meadow Road has become very popular with shoppers and commuters, making parking for residents sometimes impossible during working hours.

Lead petitioner: Mrs D. ten Houten, 34 Meadow Road

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Name	Address	Signature
Sue O'Brien	14 Meadow Rd Loughton	[Signature]
Gordon & Anika Sooller	9 Meadow Rd Loughton	[Signature]
JOHN MOWER	27 MEADOW RD Loughton	[Signature]
DAVID TAYLOR	25 " " "	[Signature]
ANN MAGUIRE	29 MEADOW Road, Loughton	[Signature]
JOHN CLEMENTS	" " "	[Signature]
J.M. BRINER-JOHNSON	70 Meadow Rd.	[Signature]
V.J. OSBORN.	73, MEADOW ROAD.	[Signature]
JOANNE FRANCIS	71 Meadow Road	[Signature]
Didier BLANCHET	24 MEADOW ROAD	[Signature]
Peter Dymon	17 MEADOW ROAD	[Signature]
M. D. Taylor	52 MEADOW ROAD	[Signature]
JASON BUTCHER	38 MEADOW ROAD	[Signature]
JOHN LINNEGAR	28 MEADOW ROAD	[Signature]
Janette Linnegar	28 Meadow Road	[Signature]
Christine Petraske	54 Meadow Road	[Signature]
Zun Petraske	54 Meadow Road	[Signature]
Natalie Summ	23 Meadow Road	[Signature]
Chae Altman	7 meadow Rd	[Signature]
Shae Worthington	5 Meadow Rd	[Signature]
SEAN WYATT	3 MEADOW RD	[Signature]

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Lead petitioner: Mrs D. ten Houten, 34 Meadow Road

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Name	Address	Signature
Nicki Shaine	1 Meadow Rd IG10 4HY	
DANIEL FRISCH	6 MEADOW RD IG10 5HX	
JONATHAN BROWN	8 MEADOW ROAD	
Tina Kinchea	8A Meadow Road IG10 4HX	
Cole Ellis	10 MEADOW ROAD	
Alma Gallagher	10 Meadow Rd.	
DARREN FLITT	10A MEADOW RD	
Ango Legg	10A Meadow Rd	
V. Quaid	20A Meadow Rd	
B. Marcantonia	22 Meadow Rd.	
J. BEAM	80 MEADOW RD	
Sandra Welch	31 Meadow Rd	
RICKIE BRADLOW	33 MEADOW RD	
KWINTERBOURNE	30 MEADOW RD	
M. WINTERBOURNE	30 MEADOW RD	
JANE RUGG	42 MEADOW RD	
Judy Hobbs	3 ^A Meadow Rd.	
m. Singey	50 Meadow Rd	
Madeleine Clark	78 Meadow Rd.	
ALAN MUSKER	78 th Meadow Rd	
ALLAN ROBERTS	65 MEADOW RD	

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Lead petitioner: Mrs D. ten Houten, 34 Meadow Road

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Name	Address	Signature
E. FALLMAN	15 MEADOW ROAD	E. Fallman
A. NEWTON	44 MEADOW ROAD	A. Newton
T. FOUNN	" " "	T. Founn
R. MONE	51 MEADOW ROAD	R. Mone
D. Ten Houten	34 Meadow Road	D. Ten Houten
L. GARZKE	36 MEADOWS RD	L. Garzke

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HIGH STREET, ONGAR REPORT BY DISTRICT MANAGER, TRAFFIC AND PROJECTS ESSEX COUNTY COUNCIL

Background

There is currently £35,000 of funding available through a Section 106 agreement with the developer Higgins Homes Ltd. Officers have been actively investigating the possibility of implementing a zebra crossing in the vicinity of Love Lane and High Street, Ongar in order that these funds can be utilised. However, a number of issues have arisen through these investigations, to which Officers have been working to resolve.

These problems include the width of the footway being insufficient to accommodate a crossing. The current width varies from 1.0m to 1.2m; the required minimum width being 2.0m. Officers have investigated increasing the footway width at this point; however this section of verge does not form part of the publicly maintainable highway and so encroaching into the verge is the only solution to increase the footway width. The gradient of the verge (See Figure 1) means a brick retaining wall with concrete foundations would also be required. The ECC Structures Team have investigated this and estimated the costs of constructing such a feature would be in the region of £20,000.



Figure 1 High Street, junction with Love Lane

As the verge is in private ownership, ECC would have to enter into negotiations with the landowner. ECC Solicitors advise the cost of this would be approximately £1,000, plus costs should the owner be inclined to sell the land to Essex County Council. Bearing in mind that these estimates have been established and it is clear that the scheme now exceeds the funding available, the Legal

Department have not pursued any communication with the landowner to discuss the sale of the land owing to insufficient funds being available at the present time.

The current estimate for implementing the crossing alone is approximately £30,000. A summary of these costs is detailed below and as Members will see, currently exceeds the funding available.

Summary

Zebra crossing	£30,000
Land purchase	£2,000 (including costs) Estimate given June 10
Retaining feature	£25,000 (including costs) Estimate given August 2010
Total	£57,000
Budget available	£32,000 (deficit of £25,000)

Alternatives

In light of the above, Officers have been pursued other locations, however there are no other suitable locations for a controlled crossing, owing to the presence of vehicle crossovers, bus stops and visibility splays. Officers have also investigated the provision of a pedestrian refuge, due to the reduced cost of construction and the reduced footway requirement. However policy dictates that the refuge width must be a minimum width of 1.6, the existing carriageway this has insufficient width to accommodate the refuge. Additionally, the presence of vehicle crossovers and bus stops as mentioned above also restricts the placing of the refuge

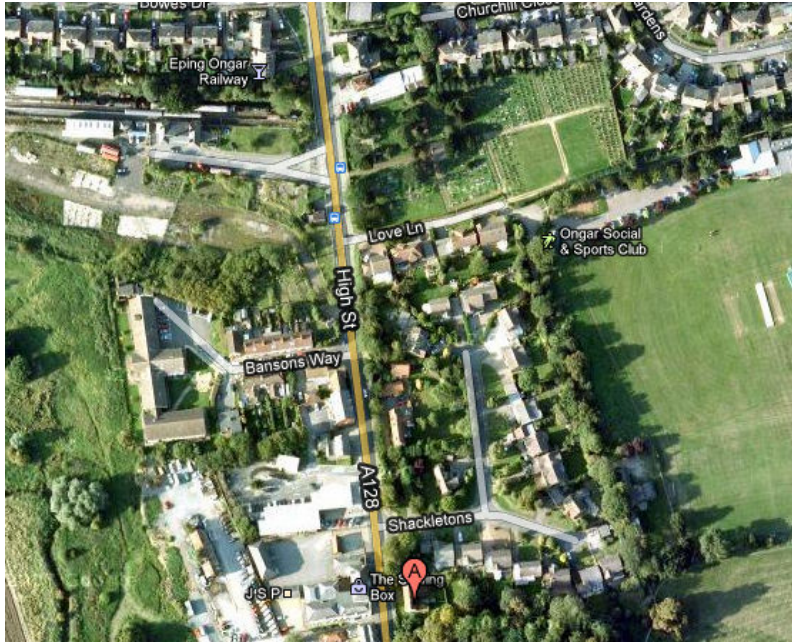


Figure 2 Plan High Street, junction with Love Lane

Considerations

Officers are aware of Members feeling of concern, bearing in mind the increase in development in the local area and the increase in capacity at local facilities. Officers have approached the Parish Council

with a view to discussing any suggestions on how to use this funding and would be happy to discuss any proposals put forward. However, it must be noted that maintenance works, such as resurfacing and relining, cannot be considered through this funding avenue. But upgrades to existing crossings, such as newer/brighter belisha beacons, can be included.

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**DISTRICT OF EPPING FOREST
LOCAL HIGHWAY PANEL – 25 NOVEMBER 2010
REPORT BY
AREA HIGHWAY MANAGER – ESSEX COUNTY COUNCIL**

Purpose of report

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

Background

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

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

Maintenance

Appendix A (page 9 and 10) details the proposed Capital Maintenance Programme. Members will be pleased to note that the majority of schemes are now complete.

Traffic Improvements

The capital traffic schemes set for the Epping Forest District are detailed within Appendix B (page 11 and 12)

Safer Roads Improvement Programme

Within the Epping Forest District, two locations have been identified for the 2010/11 programme:

A414 Canes Lane, North Weald Bassett

The design for this scheme is now complete and a start date on site is currently being agreed with the Contractor. Officers currently anticipate that this will be December, subject to the results of the safety audit.

Common Road, Roydon

This scheme is now complete.

Officers are also currently carrying out a route study along A113, Abridge from Ongar to Passingford Bridge. A safety audit is currently underway on the proposed design.

Signage for speed limit review

The review within the District on speed limits to ensure that they are within the guidelines set by the Department for Transport (DfT) circular 1/2006 and the new ECC Speed Management Strategy is on going. As reported previously to the Panel, all historical requests and any future requests for speed limit changes received by Officers will now be logged and assessed under this Speed Management Strategy review.

Public Rights of Way

The works to Byway 31 are now complete. The works involved filling deep ruts and low areas with large grade recycled crushed concrete material and surfacing with a finer grade material. Localised ditch clearance and two culverts were installed to alleviate the drainage problems which had resulted in deep ruts being created by vehicular use, in the worst areas.

Prior to these improvement works, this route had become difficult and impassable for walkers and horse-riders during winter and periods of wet weathers. These essential works will make the byway easily accessible for all categories of user, at all times of the year.

Passenger Transport Improvements

Schemes under the budget headings Bus Infrastructure Upgrades and Safer Journey to School Schemes are progressing well and updates are provided in Appendix B.

Highways Community Initiative Fund (HCIF)

Members will be aware that funding was allocated to seven CIF schemes, including the pedestrian crossing at North Weald Bassett, which had been on the Panel's "Reserve List" of schemes. The approved CIF schemes are listed and updates are provided on the schedule in Appendix B

Epping Forest Transport Strategy

Officers are currently finalising the Executive Decision and plans for submission to the Cabinet Member for Highways and Transportation for approval of the changes in speed limits.

Trail holes are currently being progressed at four initial locations for cattle grids.

A public consultation is planned for the end of November.

Developer Section 106 funding

Developer money has been secured to fund the following schemes this financial year:

A1168 Chigwell Lane / Langston Road / Oakwood Hill - Junction Improvement

As reported at the last meeting of the Panel, the improvement works being carried out at this junction have the following benefits:

- Improve traffic capacity at the junction by updating the existing traffic signal installation with current technology and increasing length of right turn lane for traffic accessing Langston Road
- Improved right turning lanes
- Improved pedestrian facilities

A report on the pedestrian phasing will be provided separately.

Rectory Road and Chigwell Lane, Loughton – road closure and continuation of the cycleway (Oakwood Hill to Newmans Lane)

Officers are currently agreeing the start date with the Contractor. It is planned that the cycleway continuation shall follow on from the signal works at Langston Road.

Brooker Road, Waltham Abbey

A Traffic Regulation Order for the placement of double yellow lines on Cartersfield Road, outside Lidl supermarket is currently being advertised. Additionally, further discussions are in place to secure more funding for further parking restrictions along Brooker Road. Officer will report at a future meeting, any progress made.

Highway Localism Initiative

Tree Replacement

In addition to the Locally Determined budget, the Cabinet Member for Highways and Transportation has identified £5,000 for the improvement and enhancement of local communities through the planting of trees. A number of locations have been raised with Officers and these are listed below. These currently fall below the budget value of £5,000; however the surplus shall be used to supplement EFDC's annual tree planting fund, to ensure that the budget is fully utilised.

- O/S 128 Princes Road, Buckhurst Hill
- O/S 36 Roebuck Lane, Buckhurst Hill
- 49 Valley Hill, Loughton (in the concrete bed)
- The Weind, Theydon Bois (in centre bed)
- Morgan Crescent, Theydon Bois (Orchard Drive end of road)
- The Green, Theydon Bois (junction of Green Glade and Pakes Way)
- Woodland Way, Theydon Bois (between numbers 5-7, 9-11 and 13-15)
- Morgan Crescent, Theydon Bois (Piercing Hill end of the road)
- Green near junction of Green Glade with Theydon Park Road

Locally Determined Revenue Budget (LDB) £129,275

See Appendix C (page 13)

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

The Locally Determined Revenue Budget is a fund made available to those Districts in which a Local Highway Panel has been formed. It enables them, within a finite budget allocation, to carry out the Highway Rangers service and to implement schemes of importance in the community. The budget allocation provided to the Epping Forest District for 2010/11 is £129,275.

Pedestrian crossing – Manor Road, Chigwell £40,000

Members have previously agreed that the scheme for a pedestrian crossing on Manor Road Chigwell was of high importance. An estimated cost for a zebra crossing at this location would be £40,000. In order to achieve a fund of £40,000, Members have agreed to reduce the footway maintenance scheme at Mount Pleasant Road, Chigwell by £29,500 (a reduction of 47%) and maintaining the Ranger Service for a 6 month period (or any other variable period) which provides a saving of £10,500. Officers have been progressing the design for this scheme, in preparation of the safety audit required for the site, including the installation of a Vehicle Activated Sign.

Completion of 2009/10 schemes £48,700

The Panel have previously approved the completion of the following schemes. Below provides an operation update on the schemes:

- London Road, ABRIDGE **£3,700**
New 40mph speed limit
The posts for the signs have now been installed, in preparation of the signage being installed by the end of November. Costs for this scheme have increased from the initial estimate of £2,500 to £3,700

- Amendment 6, Batch 1100 **£5,500**
District wide disabled bays – intention notices already advertised
These works are now complete. Costs for this scheme have decreased from the initial estimate of £8,000 to £5,500

- District wide **£28,000**
Traffic Regulation Order updates and omissions, including disabled bays not yet advertised
The formal consultation ended 22 October. Officers are now drawing up a draft report for submission to the Cabinet Member for Highways and Transportation, in order that a decision can be made on the objections received. Costs for this scheme have increased from the initial estimate of £15,000 to £13,000 for the advertising costs alone and an estimated £15,000 for implementation, a total of £28,000

- Hastingwood Road, Mill Street and Harlow Common **£6,000**
New speed limit
The signage shall be installed by the end of November. Costs for this scheme have decreased from the initial estimate of £12,000 to £6,000

- Debden Lane **£3,500**
30mph speed limit
Officers are revising the speed limit, with new plans being submitted to the Legal Department in preparation of the advertisement. There are no changes to the costs of this scheme

- Traps Hill **£2,000**
Waiting restrictions
These works are now complete. Costs for this scheme have decreased from £4,000 to £2,000.

GRAND TOTAL £48,700
Original estimate £45,000

As Members will see, there is an increase in the operation costs overall for the above scheme of £3,700. This increase can be managed through the reducing the Highway Rangers service by 2 weeks (i.e. £69,775 to £66,075)

The Highway Rangers £66,075

The Highway Rangers are an important element of the Localism Initiative. They are vital in helping to improve local communities by carrying out minor works to enhance the environment, which may not otherwise have been given priority for revenue funding.

The Rangers essentially work to the requirements of the Local Highway Panel, carrying out day-to-day maintenance tasks such as clearing untidy areas, sign cleaning, removing unlawful signs, street clutter and many other minor, yet important tasks to improve the local environment. Officers would encourage Members to continue spreading the message that the Rangers have been launched and forward requests to Officers. The works carried out by the Rangers so far, are listed in Appendix D (pages 14-17).

Disabled bays and adhoc signs and lines £4,000

An allocation for the installation of disabled bays of £2,000 has been made from this budget. Officers are currently finalising the plans. In order to reduce costs and optimise the budget, Officers are pursuing the installation of advisory disabled bays. This enables the Council to install the lining of the bays only, without the costs for installing the signs nor the advertising costs and officer time connected with the Traffic Regulation Order. However, there is no enforcement opportunities associated with these bays.

Additionally, an allowance of £2,000 has also been made for the installation of new adhoc signs and lines which was agreed by the Panel on 22 June 2010. This budget has been fully allocated.

These approvals and the impact on the budget are summarised below:

a.	Highway Rangers (ECC)	£66,075
b.	Disabled Bays	£2,000
b.	Signs and Lines	£2,000
c.	Completion of 2009/10 schemes	£48,700
	Available budget	£10,500
	(Manor Road, Chigwell zebra crossing)	£40,000)
	Total	<u>£129,275</u>
	Mount Pleasant Road Chigwell	£63,000
	(Footway maintenance scheme)	-£29,500
		<u>£33,500</u> (53% of original scheme)

Future Schemes

Maintenance

It is proposed that at the next meeting of the Panel, Officers will present to Members roads and footways identified through routine review by the Inspectors of roads requiring maintenance, and prioritized by severity. Should Members have locations which are felt should be included, please forward these to Officers for consideration.

At the next meeting of the Panel, Members will be requested to approve a number of sites in preparation of the release of budget data for the new financial year.

Traffic Improvements

Historical requests are listed within Appendix E (page 18 onwards).

Additional schemes and comments have been added (these are indicated in bold). Requests have been grouped into the following headings:

- **Congestion** Schemes to improve flow of traffic
- **Drainage** Surface water alleviation schemes
- **Drive Compliance**
- **Informal crossings**
- **Junction improvements** Improvements in visibility or conspicuousness of junctions
- **Pedestrian** Improvements to pedestrian safety, journeys and amendments or additions to the footway network
- **Signage** Schemes that do not fall within the adhoc signs budget already ring-fenced
- **Speeding** Schemes to address speeding concerns
- **Speeding and Parking**
- **Speeding and Pedestrian**
- **Weight restriction** Schemes are subject to the ratification of the Sustainable Freight Strategy

If Members are not satisfied with the category to which a scheme falls, please advise Officers so that this can be reviewed.

Schemes added since the last Panel meeting are as follows:

- Amberly Road junction with Russell Road, Buckhurst Hill – Potential junction alterations and one-way traffic order
- London Road and Ongar Road, Abridge – Village gateways
- Oak Lodge/Grange Hill, Buckhurst Hill – Speeding/Traffic calming
- Near Primary School, Stapleford Abbots – Pedestrian crossing

The high-ranking schemes are summarized (in no particular order) below:

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

Conclusion

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

PARISH/WARD	LOCATION	SCHEME/EXTENT OF WORKS	ESTIMATE	INDICATIVE PROGRAMME												PROGRESS/COMMENTS
				Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	
HIGHWAY MAINTENANCE INITIATIVE // ROADS																
MAINTENANCE																
Ongar	Cripsey Avenue	Throughout	£32,000											X	Completed	BUDGET: £191,804
Ongar	Toot Hill Road	Various	£26,326											X	Completed	
Buckhurst Hill	Lower Queens Road	Throughout	£27,708											X	Completed	
Buckhurst Hill	B170 Roding Lane	Loughton Way to River Roding	£49,042												X X	This was postponed in 2009/10 so that works could coincide with bridge works in the vicinity
Buckhurst Hill	A104 Epping New Road	J/w Brook Road/Church Road	£40,728											X	Complete	
Waltham Abbey	Highbridge Street	Town Hall to Abbey View roundabout	£16,000											X	Complete	
HIGHWAY MAINTENANCE INITIATIVE // MASO (Major patching programme)																
BUDGET: £333,333																
Waltham Abbey	Walton Gardens	Throughout	£25,000												X X	Drainage works to be carried out prior to the surfacing works. The extent of surfacing work shall be dependent on the amount of drainage works identified following investigation.
Buckhurst Hill	Palace Gardens	Throughout	£25,000											X X	Complete	
Nazeing	Waltham Road	St Leonard's Road to Laundry Lane	£65,000											X	Complete	
Loughton	Westfield	Throughout	£20,000											X	Complete	
Loughton	York Hill	A121 to Staples Road	£25,000											X	Complete	
Theydon Bois	(Loughton Lane) Avenue of Trees	(Loughton Lane/Theydon Green)	£29,000											X	Complete	
Theydon Bois	Forest Drive	Throughout	£37,000											X	Complete	
North Weald	Harlow Common	M11 bridge to junction with London Road	£37,500											X	Complete	
North Weald	Hastingwood Road	A414 to Mill Street	£42,000											X	Complete	
Chigwell	A123 Fencepiece Road	Junction with Manor Road	£27,500											X	Complete	
COUNTY ROADS // ROADS																
BUDGET: £1,521,147																
Loughton	Old Station Road	Whole length	£55,000											X	Complete	
Loughton	Traps Hill into Church Lane	A121 to Borders Lane	£95,000											X	Complete	
Ongar	Stondon Road	A128 to junction with Mill Lane	£60,000											X	Complete	
Ongar/Bobbingwo	A414 Epping Road	Various locations Talbot PH roundabout to Four Wantz roundabout	£65,000											X X	Complete	
Stanford Rivers	Epping Road	Tawney Common to Toot Hill	£120,763											X X	Complete	
Roydon	Dobbs Weir Road	Sedge Green to sluice gates	£32,000											X	Complete	
Nazeing	Hoe Lane	Various throughout	£65,000												X X	
Loughton	A1168 Chigwell Lane	M11 northbound off slip to LUL over bridge	£125,000											X X X X	Part of improvements scheme	
North Weald/Magdalen Laver	Hastingwood Road	Mill Street to Tilegate Road	£128,000											X X	Complete	
Loughton	A121 Goldings Hill	Wake Arms roundabout to 800m south (forest car park)	£134,453											X	Complete	

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

PARISH/WARD	LOCATION	SCHEME/EXTENT OF WORKS	ESTIMATE	INDICATIVE PROGRAMME										PROGRESS/COMMENTS	
				Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan		Feb
TRAFFIC MANAGEMENT															
SAFER ROADS IMPROVEMENTS // CLUSTER SITES (Collision site remedials)															
BUDGET: £60,000															
North Weald Bassett	A414 Canes Lane	Junction with Hastingwood Road	£30,000									X	X		The design is now complete with the works to be issued to the Contractor shortly and agreement for the start date on site to sought.
Roydon	Common Road	Junction with Epping Road, Roydon	£30,000								X	X			Complete
SAFER ROADS IMPROVEMENTS // ROUTE STUDIES															
BUDGET: £17,372															
Abridge	A113	Ongar to Passingford Bridge	£17,372												Works will include remedial measures from Passingford Bridge to the Abridge section. Measures from Abridge to Essex border will be carried over/considered in 2011-12. Order has now been placed with the contractor and the safety audit is currently underway
SAFER ROADS IMPROVEMENTS // SIGNAGE FOR SPEED LIMIT REVIEW															
BUDGET: £11,500															
PUBLIC RIGHTS OF WAY															
Ardess, Begychamp & Bellers Roding	Byway 31	Elm Cottage Lane	£50,000							X	X				Completed
PASSENGER TRANSPORT IMPROVEMENTS // BUS INFRASTRUCTURE UPGRADES															
BUDGET: £102,412															
Upshire/Waltham Abbey	Service 251	Upshire Terminus and one additional bus stop	£13,000									X	X	X	Officers currently liaising with Contractor for start date on site
Epping/North Weald	Service 59/500	Kerb improvement works	£58,000									X	X	X	Works to commence imminently
Ongar		Bus shelter	£7,000									X	X	X	Design to be finalised. Order to be placed shortly.
Epping		2 bus shelters	£14,000									X	X	X	Officers are currently liaising with Corporation of London with regards to permissions
Loughton	Torrington Drive	Replacement works	£7,000											X	Works are currently being costed, prior to approval. Order to be placed shortly.
Lower Sheering		Shelter base	£2,000								X				Officers are meeting with the Parish Council to finalise the location; design on going
Loughton	Jessel Drive and Borders Lane	2 shelter bases	£4,000											X	These works are being carried out by Loughton Town Council, funded by ECC Passenger Transport.
Loughton	Marlescroft Way	Shelter base	£1,000									X	X		Completed

PARISH/WARD	LOCATION	SCHEME/EXTENT OF WORKS	ESTIMATE	INDICATIVE PROGRAMME											PROGRESS/COMMENTS		
				1	2	3	4	5	6	7	8	9	10	11		12	
PASSENGER TRANSPORT IMPROVEMENTS // SAFER JOURNEYS TO SCHOOL SCHEMES														BUDGET: £9,350			
Epping Upland	Epping Upland Primary School	Waiting restrictions	£2,300											X	X	Traffic regulation order currently being advertised (finishes 12 Nov)	
Waltham Abbey	Hillhouse Primary School	Additional footway and guard-railings	£1,100												X	X	Traffic regulation order has been advertised. Now carrying out formal advertisement. Footway and railings complete.
Chipping Ongar	Chipping Ongar Primary School	Amendments to existing signs and lines	£3,550											X	X	Works have been ordered	
Chigwell	Chigwell Primary School	Trimming and lining	£1,200											X	X	Works have been ordered	
Ongar	Shelley Primary School	Signing and lining works	£1,200											X	X	Completed	
COMMUNITY INITIATIVE FUND // TRAFFIC MANAGEMENT IMPROVEMENT SCHEMES														BUDGET: £104,500			
Stagford Rivers	A113	Re-opening of lay-by by White Bear	£5,000										X	X	X	Initial location identified does not meet criteria. Officers liaising with Town Council to seek alternative site.	
Waltham Abbey	Honey Lane	Installation of Vehicle Activated Sign	£3,500											X	X	Completion imminent	
Theydon Bois	Loughton Lane	Enhanced signage by Scout Hut	£1,000											X			
Theydon Bois	Abridge Road	New and enhanced footway in Abridge Road from viaduct to cemetery and Woodland Trust site	£30,000												X	X	Officers currently agreeing estimate with Contractor
Theydon Bois	Piercing Hill	Safety bollards and widening of footway and new kerbing	£15,000											X	X	Works to be completed shortly	
Roydon	Hamlett Hill	Installation of Vehicle Activated Sign	£4,500											X		A possible location has been agreed, however involvement of the Structures Team is required. A further meeting is required with the Parish Council to determine a suitable location, as the preferred location requires an additional £50,000 of structural works.	
North Weald Bassett	High Road	Zebra crossing	£40,000														
SECTION 106 FUNDING																	
Loughton	A1168 Chigwell Lane/Langston Road/Oakwood Hill	The improvement works being carried out at this junction to: Improve traffic capacity at the junction by updating the existing traffic signal installation with current technology and increasing length of right turn lane for traffic accessing Langston Road; Improved right turning lanes; Improved pedestrian facilities												X	X	X	It has not been possible to install pedestrian phases into the traffic signal design because it will reduce the traffic capacity of the junction excessively. Anticipate completion of the scheme by the end of November
Chigwell and Loughton	Rectory Lane and Chigwell Lane	Road closure and continuation of cycleway												X	X	X	Design currently with the contractor to agree estimate
LOCAL HIGHWAY PANEL SCHEME														BUDGET: £40,000			
Chigwell	Manor Road	Zebra crossing	£40,000											X	X	X	Design being progressed in preparation of safety audit

PARISH/WARD	LOCATION	SCHEME/EXENT ORWORK	ESTIMATE	INDICATIVE PROGRAMME												PROGRESS/COMMENTS	
				Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar		
LOCALLY DETERMINED REVENUE BUDGET																	
BUDGET: £18,3																	
(£29,2 less £0,60)																	
District wide	District wide	Highway Rangers	£603														
District wide	District wide	Disabled bays and adhoc signs and lines	£200														
District wide	District wide	Adhoc signs and lines	£200														
Abridge	London Road	New 40mph speed limit	£70							XX							Complete
District wide	District wide	Amendment 6, Batch 1100; District wide disabled bays – intention notices already advertised	£0							XX							The posts for the signage were installed 5 November. Signs shall to be installed by the end of the month.
District wide	District wide	Traffic Regulation Order updates and omissions, including disabled bays not yet advertised	£8000											XX			Complete
District wide	District wide	New speed limit	£600							X							The formal consultation ended 22 October. A report to the Cabinet Member for Highways and Transportation is currently being drafted in order that a decision on objections can be made
District wide	District wide	30mph speed limit	£50													XX	Being sealed shortly; signage to be installed by the end of November
District wide	District wide	Waiting restrictions	£200							X							Traffic regulation order with Legal Department in preparation of advertising
																	Complete

PARISH	ROAD NAME	LOCATION	TYPE OF WORK REQUIRED
Willingale	Dukes Lane	Opposite the junction with Waples Mill Road	2 grips to be cut out
North Weald Bassett	A414	Layby	Place topsoil either end of the layby where the road goes through the golf course
North Weald Bassett	Hastingwood Road		Grips
North Weald Bassett	Mill Street		Grips
North Weald Bassett	Foster Street		Grips
North Weald Bassett	Green Lane		Grips
North Weald Bassett	Weald Hall Lane		Grips
North Weald Bassett	Harlow Common		Grips
Epping Island	Rye Hill Road		Grips
Epping	Upland Road		Grips
Epping	Bury Lane		Grips
Epping	Mount Road		Grips
Theydon garnon	Hobbs Cross Road		Grips
Theydon garnon	Coopersale Lane		Grips
Theydon Mount	Epping Lane		Grips
Stapleford Tawney	Tawney Lane		Grips
Epping	Stewards green Road		Grips
Epping	Coopersale Street		Grips
Epping	B1393	Hastingwood Roundabout to Wakes Arms Roundabout	Remove soil off path to bring back to full width
North Weald Bassett	High Road	From Chip Shop to Kings Head	Remove 6 plastic bollard stumps that have been infilled with tarmac and need replacing with new ones
Epping	Buttercross Lane	Near Rayfleids	Clean out two small gullies in the footway Priority *
Epping	High Street		Renew 8 bollards outside Marks and Spencers and 13 outside Costa. Speak to Trevor
Epping Green	B1393 High Road	From Bell Common Tunnel to Wakes Arms Roundabout	Sign washing
Chigwell	Vicarage Lane	Travelling from Chigwell High Road to Manor Road	Cut back bushes and vegetation
Chigwell	Gravel Lane	Bottom of Gravel Lane	The sign is overgrown with vegetation and turning green
Loughton	B1393	Southbound	Clean road sign near Old Orleans
Loughton	Baldwins Hill	400 yards towards junction A121	Cut back vegetation
Loughton	Chigwell Lane	Footpath from bridge to Oakwood Hill	Cut back vegetation
Loughton	General		Clean all salt/grit bins and cut back vegetation as necessary
Loughton	High Road	Lamppost o/s Methodist Church	Remove redundant Works Traffic sign Clean No Parking sign on verge, 2nd lamppost on S/side of Oakwood Hill close to junction with Chigwell Lane
Loughton	Oakwood Hill		Lop branch off tree so that above sign can be visible
Loughton	Rectory Lane	Junction with entrance to Buckingham Court IG10 2QZ	Repairs to post and rail fencing on highway land
Loughton	Rectory Lane	Southbound by Barrington Green	Large sign post bent by impact, straighten Speak to Trevor
Loughton	Rectory Lane	Southbound after underground railway bridge	Large M11 sign post, cut away vegetation and clean
Loughton	Shaftsbury	O/s no 2	Mend and reset jockey rails
Loughton	Smarts Lane	North of no 214	Remove redundant Metropolitan Police Neighbourhood watch sign
Loughton	Staples Road		Whole length cut back vegetation Chevrons at the bottom of Donkey Hill are being covered by vegetation
Epping Island	B181	from Epping Green to Roydon	
Epping Island	B181	From Epping Green to Epping - Before Chambers Manor corner	A sign has been flipped round
Epping Island	B181	Church Hill to Epping	Gully to left of bridge over Cobbins Brook needs clearing
Epping Town	Market area		Remove and reinstatement or filling of plastic bollard holes - Speak to Trevor
Epping Town	High Street		A number of sign poles are grey galvanised and require painting

PARISH	ROAD NAME	LOCATION	TYPE OF WORK REQUIRED
Epping Town	Lindsey Street	At junction with The Maltings	Cut back vegetation encroaching on footway
Epping Town	The Plain	Near Union Common	Cut back vegetation encroaching on footway
Theydon Bois	Coppice Row	Opp Birch Hall Lodge	Wash down Gateway Signs
Theydon Bois	Orchard Drive	O/s number 4	Reset short metal Waiting Restriction post
Theydon Bois	Theydon Park Road	O/s number 47	Reset short metal Waiting Restriction post
Theydon Bois	Loughton Lane	O/s Pando	Remove old 40mph post which already has a Highways red X on it to remove
Fyfield	Throughout and including Norwood End		Cleaning and minor excavation of roadside grips
Fyfield	Throughout and in particular Clatterford End to Moreton Road		Removal of weeds and vegetation from pavements
North Weald Bassett	School Green Road		Damaged sign
North Weald Bassett	High Road	Junction of Pike Way	New building has left grass verge in a poor condition and milestone has been removed and replaced incorrectly.
Theydon Bois	Near Wakes Arm Roundabout	Nearly opp Shell Garage and riding school	Wash down large square directional sign
Theydon Bois	Near Wakes Arm Roundabout	On approach from Theydon (about 100m from roundabout itself)	Wash down directional sign
Theydon Bois	Rolls Park Corner		Wash down directional sign
Chigwell		From Rolls Park to Chigwell	Wash down Gateway Signs
Theydon Mount	Banks Lane	Bottom of Banks Lane	Strim round and clear debris from around new fingerposts
Theydon Mount	Tawney Common	Top of Tawney Common	Strim round and clear debris from around new fingerposts
Theydon Mount	Mount End Road	Top of Mount End Road	Reset metal fingerpost
Theydon Bois	Debden Lane	nearly opp Clays Lane	A number of low concrete bollards that either need removing or resetting
Theydon Bois	Little London roundabout, Gravel Lane	All approaches	Remove foliage from around most of the directional signs
Ongar	A113		Ongar signpost no longer visible - wash down and cut back vegetation
Ongar	Corner of Love Lane and High Street		Highway sign - wash down and cut back vegetation
Ongar	Greenstead Road	O/s entrance to play area	Cut back intrusive vegetation on footpath
Ongar	Green Lawn	To High Street	Cut back intrusive vegetation on footpath
Ongar	Mead Walk	to St James Avenue	Cut back intrusive vegetation on footpath
Ongar	Longfields	To Brentwood Road	Cut back intrusive vegetation on footpath
Ongar	High Street	To Churchill Close	Cut back intrusive vegetation on footpath
Ongar	Love Lane	Footpath to Onslow Gardens	Cut back intrusive vegetation on footpath
Ongar	Between Fyfield Road and Queensway		Cut back intrusive vegetation on footpath
Ongar	Between St Peter's Ave and Shortlands Ave		Cut back intrusive vegetation on footpath
Ongar	Between Queensway and Kimptons Close		Cut back intrusive vegetation on footpath
Ongar	Auckingford Gardens	To Kimptons Close	Cut back intrusive vegetation on footpath
Ongar	High Street		Repainting bollards and railings
Ongar	High Street	Near Manor Square, by St Martin's Church	Refurbishment of Ongar Town signs and attached bench
Nazeing	Hyde Mead		Replace missing nuts and bolts on guard rails, 20 no M10 x80mm long and tighten existing bolts (please could the gang use nylock nuts if poss)

PARISH	ROAD NAME	LOCATION	TYPE OF WORK REQUIRED
Nazeing	Nazeing Common	O/s Common View	Clear siding to footway to widen useable width of footpath, approx 8m either side of entrance to common view.
Buckhurst Hill	Forest Edge	o/s no 19	Cut down post
Ongar	High Street	Throughout	Wash signs
Ongar	Fyfield Road	Throughout	Wash signs
Roydon	High Street	o/s old garage site	Cut down post
Lambourne	London Road	Throughout	Cut down posts
Lambourne	Alderwood Drive	adjacent to no's 1 and 2	Cut down posts
Lambourne	Hoe Lane	near to no 22	Cut down post
Ongar	Coopers Hill		Remove salt bin and contents
Ongar	Footpath between Coopers Hill and Cloverley Road		Cut back vegetation
Ongar	High Street		5no shallow block gullies (eaves and small spoil)
Epping	Epping New Road	from Epping to Robin Hood Roundabout	Wash graffiti on signs along this route
Lambourne	By Cricket Ground off Hoe Lane	just after The Poplars	Weeding and cutting back vegetation in the footpath
Loughton	Habgood Road	at the end of the road	Repaint No Through Road sign post
Chigwell	Chigwell Road	from the station to West Hatch School (on W.H. School side of the road) and in particular opposite Forest Ave	Trim back foliage
Loughton	Traps Hill		Sprayed graffiti to be removed from bus-stop timetable covers in Traps Hill, and road signage at the junction of Traps Hill and Rowans Way
Ongar	Coopers Hill	o/s 21 on footway	Clear out small drain
Stanford Rivers	Epping Road	Opp Does Farm	Recut grip
Roydon	Hamlet Hill		Cut back vegetation around chevron signs
Roydon	Tyler Road	nr Green Man PH	Cut back vegetation around chevron signs
Roydon	Tyler Road	jw Epping Road	Clear weeds/vegetation from roundabout/traffic islands at junction with Epping Road
Waltham Abbey	Mott Street	side of Rose Cottages	Remove all the loose material and clean the access drain
Chigwell	o/s 52 Oak Lodge Avenue		The verge was reinstated by Leisure, but the wooden posts and orange plastic protection are still in situ
Chigwell	o/s 30 Lechmere Avenue		The no motor vehicles, cycles, animals on mown verge sign has been knocked down but propped up by resident. Please remove the signs and post and reinstate the soil in the hole
North Weald Bassett	Hows Mead		Pick up suction kerbs that are loose all over the place
Lower Sheering	Sheering Mill Lane	j/w Luxford Place	Trim around sign
Lower Sheering	Sheering Mill Lane	on railway bridge	Trim vegetation
Sheering	The Street	close to m/way bridge	Trim around sign
Buckhurst Hill	Palace Gardens	At the end of DYL	Remove old sign
Little Laver	Little Laver Road	J/w Abbess Road	Remove rocks from traffic island
Little Laver	Little Laver Road	J/w Abbess Road	Trim grass on traffic island
Loughton	Forest Road	outside no. 63	Clear footway gully
Loughton	Hanson Drive	outside no. 66	Clear footway gully
Buckhurst Hill	Forest Edge	outside no. 19	Cut down post
Waltham Abbey	Godwin Close		Cut back vegetation at back of path and clear weeds in kerb channels
Nazeing	Middle Street	o/s Shadwalkers	reestablish grip downhill from BT manhole cover
Waltham Abbey	Avey Lane	Between Pynest Green Lane and Avey Cottages	Reestablish grips
Waltham Abbey	Hillhouse	o/s Mann Bros supermarket	Take up and relay approx 0.5sqm of block paving
Roydon	Tylers Road	nr Beale Oaken	replace reflective parts of the edge markers so the right colour faces correctly
Nazeing	Middle Street		Please remove/cut off protruding lugs and remove any sharp edges and make good the mesh infill

PARISH	ROAD NAME	LOCATION	TYPE OF WORK REQUIRED
Theydon Bois	Coopersale Street	south of the j/w Stonnards Hill on Eastern side	Please cut down to just below ground level 3no.posts -used to support a village sign but are now bent over.
Stewardstonebury	Bury Road	100m from Gilwell Park	Wash signs
Waltham Abbey	Daws Hill	150m from Sewardstone Road	Trim around signs & wash signs
Waltham Abbey	Church Rd Lippitts Hill	On Bend in Ditch	Remove damaged posts
Loughton	The Drive	Opposite the health centre	Paint post (no through road sign)
Waltham Abbey	Honey Lane/Masons Way	Alleyway from Honey Lane to Masons way at the side of 103 Honey Lane	Cut back vegetation approx 0.5m wide (both sides)
Waltham Abbey	Market Square	Guardrail outside the Queens Arms pub	Paint guard railing black (take extra care not to spill onto cobbles & blockwork)
Roydon	Common Road	At the side of Weatherwhites car sales	Pick up Concrete Bollard
Waltham Abbey	Sewardstone Road	j/w Beechfield walk/Lodge Lane	Provide new bollard for existing stump or remove stump and infill with tarmac & compact
Waltham Abbey	Woodbrook Gdns	By lc 5 o/s no.19	remove small section of loose kerbs and infill with monoset -make good as required
Waltham Abbey	Woodgreen Road	o/s no.33	Please remove the protruding rebar and make good as a temp repair until a permanent repair can be committed
Waltham Abbey	Pynest Green Lane	opp Pynest House	Please clear in front of headwall and trim around and clear vegetation
Waltham Abbey	Parklands	opp j/w Southweald Drive by l/c 42	Break out a small lump of concrete spilt at the edge of c/w and dispose.
Epping	Epping New Road	Between Wakes Arms and Robin Hood	Lower Parking signs to 18m to the top of the signs.-cut posts accordingly
Epping	Epping New Road	Between j/w Palmerston Rd & Wake arms r'bout	Please clean off "000" graffiti off illuminated bollards
Loughton	Church Hill	No. 50	Remove tarmac from tree pocket
Ongar	High Street	By Ongar "Town" sign	Clean and refix brickwork
Ongar	High Street	By Ongar "Town" sign	Straighten post (if possible)

Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Indicative Estimated Costs	Type/Causation of Request
4	Loughton	Oakwood Hill j/w Chigwell Lane		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 Debdon station. The verge permanently shows the impact of vehicles and deposit mud onto the road. As parts of the verge become impassable, vehicles park further from the junction, continuing the problem. The introduction of the Debdon parking scheme, following the recent review is likely to exacerbate the problem, to the detriment of the area. The scheme is supported by the residents and town councillors	The planting suggestion may not be included in scheme by ECC, however the installation of bollards will prevent footway/verge parking and maybe sufficient without the need for additional waiting restrictions	£600 per standard bollard; £800 per wooden bollard	Congestion
5	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 manoeuvres. Officers suggest an investigation is carried out on the timings of the lights at peak hours to reduce the use of Brooklyn Parade. Until further investigations are carried out it is difficult for Officers to put forward proposals that differ significantly from the 'Congestion busting' scheme proposed in 2008/9	£5,000-10,000 investigation costs	Congestion
6	Loughton	Roding Road	Rephrasing of traffic lights and additional lining to enable a left and right filter lane at the lights	Currently the traffic queue for the junction of Roding Road at the junction with Valley Hill/Oakwood Hill and often backs up from the traffic lights beyond the underground bridge, causing congestion at the mini roundabout at the junction with Alderton Hill. This problem is not isolated to peak periods. There is also insufficient road width for two lines of traffic, however the road is regularly obstructed by parked vehicles on the inside lane and the introduction of additional 'No waiting' restrictions on Roding Road, north west of Hill on the easterly side of the road, whilst enabling two lines of vehicles to wait for the change of traffic lights at the junction. This is likely to prove unpopular with residents/shopkeepers. However this will reduce congestion, provide environmental improvements through reduced pollution. It is proximity of Roding Valley High School and is supported by the Town Council	Rephrasing of the signals and the provision of 'right turn' and 'left turn' filter arrows would require investigation into the changes of capacity. Existing waiting restriction Mon-Fri 2-3pm and Mon-Sat 8am-6.30pm and no waiting at any time at junctions. Any major changes to waiting restrictions is likely to be objected to by residents and shop-keepers. Whilst this will have only a minimal impact on congestion at the signal junction, it will help to open up the carriageway to fully accommodate the two way traffic. This can be implemented at an estimated cost of £3,000.	£5,000-10,000 investigation costs; should the investigation prove the proposal is feasible the project costs would be in the region of £50,000-150,000. Changes to waiting restrictions could be implemented at a cost of £3,000	Congestion
28	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 speed. If a one-way system is implemented, Officers would recommend traffic calming measures are included as part of the scheme. However this would increase the costs of the scheme to £25 - 30,000 including TRO costs	£25 - 30,000 costs associated with traffic calming, Traffic Regulation Order, signs and lining	Congestion
29	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 speed. If a one-way system is implemented, Officers would recommend traffic calming measures are included as part of the scheme. However this would increase the costs of the scheme to £25 - 30,000 including TRO costs	£25 - 30,000 costs associated with traffic calming, Traffic Regulation Order, signs and lining	Congestion

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

Type/Causation of Request		Indicative Estimated Costs	Officer Comment	Application details	Project	Road/Location	Ward/Parish	Ranking	Highways Ref
	Drainage		Further investigation and talks with Corporation of London shall be required		Road outside 'Travellers Friend' - thrust bore horizontally across the road to reconnect the pond to the drain holes opposite	B181	Epping Upland	High	42
	Drainage	£5,000		The property at this junction Threeways, has regularly suffered from flooding and due to verge erosion alongside the property in Little Laver Road the situation has deteriorated. Proposal has been made for the installation of kerbing to control and divert the excess water	Installation of kerbing to control and divert access water	Little Laver Road adj Threeways property	Bobbingworth & The Lavers	Med	44

Type/Causation of Request		Indicative Estimated Costs	Officer Comment	Application details	Project	Road/Location	Ward/Parish	Ranking	Highways Ref
Driver Compliance									
		£30,000	A speed survey carried out on this road identified that in excess of 10 cars where recorded as travelling the wrong way along the one way system in a 2 day period. These raised concerns, not only with Essex County Council, but also Essex County Police.	A request identified through the Buckhurst Hill parking review. Build-outs will assist in reducing the current non-compliance with the one-way system along this stretch of road	Build-outs	Westbury Road	Buckhurst Hill	High	30

Type/Causation of Request	Informal crossing	Informal crossing	Informal crossing	Informal crossing	Informal crossing	Informal crossing
Indicative Estimated Costs	£1000 per pair	£1000 per pair	£1000 per pair	£1000 per pair	£1000 per pair	£1000 per pair
Officer Comment						
Application details						
Project	Dropped kerb location x2	Dropped kerb location x2	Dropped kerb location x2 (one of these on 'south' side of Westall Road)	Dropped kerb location x2	Dropped kerb location x2	Drop kerb requests
Road/Location	Barrington Road (w/ Doubleday Road)	Sandford Avenue (w/ Westall Road)	Colebrook Lane (w/ Westall Road)	Harvey Gardens (w/ Colebrook Lane)	Conveyers Way (w/ Colebrook Lane)	Main Road
Ward/Parish	Loughton	Loughton	Loughton	Loughton	Loughton	North Weald
Ranking	Med	Med	Med	Med	Med	Med
Highways Ref	4	5	6	7	8	103
						Request for the installation of dropped kerbs opposite Kiln Road for wheelchair access to York Road through the hedge.

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JUNCTION IMPROVEMENT

Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Indicative Estimated Costs	Type/Causation of Request
9	Matching	Downhall Road/Little Laver Road/Watery Lane	Re-alignment of priority of junction	<p>Re-alignment of priority junction of Downhall Road/Little Laver Road/Watery Lane, Matching. Erection of signs warning 'Access Only Unsuitable for HGVs' or 'Unsuitable for Sat Navs' at both entrances of Water Lane. HGVs are using Water Lane as a through route and it is totally unsuitable for such vehicles. The junction layout is straight through from Downhall Road to Water Lane, although the signage points to Little Laver Road, this only encourages the use of Water Lane.</p>	<p>The accident data has been received and it has established that there have been no recorded personal injury collisions in the vicinity. Officers have some concerns that turning of large vehicles such as HGVs and tractors may not be possible or will raise safety concerns. These types of vehicles frequent these roads, and not only the length but also the width of these vehicles must be considered in the design. Officers have carried out an 'Autotrack' assessment that models the swept path of all types of steered vehicles. This has shown that HGV's cross either the centre line or cut across the verge. In addition, centre lines and cat's eyes would also be required to highlight the trajectory of the new alignment of the bend and to delineate the new road layout, after historically Little Laver Road giving way to Watery Lane/Downhall Road. Essex County Council Road Safety Engineers have advised the vegetation on the corner adjacent to 'Corner House' needs to be removed to increase and improve the sight lines. Double yellow lines will need to be installed opposite the junction to prevent the current parking at this location.</p>	£5,000-£7,500	Junction Improvement
32	Chigwell	Manor Road j/w Vicarage Lane	Junction improvement		<p>A more detailed investigation into turning movements would be required</p>	£30,000	Junction Improvement
33	Abridge	Market Place	Junction improvements		<p>There are currently no feasible engineering options at this time</p>		Junction Improvement
81	Chigwell	Gravel Lane j/w Maypole Drive	Junction improvements		<p>Already has existing junction protection. Extra signage could confuse drivers and add unnecessary street clutter</p>		Junction Improvement
82	Epping	Stonards Hill j/w Stewards Green Road	Junction improvements with Stewards Green Road			£30,000	Junction Improvement

Type/Causation of Request		Application details		Officer Comment	Indicative Estimated Costs	
Highways Ref	Ranking	Ward/Parish	Road/Location	Project		Junction Improvement
102	High	Waltham Abbey	Roundhills j/w Honey Lane	Junction protection	Continuing problems that residents are experiencing illegal car parking on both sides of the entry to the Roundhills estate from Honey Lane. This causes a daily problem for young mothers with prams and pushchairs and disabled residents / wheelchair users, as they try to pass on the pavement. They all have - most dangerously - to move into the actual roadway in order to get past these obstructions which are parked illegally on pedestrian footpaths.	Existing DYL junction protection £3,000
106	Med	North Weald	Woodside junction High Road	An island at the junction of Woodside and NM High Road was said to be the best way of discouraging sat-nav juggernauts turning in and getting stuck at a width restriction south of the trading estate (which would allow emergency service vehicular access from B1393)	The junction is at the end of a residential area, with a 40 mph speed camera near-by. Proposal will still allow HGV access as there is a need for the existing industrial units to have deliveries £6,000	Junction Improvement
112		Buckhurst Hill	Amberley Road	Potential junction alterations and one-way traffic order	To take place at the junction of Russell Road	Junction Improvement
						Newly added -

Ranking		Ward/Parish	Road/Location	Project	Application details	Officer Comment	Indicative Estimated Costs	Type/Causation of Request
8	Med	Buckhurst Hill	Brook Road	Creation of footpath	A) Brook Road links with Buckhurst Hill with the London Borough of Waltham Forest. It is heavily used by vehicles and pedestrians. Without a footpath, pedestrians, children and elderly are at risk. B) Request to create a footpath at Buckhurst Hill end of Brook Road to join up with existing footpath at the Waltham Forest End. Brook Road runs between Epping New Road and Whitehall Road, where there is a bus stop and Bancroft's school is within walking distance. There are possible land purchase issues with Corporation of London and the scheme may require moving a ditch or building a raised path over the ditch. Local residents have made representations to local Councillors. Supported by Cllr Ann Haigh and Cllr Jill Sutcliffe, Chairman Joyce Darby and Cllr Angela Cass.	The land is the property of the Corporation of London. A possible way leave will be needed to create the footpath. Cllr Sutcliffe has forwarded a letter sent by City of London stating that: "If you are able to persuade ECC or the DC to support this project I am confident that the Conservators will provide permission for the works." 30/03/10 Officers have been given the in principle agreement with the Corporation of London and neither them or the Officers have no adverse comments about the proposal.	£25,000-50,000 footpath construction	Pedestrian
18	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 bushes in front of the Parade might have to be removed. Currently users of the Church car park, preschool parents and pupils and residents of Elizabeth Close and Nazeing Road weave their way between traffic. They don't walk to the lights at Nazeingbury crossroads. There are obvious risks of accidents between the vehicles and pedestrians, because of the speeding and misjudgement. One advantage of a crossing would be a reduction of the parking on the verges by heavy lorries while the drivers visits the shops. There is wide support for a crossing here.	Detailed investigations would be required to determine the pedestrian desire line (i.e. where pedestrians are likely to cross/cross appropriately). The feasibility of the scheme will be subject to a detailed investigation being carried out to determine the requirements of a pedestrian crossing facility. Officers have concerns with the proximity of a proposed crossing to the existing traffic signals at the Nazeing crossroads [Local Transport Note 2/95(S.2.1.5.1)]	£80,000 for a controlled zebra crossing	Pedestrian
39	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. A detailed survey has been undertaken, which shows one possible location. This would require land to be taken from the Corporation of London to construct a new footway as well as possible statutory undertakers diversionary works. The scheme would also be subject to a safety audit which may raise road safety concerns	£7,500 per pedestrian refuge; £80,000 for a controlled zebra crossing	Pedestrian
46	High	Loughton	A121 High Road (near Spring Grove)	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 be considered at this location. The width of the road may preclude a refuge, but there is good visibility at the site for a crossing. Although the 85th percentile speeds of traffic in below 30mph northbound, it is faster southbound and may not be deemed suitable for a zebra crossing. The volume of traffic is quite high at this location, but the majority of pedestrian activity is to and from the school. Assuming there is not a school crossing patrol solution to the peak hour demands, the interruption to traffic flow with a computerized signalized crossing would be restricted to these periods only.	£170,000+ for the installation of a Puffin Crossing	Pedestrian

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PEDESTRIAN

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

Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Indicative Estimated Costs	Type/Causation of Request
53	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 junctions changes could incorporate traffic calming elements to address the relatively high 85th percentile and could possible include a refuge facility to aid pedestrian usage.	£170,000 for puffin crossing	Pedestrian
54	Chigwell	B173 Manor Road W 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 behaviour, these locations are potentially very dangerous. There is a case to consider signaling the junction itself with pedestrian phase option where appropriate. This would have the benefit of assisting pedestrians to cross safely and to provide some sort of traffic control, which with traffic calming features could reduce the speed and improve safety for drivers.	£170,000 if a suitable location is found for a puffin crossing; £7,500 per refuge is a alternative options should a suitable location not be found; £40,000 zebra crossing	Pedestrian
55	Chigwell	B173 Manor Road E of Tomswood Road	Signal controlled junction		See B173 Manor Road E of Tomswood Road Pedestrians crossing were relatively low, as are the vehicle flows. There is no particular delay in crossing the road. However, it must be born in mind that there have been 21 casualties, including two fatal, on this road over the past 5 years. It is advised that signaling the junction with the inclusion of pedestrian phasing, would benefit pedestrians and perhaps contribute to traffic calming with a view to minimizing accidents. Yet Officers advise that there are no suitable locations for a crossing to be installed and sight lines may be affected as the road layout narrows	£170,000 if a suitable location is found for a puffin crossing; £7,500 per refuge is a alternative options should a suitable location not be found; £40,000 zebra crossing	Pedestrian
56	Chigwell	Turpins Lane	Signal controlled junction	A historical request for a pedestrian crossing.		£40,000 for zebra crossing	Pedestrian

Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Indicative Estimated Costs	Type/Causation of Request
57	Chigwell	Tomswood Road	Signal controlled junction	A historical request for a pedestrian crossing.	There were only a relatively small number of pedestrian movements recorded and the speed of traffic was generally fairly slow on this arm of the junction. In addition, no injuries for pedestrians have been recorded in the past 5 years. The conditions at this location were not considered to be difficult for pedestrians to cross. In view of this, it is not felt necessary to provide a separate crossing facility at this location, but safety at the junction could be greatly improved if a signalized arrangement was introduced. A signalized phase may not be required on this leg; however, the traffic control across the whole junction could provide improved regular headway gaps in traffic flow and thus provide greater crossing opportunities in Tomswood Road. Officers advise that a refuge at the junction may be possible.	£7,500 pedestrian refuge.	Pedestrian
58	Epping	B181 Lindsey Street	Traffic calming/speed reduction	A historical request for a pedestrian crossing.	The width of the road does not favour a refuge, but potentially provide space for a crossing facility. Although the site is a cut through for traffic at peak hours, it is a fairly quiet site and no children were noted to cross, nor have there been any recorded pedestrian casualties in the past 5 years. As the 85th percentile speed of traffic is 34 and 36mph, consideration could be given to some form of traffic calming. However, there does not appear to be any difficulty in crossing the road. It must also be noted that the footway is narrow and the grass verge is the property of the Corporation of London	£170,000 puffin crossing	Pedestrian
60	Loughton	Church Hill (near the Uplands)	Signal controlled crossing	A historical request for a pedestrian crossing. (Staples Road School) Supported by Councillor Mrs C Pond	The number of pedestrians crossing Church Hill was relatively high and flows remained constant through the day. Similarly, the recorded traffic flows were high. It is therefore suggested that a signal-controlled crossing is installed at this location. It is recommended that anti-skid surfacing is provided also as visibility requirements exceed the minimum for a signal-controlled crossing. A suitable location has been identified North East of the Uplands for a possible zebra crossing installation, however this may affect the Traps Hill junction. No other suitable location has been identified. There is an existing pedestrian refuge at the proposed location for the new crossing	£80,000 zebra crossing	Pedestrian
61	Epping	Station Road	Signal controlled crossing/pedestrian refuge	A historical request for a pedestrian crossing.	Pedestrian flows were fairly high and remain fairly constant throughout the day. There were however very few vulnerable pedestrians recorded crossing the road and no pedestrian accidents have been reported in the last 5 years. It is suggested that a further feasibility study could be carried out into the location of a crossing, due to the proximity of junctions, residents' driveways and bus stops. As Station Road is a priority 1/2 route, traffic calming will not be permitted at this location. Locations are limited near to the underground station. There is an existing zebra crossing near the junction with High Street	£170,000 puffin crossing	Pedestrian
62	Buckhurst Hill	Roding Lane	Pedestrian facilities at signal junction	A historical request for a pedestrian crossing.	It is not considered entirely necessary that a crossing is installed at this location, as a facility already exists on the desire line. However, pedestrians to the east of Loughton Way are still required to cross Loughton Way to reach the existing pedestrian crossing. It is therefore suggested that pedestrian facilities are considered as part of the signal controlled junction on Loughton Way and possibly Roding Lane. However further investigation would be necessary to ensure that the provision of a pedestrian phase would not cause excessive delay and congestion at the signals.	£5,000-10,000 feasibility study; £200,000 signal design and implementation	Pedestrian

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

Type/Causation of Request		Application details		Project		Indicative Estimated Costs	
Pedestrian		Pedestrian crossing	A historical request for a pedestrian crossing.	Pedestrian crossing	The pedestrian count illustrates high volumes of parents and children crossing are concentrated in the morning and afternoon with very little pedestrian movement of the remainder of the day. In these circumstances a school crossing patrol is usually the best way of controlling and protecting these crossing movements. There is reduced visibility due to the road being on an incline, with bends and carriageway width may be an issue if parking bay could not be used	£7,500	
Pedestrian		Pedestrian crossing		Pedestrian crossing	The pedestrian flows are very low and although traffic levels are high it is not felt that there is a latent demand to cross at this location. It is therefore recommended that no further action to is taken. Very fast road with no footway on North side of Honey Lane	£40,000 for zebra crossing	
Pedestrian		Pedestrian refuge/traffic calming		Pedestrian refuge/traffic calming	Many of the pedestrians crossing are children who often need further assistance in crossing the road. Although traffic flow remains fairly constant throughout the day, there is a peak in vehicle flows at similar time periods to the peak in pedestrian traffic. It is therefore suggested that the installation of a pedestrian refuge be considered together with associated traffic calming measure to slow vehicle speeds. Careful consideration will need to be taken with regards to the siting of the crossing.	£7,500 pedestrian refuge	
Pedestrian		Pedestrian crossing		Pedestrian crossing	The pedestrian flows recorded at this site are very low, and although traffic levels are high it is not felt that there is a latent demand to cross at this location. It is therefore recommended that no further action be taken at this site.	£40,000 for zebra crossing	
Pedestrian		Pedestrian crossing		Pedestrian crossing	The pedestrian flow recorded was very low and although traffic levels are high, it is not felt that there is latent demand to cross at this location. It appears that the main reason to cross the road is for the bus stop on either side of the road. It is therefore recommended that no further action be taken with regards to a pedestrian crossing.	£40,000 for zebra crossing	
Pedestrian		Pedestrian refuge		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	
Pedestrian		Pedestrian facilities at signal junction		Pedestrian facilities at signal junction	A feasibility study is required	£100,000+	

Type/Causation of Request		Indicative Estimated Costs	Officer Comment	Application details	Project	Road/Location	Ward/Parish	Ranking	Highways Ref
Request	Request								
	Signage	Approx £2,000	Unable to achieve this. Regulations dictate that traditional fingerpost designs should only be used on unnumbered rural roads where traffic speeds are low. An alternative solution would be to use black posts and black backed traffic signs. These are used in other conservation areas	This location is part of a conservation area. The aluminium signage is very poorly placed in respect of the town greens and detracts from the otherwise pleasant visual aspect. Consideration of the signage in terms of its impact on the visual environment may be able to come up with a better scheme of signage perhaps incorporating a wooden fingerpost at the location of the existing signs	Replacement of aluminium signage	Town Green	Epping Town	Med	40
	Signage	£1,000 per pair (per site)			Village/Gateway signs	Bobbingworth Mill	Bobbingworth & The Lavers	Med	110

Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Indicative Estimated Costs	Type/Causation of Request
3	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	Speeding
7	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	Speeding
17	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. This sign is 300m North of the speed limit signs. Gateways are possible, providing sufficient verge width is available.	£2,000	Speeding
23	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	Speeding
25	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.	£4,500 for solar powered VAS	Speeding

**Local Highway Panel "Reserve List" 2010/11
SPEEDING**

Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Indicative Estimated Costs	Type/Causation of Request
34	Stanford Rivers	Passingford	Various	1.) Triangle the end of Mill Lane, Toot Hill - kerb the triangle, landscape either flowerbed or flower tubs, to clean up eyesore, stop obtrusive parking and create a focal point 2.) Gateways at Toot Hill, 6no (3 lots of 2); One pair on Epping Road, one pair on School Road and one pair on Toot Hill Road. Could be decorative and would slow traffic as they are made aware they are entering a village area. 3.)Mini roundabout on A113 Stanford Rivers at junction with Church Road. reconstruction of a mini roundabout at this increasingly busy junction. Would reduce speed.	1.) The exact location would need to be identified with the Parish Council. 2.) The gateways are a sound proposal, however would be subject to there being sufficient verge width. 3.) A min-roundabout on the A113, which is a primary route is very unlikely to meet Essex County Council criteria	1.) £5,000-7,500. 2.) £1,200 per gateway	Speeding
41	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 travelling at 60/70mph. Although Greenwood is set back from the road, Chequers is not. It is understood that some accidents are caused by drivers not knowing the road. There is also the effect of frost/ice on the surface where vehicles skid and loose control. Proximity to All Saints Parish Church and the Parish Council Burial Ground. It is of concern to Parish councillors and local residents, particularly as the B181 has become a 'rat run' for the M11 and M25. There have been a major increase in traffic on the road and it is not unknown for lorries to have difficulty negotiating the bends causing traffic congestion on a road that has previously been free flowing.	Officer advise that the installation of rumble strips too close to residential properties would conflict with current guidelines. However road surfacing treatment would be possible, but would have maintenance implications and high initial installation costs. Signing can be reviewed. At first consideration there appears to be insufficient space for crash barriers. Information plates with warning signs could be incorporated in a scheme.	£2,500 signing/lining scheme; £20,000 anti-skid application on bends	Speeding
80	Buckhurst Hill	Forest Edge	Speed humps; or 2x VAS	To help reduce the impact of the road being used as a rat run	It would only be possible to deter 'rat-running' with the introduction of measures such as speed humps or build outs, however the high frequency of vehicle crossovers may prevent such a scheme. A survey would be required	£40,000 - speed humps £9,000 - VAS	Speeding
85	Loughton	Queens Road	Speed humps	To reduce the speed to traffic along the hill		£30,000	Speeding
87	Waltham Abbey	Roundhills	Elderly crossing sign or road humps		A scheme such as road humps would need to be incorporated throughout the whole estate and not in isolation to ensure the impact of reducing vehicle speeds as desired	£1,000-1,500 per sign; £40,000 for humps	Speeding
113	Abridge	London Road and Ongar Road	Village gateways		Newly added -		Speeding
114	Buckhurst Hill	Oak Lodge/Grange Hill	Speeding/Traffic calming		Newly added -		Speeding

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

Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Indicative Estimated Costs	Type/Causation of Request
19	Waltham Abbey	Honey Lane	Installation of pedestrian crossing, VAS and additional yellow lines	<p>On this section of Honey lane, there is a short but steep gradient in the road, which emphasises the speed of traffic. Because of the gradient and associated speeds, there have been a considerable number of accidents along the road. Residents within the area have accrued a large amount of evidence detailing incidents and have produced a petition. The proposed scheme is the installation of a pedestrian crossing where the current centre refuge is located, and the installation of a VAS at the bottom of the hill adjacent the shop. There may also be a requirement for further double yellow lines along this stretch of road, but resident needs must also be taken into account. The pedestrian crossing would slow traffic down, provide a safer means of crossing for the school and provide improved sightlines for traffic, due to no parking on the zigzags. The VAS would increase drivers awareness regarding their speed at the approach to the crossing and mini-roundabout. There have been a considerable amount of RTAs at this location. The current speed limit is 30mph but is not adhered to and rarely enforced. A 150 signature petition has been produced by local residents.</p>	<p>The location of the pedestrian crossing will not be viable as it does not meet current criteria, an alternative location may be more suitable. This area has already been raised by Road Safety for possible inclusion in the 2010/11 Route Safety Improvements Programme. The site was no included within the 2010/11 Road Safety Improvements Programme. Alternative locations as yet are unidentified and would require detailed investigation. The VAS is currently being delivered under CIF</p>		Speeding and Pedestrian

Highways Ref	Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Indicative Estimated Costs	Type/Causation of Request
21	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	Weight restriction
198	Med	North Weald	Woodside - Thornwood	Weight restriction	Extremely heavy duty lorries are becoming more prolific. Residents cannot contemplate walking down the road to the park with two children in the pram, when she could come face to face with an extended juggernaut lorry on one of the blind bends or even a 'boy racer'. No pavements! She has no choice but to drive. And what about the listed buildings in Woodside?	Currently has a weight restriction		Weight restriction

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