



# Epping Forest District Council

## **LOCAL HIGHWAYS PANEL** **Thursday, 24th March, 2011**

<b>Place:</b>	Council Chamber, Civic Offices, High Street, Epping
<b>Room:</b>	Council Chamber
<b>Time:</b>	7.00 pm
<b>Democratic Services Officer</b>	Philippa Sewell - Office of the Chief Executive Email: psewell@eppingforestdc.gov.uk Tel: 01992 564532

### 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 Buttlng, K Angold-Stephens, Mrs D Borton, A Buckley and A Purkiss

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### **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 3 February 2011.

### **4. MATTERS ARISING (Pages 7 - 22)**

Officers to report back on:

- (1) Epping Parking Review;
- (2) High Road, Ongar; and
- (3) Manor Road, Chigwell (report attached; Safety Audit also attached for information).

**5. LOCAL HIGHWAYS PANEL REPORT (Pages 23 - 108)**

To receive report from the Highways Liaison Officer.

**6. FUTURE OF THE LOCAL HIGHWAYS PANEL**

To discuss future options for the Panel.

**7. ANY OTHER BUSINESS**

**8. DATE OF NEXT MEETING**

Thursday 16 June 2011, Council Chamber, Civic Offices, Epping.

## EPHING FOREST DISTRICT COUNCIL COMMITTEE MINUTES

**Committee:** Local Highways Panel **Date:** Thursday, 3 February 2011

**Place:** Council Chamber, Civic Offices, High Street, Epping **Time:** 7.00 - 9.51 pm

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

**Parish reps:** Councillors K Angold-Stephens, A Buckley, C Buttlings, and A Purkiss

**Other Councillors:** Councillors Mrs P Smith, Mrs J H Whitehouse, J M Whitehouse and Mrs L Wagland

**Apologies:** Mrs S Jones and A Lion

Parish Councillor Mrs D Borton

**Officers Present:** Mrs R Tanfield (Highways Liaison Officer), P Sewell (Democratic Services Assistant), S G Hill (Senior Democratic Services Officer), K Durrani (Assistant Director (Technical)) and A Ruffell (Senior Traffic Engineer)

**Also in Attendance:** County Councillor V Metcalfe

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### 78. Substitute Members

There were no substitute members for the meeting.

### 79. Minutes

#### RESOLVED:

That the minutes of the meeting held on 25 November 2010 be taken as read and signed by the Chairman as a correct record.

### 80. Terms of Reference

The terms of reference were noted.

### 81. Matters Arising

#### (a) Epping Parking Review

The draft order for the Epping phase of the review had been published. 120 responses from the consultation had been received and were currently being reviewed and compared with comments from previous schemes. The appropriate Portfolio Holders from the County Council were being contacted, after which information would be disseminated to members.

**(b) Parking Restrictions in Meadow Road, Loughton**

A petition signed by 80% of the residents of Meadow Road, Loughton had been submitted and discussed at a Local Highways Panel meeting held on 23 March 2010. Residents were requesting a scheme to ensure they be given priority over Sainsburys staff and local shoppers for parking spaces in this road.

Members noted that District officers had secured additional on-site parking for Sainsburys staff in order to ease pressure on residents parking in Meadow Road. The results seen so far were minimal. It was noted that funding had to be secured before projects could be formalised, and as none was currently available it was for residents to consider whether they would be willing to provide the funding themselves.

**(c) Pedestrian Crossing for High Road, Ongar**

As the cost of widening the footpath to accommodate a zebra crossing at this site had rendered the plan impractical, alternatives were currently being considered. An alternative crossing site had been identified, but funding was required to carry out the necessary feasibility studies. Officers were currently trying to secure Section 106 funding for these.

**RESOLVED:**

- (1) Officers to report back on estimated cost for the feasibility study;
- (2) Officers to approach the landowner of the original site again; and
- (3) A copy of the documents to be sent to Councillor Lesley Wagland as Portfolio Holder for Legal and Estates.

**(d) Winter Maintenance**

At the meeting on 25 November 2010, the Panel had been informed of the changes that had been made to Essex County Council Winter Maintenance Schemes. This included a trial scheme being launched which delivered grit directly to Parishes to be distributed locally. Members noted that the update report given on the pilot scheme was not definitive as the project was still underway. Feedback was currently being received and would be synthesised once the project was complete.

Essex County Council Officers informed members that additional funding had been secured from the government for repairs and maintenance of highways. Compliments were extended to the Reactive Maintenance Initiative (RAMI) on their quick and effective repair work.

**82. Local Highways Panel Report**

The Highways Liaison Officer presented a report outlining progress on the current programme of works. Members noted that the majority of the maintenance schemes had been completed, with the exceptions shown in the document.

The Epping Forest Transport Strategy implementing cattle grids had been developed, installing four of the planned thirteen grids, and the City of London were piloting an invisible fence scheme. If this trial were successful it would not be necessary to install the remaining grids.



It was noted that funding totalling £5,000 had been given to the EFDC Arboriculturist, who has been tasked to undertake tree replacement work on the locations previously identified by members.

**(a) Manor Road, Chigwell**

Members of the Panel were updated on the progress made in the installation of a crossing on this road. County officers had recently undertaken a Safety Audit, which had deemed traffic speeds too high to install a zebra crossing. Physical calming measures would be necessary in order to reduce speeds to the appropriate level to install a zebra crossing, but these were not deemed feasible as Manor Road is the B173 and a secondary distributor. As a popular informal crossing point for schoolchildren, Members expressed extreme concern regarding this site.

**RESOLVED:**

- (1) Members to receive a copy of the full Safety Audit report;
- (2) ECC to:
  - (a) contact the Safety Camera Partnership on the criteria and costs for installing a camera;
  - (b) meet with Councillor Wagland, Councillor Stavrou and a local resident on site to discuss the issue; and,
  - (c) in conjunction with the Chairman, approach the appropriate County Portfolio Holder with regards to carrying the funding over into the next financial year to be used for a crossing.

**(b) Future Maintenance**

Members discussed the indicative programme of future maintenance schemes included in the report, which would not be formalised until next year's budget had been confirmed.

**RESOLVED:**

That if funding for the above mentioned crossing scheme could not be carried into 2011/12, the following schemes be completed:

<u>Location:</u>	<u>Cost:</u>
- Mount Pleasant Road, Chigwell	£11,017.00
- Hobbes Cross Road, Epping	£6,222.80
- Limes Avenue, Chigwell	£5,170.00
- Hows Mead, North Weald	£10,340.00
- Queensway, Ongar	£5,170.00

With Mount Pleasant Road, Chigwell taking priority.

Concern was also expressed over the length of the current list of highway improvement requests needing attention kept in reserve, should supplementary or additional funding become available. Members were asked to each choose three sites of high priority to be submitted to the Highway Liaison Officer. A report would be

given at the next Panel meeting detailing this revised list, and outlining the amount of support for each one.

**RESOLVED:**

- (1) That a notice be published in the Bulletin asking all members to submit their proposals by 28 February 2011; and
- (2) That Essex County Council officers contact parishes.

**83. Grass Verge Damage**

The Highways Liaison Officer provided members with a report outlining County Council guidelines concerning parking on grass verges. Members discussed the potential for residents to install their own physical measures to prevent this, provided they subsequently took responsibility for the maintenance of any measures installed. It was noted that any resident contemplating this course of action should first seek advice from County Highways Officers.

**84. Any Other Business**

**(a) Future Direction of the Local Highways Panel**

The Panel discussed the efficiency of the current arrangements of the LHP, comparing it with similar panels around Essex. Panel members believed that the issue warranted careful consideration and should be discussed further at a later date.

**RESOLVED:**

- (1) That this be raised at a future meeting; and
- (2) That Members write to the Highways Liaison Officer with any thoughts or ideas.

**(b) Essex County Council Restructuring**

County officers informed the Panel that the reorganisation at Essex County Council was now complete, and the Highways officers remained. They advised of a number of specialised teams that had been created, including a specific team for the area. Detailed information regarding the new arrangements was currently being circulated to the Chief Executives of District Councils, and members would be informed presently.

**85. Date of Next Meeting**

Noted that the next meeting would be held on Thursday 24 March 2011 at 7.00 p.m. in the Council Chamber, Civic Offices, Epping.

**CHAIRMAN**

**MANOR ROAD, CHIGWELL**  
**REPORT BY: LOCALISM AND CUSTOMER SERVICE TEAM**  
**ESSEX COUNTY COUNCIL**

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## Background

Officers have investigated the proposal for the Zebra crossing put forward by the Local Highway Panel. Designs have been drawn up and a Safety Audit completed as part of the process. The Safety Audit has recommended that additional safety measures be added to the scheme, in order to ensure this proposal is safe once it has been installed on site. The main problem identified is that the 85<sup>th</sup> percentile speeds are above that recommended for the provision of a safe crossing facility on a 30mph road. These measures were not accounted for when formulating the initial estimate and as such, mean the funding available is insufficient to implement the full scheme.

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## Funding

Officers have approached the Cabinet Member for Highways and Transportation, Councillor Norman Hume, to request that the funding be carried over to the 2011/12 financial year. However, as it will not be possible to deliver a Zebra crossing within the funding available, the Cabinet Member has not agreed to carry over the funding. In light of this and the need to ensure appropriate use of the available funding, Officers have undertaken the maintenance schemes as agreed by the Panel, as the funding could not be moved to the following year.

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## Solutions

Having met with Councillors Mrs Stavrou, Mrs Wagland and Knapman, a number of possible solutions were discussed, not just in terms of installing a crossing, but bringing about other safety improvements. These are detailed further below. It was considered that a number of differing schemes, of different costs should be investigated.

### Proposed installation of pedestrians ahead/in carriageway' signs



**Figure 1 Diagram 544.1**

This sign is only used to warn of pedestrians in carriageway where there are not any proper footways. "Where pedestrians frequently use a road without proper footways, diagram 544.1 may be used to warn drivers of the likely presence of pedestrians in the carriageway." (Department for Transport, Traffic Signs Manual, Chapter 4, Paragraph 9.4) Thus, this will not be pursued.



**Figure 2 Diagrams 545 and 546**

This sign is required to be located 45-110m from the hazard to which it is warning against, as determined by the Department for Transport, Traffic Signs Manual, Chapter 4, which in this instance is the school. However, as no school/s or playgrounds are located on this road, this cannot be pursued either.

### **Proposed relocation of the speed camera**

The Road Safety Team has investigated the justification for a speed camera at this site. Moving the existing camera near to the location will not be considered at this time, as this camera was necessary at the time of installation and is providing a casualty reduction function.

The proposed site does not meet the current accident validation criteria for a safety camera. The provision of a camera at this site would require a departure from current ECC criteria and thus, is not a step ECC wish to take at present.

Officers have assessed the accident patterns along the length of road and there would still seem to be a slight problem at the junction with Tomswood Road, despite treatment two years ago. This relates to turning vehicle/conflict between vehicles rather than pedestrian related accidents.

The safety engineering team would support the introduction of a central pedestrian refuge in Manor Road (near the junction of Tomswood Road) and it could form a gentle chicane measure if there was sufficient highway land available. This would have a twofold benefit of larger speed reductions than just a simple island, whilst providing a crossing place for pedestrians. Members may be interested to read the Traffic Advisory Leaflet 12/97, attached.

This scheme would be of a substantial nature and would include the lowering of statutory undertakers' apparatus, relocation of existing street lighting columns and a complete change of the road alignment. The design would obviously need to take into account bus and HGV manoeuvring, which may prohibit the design. Full validation of the scheme would need to be carried out before reporting back to the Panel.

This scheme, due to its nature, would need to be capially funded.

### **Solutions to collision patterns at the junction in isolation**

This is being pursued and investigated by the Road Safety Engineering Team. At the time of writing this report, information is not available, but will be reported in due course.

### **Proposed mini-roundabout with one-way on one arm (most likely to be Turpins Lane)**

Extensive consultation, in terms of real-time planning, would need to be undertaken on this scheme, in the surrounding area and with the local Police for their support for such a measure, to ensure enforcement at the junction.

The nature of the project will see the implementation taking approximately 18 months and will need to be funded through capital budgets. Again, this proposal would need to be fully validated as it would inevitably require extensive remodelling of the junction and diversion of statutory undertakers equipment.

### **Proposed Signal Controlled Crossing at junction**

This is currently being investigated by Officers and can be reported in due course.

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## **Conclusion**

All of the above solutions will require initial feasibility studies and validation to determine their viability and costs of implementation. Although the funding sources are not likely to be met by the Local Highway Panel, reports can continue to be fed through to the Panel in due course, and comments feedback by the Officers undertaking the investigations.

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Essex County Council

**B173 MANOR ROAD, CHIGWELL  
PROPOSED ZEBRA CROSSING**

**ROAD SAFETY AUDIT STAGE 1/2**

Dated	12 <sup>th</sup> January 2011
Registration Code:	6043
Audit Invoice Code:	2536 HESW 1300

## 1.0 INTRODUCTION

- 1.1 This report has been produced as a result of a Stage 1/2 Road Safety Audit (RSA) carried out on proposals to construct a Zebra Crossing on Manor Road, Chigwell. The audit was requested by Essex County Councils West Area Office (Design Team Contact: Jo Carrington). The Audit was carried out during January 2011.
- 1.2 It is proposed to construct the Zebra Crossing approximately 20m to the west of the crossroads junction of the B173 Manor Road, Tomswood Road and Turpins Lane. Manor Road is a single carriageway road with one lane in each direction and is subject to a 30 mph speed limit. There are footways on both sides of the road and street lighting is present. The surrounding land use is mainly residential. Manor Road is on a relatively steep hill.
- 1.3 The report has been prepared for submission directly to Vicky Duff of ECC based at County Hall in Chelmsford.
- 1.4 The RSA Team was formed of members of the ECC Road Safety Engineering Team (based at County Hall, Chelmsford, Essex, CM1 1QH). This report was prepared by those officers. The RSA Team membership was as follows:
- Chris Whinney (RSA Team Leader) - Senior Road Safety Engineer (ECC), and
  - Gary Webster (RSA Team Member) - Road Safety Engineer (ECC).
- 1.5 The terms of reference for the RSA are as described in Chapter 2 of HD 19/03. The Audit Team has examined and reported only on the road safety implications of the proposals and has not examined or verified the compliance of the design to any other criteria. This safety audit does not perform a 'Technical Check' function on these proposals.
- 1.6 The Stage 1/2 RSA was undertaken and comprised an examination of the documents provided to the Audit Team by the design organisation (listed below) and a daytime visit to the proposed site on Thursday 6<sup>th</sup> January 2011. During the site visit the weather was cold, overcast and wet.
- 1.7 Documents submitted for audit included;
- Drawing No. PT04-D6-Manor Road Zebra-01 (dated December 2010) – Proposed Zebra Crossing, Manor Road, Chigwell.
  - Drawing No. PT04-D6-Manor Road Zebra-Sign-01 (dated December 2010) – Proposed Sign Design, Manor Road, Chigwell.
  - Three year personal injury collision data (15/11/2007 to 15/11/2010).
  - Traffic speed data.
- 1.8 All comments and recommendations are referenced to the detailed design drawings and the locations have been indicated on the plan appended to this report.



**2.0 DEPARTURES FROM STANDARD**

2.1 No Departures from Standard have been reported to the Audit Team.

### **3.0 ITEMS RAISED AT THIS STAGE 1/2 AUDIT**

#### **3.1 GENERAL**

#### **3.2 PROBLEM**

Location(s): At location of proposed Zebra Crossing.

Summary: Increased potential for collisions involving pedestrians during wet weather.

Drawing No. PT04-D6-Manor Road Zebra-01 (dated December 2010).

Whilst it was raining during the site visit, the Audit Team noted excessive amounts of surface water running down Manor Road across the full width of the carriageway. In these conditions it is highly likely any vehicles braking sharply to stop for crossing pedestrians would aqua-plane, increasing the risk of them failing to stop in time.



Image 1: Surface water running across full-width of carriageway.

#### **RECOMMENDATION**

It is recommended drainage improvements are carried out to reduce the risk of vehicles failing to stop for crossing pedestrians in wet conditions.

### 3.3 THE ALIGNMENT

### 3.4 PROBLEM

Location(s): At location of proposed Zebra Crossing.

Summary: Increased potential for collisions involving pedestrians.

Drawing No. PT04-D6-Manor Road Zebra-01 (dated December 2010).

The westbound approach to the Zebra Crossing is on a steep downward sloping gradient. Whilst on site the audit team observed vehicular speeds to be high. Site speed data shows that the measured 85<sup>th</sup> percentile speed on the westbound approach is 35.2 mph. Zebra Crossings are not recommended where 85<sup>th</sup> percentile approach speeds are greater than 35mph. Where traffic speeds are higher than 30 mph, pedestrians will be exposed to the risk of more serious injury if precedence is not conceded for any reason. The combination of high approach speeds and increased braking distances due to the downhill gradient is likely to result in the increased potential for collisions involving motorists failing to stop for crossing pedestrians. The presence of the crossroads junction in close proximity (and where there have been a recent number of serious collisions) means motorists may also be distracted, again increasing the risk of them failing to observe crossing pedestrians.



Image 2: B173 Manor Road approach to the proposed zebra crossing.

### RECOMMENDATION

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

### **3.5 THE JUNCTIONS**

No problems identified.

### **3.6 NON-MOTORISED USERS**

### **3.7 PROBLEM**

Location(s): At location of proposed Zebra Crossing.

Summary: Increased potential for collisions involving visually impaired pedestrians.

Drawing No. PT04-D6-Manor Road Zebra-01 (dated December 2010).

It is not proposed to provide tactile paving and dropped kerbs at the crossing. This could result in visually impaired pedestrians failing to be directed to the crossing point, who may then cross within the controlled area (away from the crossing ‘carpet’) where approaching motorists would not expect pedestrians to cross. The absence of dropped kerbs will also create a trip hazard and accessibility issues for all crossing users.

#### **RECOMMENDATION**

It is recommended that tactile paving and dropped kerbs are provided to ensure visually impaired pedestrians cross at the correct location and that the crossing is accessible for all users.

### **3.8 SIGNING, LINING AND LIGHTING**

### **3.9 PROBLEM**

Location(s): Tomswood Road approach to Manor Road.

Summary: Increased potential for collisions involving crossing pedestrians.

Drawing No. PT04-D6-Manor Road Zebra-01 (dated December 2010).

The proposed Zebra Crossing warning sign (to TSRGD Diagram No. 544) with distance/direction plate located on Tomswood Road could confuse motorists and lead them to think the Zebra Crossing is located down Audleigh Place rather than Manor Road.

#### **RECOMMENDATION**

It is recommended that the proposed warning sign should be moved closer to Manor Road, beyond Audleigh Place to reduce the risk of driver confusion.

### 3.10 PROBLEM

Location(s): Tomswood Road & Turpin's Lane approaches to Manor Road.

Summary: Incorrect distance plates shown with zebra crossing warning signs could lead to confusion over the location of the zebra crossing

Drawing No. PT04-D6-Manor Road Zebra-01 & PT04-D6-Manor Road Zebra-Sign-01 (dated December 2010).

It is proposed to provide zebra crossing warning signs to TSRGD dia.544 supplemented with distance and direction to hazard plates to TSRGD dia.573 within Tomswood Road and Turpin's Lane on the approaches to their junction with Manor Road. The distances shown on the supplementary plates appear to be incorrect and may mislead motorists to the location of the zebra crossing within Manor Road. Traffic Signs manual Chapter 4, paragraph 18.5 states; "*Diagram 573 is placed in advance of a junction, indicating the distance along the road from that junction to the hazard. This distance is measured from the junction and not from the sign.*"

#### RECOMMENDATION

It is recommended that the distances shown on the supplementary plates to TSRGD dia.573 are amended to indicate the distance between the junction and the zebra crossing.

### 3.11 PROBLEM

Location(s): At location of proposed Zebra Crossing.

Summary: Increased potential for night-time collisions involving pedestrians.

Drawing No. PT04-D6-Manor Road Zebra-01 (dated December 2010).

No details of improvements/alterations to street lighting have been supplied for audit. The Audit Team noted that the existing street lighting appeared old and that lighting levels may not be provided to current standards. Motorists could fail to see crossing pedestrians if the proposed crossing is not adequately illuminated during the hours of darkness.

#### RECOMMENDATION

It is recommended that a street lighting review is undertaken and improvements made to street lighting to ensure crossing pedestrians are clearly visible during the hours of darkness.

### 3.12 PROBLEM

Location(s): At location of proposed Zebra Crossing.

Summary: Increased potential for collisions involving crossing pedestrians.

Drawing No. PT04-D6-Manor Road Zebra-01 (dated December 2010).

Buff coloured High Friction Surfacing is currently located on both approaches to the Manor Road/Tomswood Road/Turpin's Lane junction. However, it is not proposed to extend the existing High Friction Surfacing up to the proposed pedestrian crossing point on the westbound approach. This could result in motorists failing to stop for crossing pedestrians. Also, it is not proposed to remove the existing High Friction Surfacing on the eastbound approach where it passes through the

crossing carpet. This will reduce the conspicuity of the ‘black & white’ Zebra Crossing stripe markings and therefore increase the potential for motorists to fail to stop for pedestrians on both approaches to the crossing.



Image 3: Existing High Friction Surfacing at the Manor Road/Tomswood Road junction.

#### RECOMMENDATION

It is recommended that the existing buff coloured High Friction Surfacing is extended up to the crossing studs on the westbound approach and removed where it passes through the crossing carpet on the eastbound approach (to ensure ‘black & white’ Zebra Crossing stripe markings are provided). Also, ensure that a minimum of 50m of High Friction Surfacing is provided on both approaches.

### 3.13 PROBLEM

Location(s): At location of proposed Zebra Crossing.

Summary: Increased potential for collisions involving crossing pedestrians.

Drawing No. PT04-D6-Manor Road Zebra-01 (dated December 2010).

It is not proposed to install temporary ‘New Zebra Crossing Ahead’ signs to TSRGD Diagram No. 7014 on the approaches to the crossing on completion of construction works. Motorists will not receive adequate warning of the new crossing, increasing the risk of collisions involving motorists failing to stop for crossing pedestrians.

#### RECOMMENDATION

It is recommended that temporary ‘New Zebra Crossing Ahead’ signs to TSRGD Diagram No. 7014 be provided on the approaches to the crossing for a period not exceeding three months.

**4.0 ADDITIONAL NOTES**

- 4.1 Whilst on site it was noted that pedestrians tended to cross Manor Road to the east of the junction rather than to the west (where it is proposed to install the crossing). A pedestrian survey should be carried out to check where the desire line is to ensure optimum usage of the crossing facility.

**5.0 AUDIT TEAM STATEMENT**

We certify that this audit has been undertaken in accordance with HD 19/03.

AUDIT TEAM LEADER

Chris Whinney (BSc Hons)  
Senior Road Safety Engineer  
Safety Engineering Team  
Essex County Council  
County Hall  
Chelmsford  
Essex, CM1 1QH

Signed:

Date:

AUDIT TEAM MEMBERS

Gary Webster  
Road Safety Engineer  
Safety Engineering Team  
Essex County Council  
County Hall  
Chelmsford  
Essex, CM1 1QH

Signed:

Date:



**6.0 TIME RECORD**

Desktop Study: 1 hour (1/2 hr x 2 Engineers)

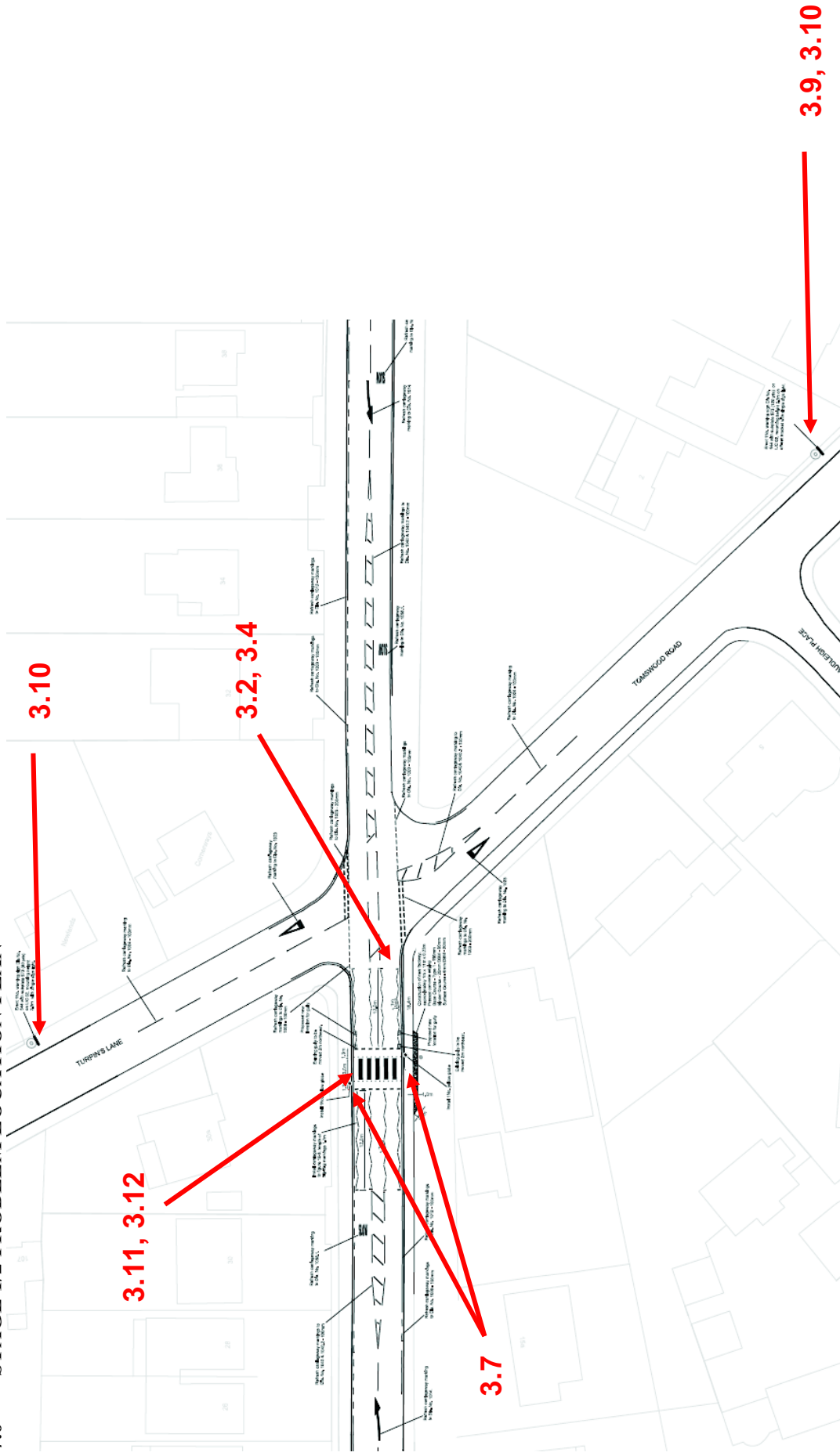
Site Visit (day): 4 hours (2 hrs x 2 Engineers)

Audit Report: 3 hours

Audit Check: 1/2 hour

**Total 8 ½ hours**

7.0 STAGE 1/2 PROBLEM LOCATION PLAN



Problems general to the whole site: 3.13

PARISH/WARD	LOCATION	SCHEME/EXTENT OF WORKS	ESTIMATE	INDICATIVE PROGRAMME												PROGRESS/COMMENTS
				Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	
<b>HIGHWAY MAINTENANCE INITIATIVE // ROADS</b>																
Ongar	Cripsey Avenue	Throughout	£32,000											X		Completed
Ongar	Toot Hill Road	Various	£26,326											X		Completed
Buckhurst Hill	Lower Queens Road	Throughout	£27,708											X		Completed
Buckhurst Hill	B170 Roding Lane	Loughton Way to River Roding	£49,042												X	Works are programmed for 21 March 2011
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
<b>HIGHWAY MAINTENANCE INITIATIVE // MASO (Major patching programme)</b>																
<p><b>BUDGET: £191,804</b></p> <p>This scheme has been postponed for this financial year, so that minor overspends on higher priority schemes can be supported. This project will be considered for inclusion in the 2011/12 programme of works</p>																
Waltham Abbey	Walton Gardens	Throughout	£25,000													Complete
Buckhurst Hill	Palace Gardens	Throughout	£25,000											X	X	Complete
North Weald	Waltham Road	St Leonard's Road to Laundry Lane	£65,000											X		Complete
Loughton	Westfield	Throughout	£20,000											X		Complete
Loughton	York Hill	A121 to Staples Road	£25,000											X		Complete
Theydon Bois	(Loughton Lane) Avenue of Trees	(Loughton Lane/Theydon Green)	£29,000											X		Complete
Theydon Bois	Forest Drive	Throughout	£37,000											X		Complete
North Weald	Harlow Common	M11 bridge to junction with London Road	£37,500											X		Complete
North Weald	Hastingwood Road	A414 to Mill Street	£42,000											X		Complete
Chigwell	A123 Fencepiece Road	Junction with Manor Road	£27,500											X		Complete
<b>COUNTY ROADS // ROADS</b>																
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		Complete
Stanford Rivers	Epping Road	Tawney Common to Toot Hill	£120,763											X		Complete
Roydon	Dobbs Weir Road	Sedge Green to sluice gates	£32,000											X		Complete
Nazeing	Hoe Lane	Various throughout	£65,000												X	Works are programmed for 21 March 2011
Loughton	A1168 Chigwell Lane	M11 northbound off slip to LUL over bridge	£125,000											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																					Complete
Epping Upland	Carters Lane	Whole length	£20,000						X															Complete
High Ongar	A414 Chelmsford Road	Four Wantz Roundabout to Ladylands	£75,000						X															Complete
Lambourne and Stapleford Abbots	A113 Ongar Road	Abridge to Passingford Bridge roundabout	£90,000						X															Complete
North Weald	School Green Lane	Whole length	£42,000						X															Complete
North Weald	A414 Canes Lane	Harlow Garden Centre to Rayley Lane	£55,000						X															Complete
North Weald	Upland Road	Various throughout	£25,432						X															Complete
Ongar	B184 Fyfield Road	A414 to 30 limit	£65,000						X															Complete
Loughton	Clays Lane	Forest section	£26,000						X															Complete
Chigwell	A123 Fencepiece Road	Murtwell Drive to ECC Boundary	£17,500	X																				Complete
<b>HIGHWAY MAINTENANCE INITIATIVE // FOOTWAY MAINTENANCE</b>																								
Chigwell	Mount Pleasant Road	Outer footway	£33,500						X	X														Complete
Loughton	Appleton Road	Throughout	£36,700						X															Complete
Waltham Abbey	Hillhouse	Shopping area to school	£9,448						X															Complete
Brighthurst Hill	Westbury Road	Palmerston Road to Scotland Road	£14,111						X															Complete
Loughton	Rookwood Avenue	Willingale Road to Rookwood Gardens	£10,000						X															Complete
<b>COUNTY ROADS // FOOTWAY MAINTENANCE</b>																								
Epping	Crossing Road	Brook Road to Allnutts Road	£19,500																	X	X			Complete
Theydon Bois	Orchard Drive	B172 to The Weind (Eastern side)	£32,600																	X	X			Complete
Ongar	Longfields	Throughout (even number side)	£32,350																	X	X	X		Complete
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
<b>BUDGET: £103,759</b>																								
<b>BUDGET: £136,485</b>																								

PARISH/WARD	LOCATION	SCHEME/EXTENT OF WORKS	ESTIMATE	INDICATIVE PROGRAMME												PROGRESS/COMMENTS
				Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	
<b>TRAFFIC MANAGEMENT</b>																
<b>SAFER ROADS IMPROVEMENTS // CLUSTER SITES (Collision site remedials)</b>																
North Weald Bassett	A4 14 Canes Lane	Junction with Hastingwood Road	£30,000											X	X	Complete
Roydon	Common Road	Junction with Epping Road, Roydon	£30,000							X	X					Complete
<b>SAFER ROADS IMPROVEMENTS // ROUTE STUDIES</b>																
Abridge	A113	Ongar to Passingford Bridge	£17,372											X	X	Will be completed by the end of March
<b>SAFER ROADS IMPROVEMENTS // SIGNAGE FOR SPEED LIMIT REVIEW</b>																
<b>BUDGET: £17,372</b>																
<b>BUDGET: £11,500</b>																
<b>BUDGET: £60,000</b>																
<b>CARRY OVER WORKS - TRAFFIC MANAGEMENT IMPROVEMENTS // TRAFFIC MANAGEMENT IMPROVEMENTS</b>																
Naazing and Roydon		Positive signage scheme, carry over from 2009/10	£10,000													Complete
<b>BUDGET: £10,000</b>																
<b>PUBLIC RIGHTS OF WAY</b>																
Abbess, Beuchamp & Bowers Roding	Byway 31	Elm Cottage Lane	£50,000						X	X						Completed
<b>BUDGET: £50,000</b>																
<b>PASSENGER TRANSPORT IMPROVEMENTS // BUS INFRASTRUCTURE UPGRADES</b>																
<b>BUDGET: £102,412</b>																
Upshire/Waltham Abbey	Service 251	Upshire Terminus and one additional bus stop	£13,000													Some work has been carried out at Upshire terminus - raised kerbs etc. However, Officers have also put forward a scheme brief for the new financial year, for a widening of the carriageway at the stop to allow two buses to pass without mounting the kerb. This has been accepted, subject to sufficient funding available to the team next year.
Epping/North Weald	Service 59/500	Kerb improvement works	£58,000						X	X						
Ongar		Bus shelter	£7,000											X	X	Completed
Epping		2 bus shelters - Maltings Lane and Palmers Hill	£14,000											X	X	Completed
Loughton	Torrington Drive	Replacement works	£7,000											X		Completed
Lower Sheering		Shelter base	£2,000											X		Completed
Loughton	Jessel Drive and Borders Lane	2 shelter bases	£4,000											X	X	Officers are currently gaining further information from Loughton Town council, who are carrying out stats searches.
Loughton	Marlescroft Way	Shelter base	£1,000											X	X	Completed

PARISH/WARD	LOCATION	SCHEME/EXTENT OF WORKS	ESTIMATE	INDICATIVE PROGRAMME												PROGRESS/COMMENTS		
				Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar			
<b>PASSENGER TRANSPORT IMPROVEMENTS // SAFER JOURNEYS TO SCHOOL SCHEMES</b>																		
Epping Upland	Epping Upland Primary School	Waiting restrictions	£2,300												X	X	Objections have been received. Officers are currently finalising the report for submission for Executive Decision	
Waltham Abbey	Hillhouse Primary School	Additional footway and guard-railings	£1,100												X	X	Completed	
Chipping Ongar	Chipping Ongar Primary School	Amendments to existing signs and lines	£3,550												X	X	Completed	
Chigwell	Chigwell Primary School	Trimming and lining	£1,200												X	X	Completed	
Ongar	Shelley Primary School	Signing and lining works	£1,200												X	X	Completed	
<b>COMMUNITY INITIATIVE FUND // TRAFFIC MANAGEMENT IMPROVEMENT SCHEMES</b>																		
Stanford Rivers	A113	Re-opening of lay-by by White Bear	£5,000											X	X	X	Completed	
Waltham Abbey	Honey Lane	Installation of Vehicle Activated Sign	£3,500												X	X	Initial location identified does not meet criteria. An alternative location has been found no the Crooked Mile. Officers are progressing the installation on site by the end of March.	
Theydon Bois	Loughton Lane	Enhanced signage by Scout Hut	£1,000												X		Completed	
Theydon Bois	Abridge Road	New and enhanced footway in Abridge Road from viaduct to cemetery and Woodland Trust site	£30,000													X	X	Completed
Theydon Bois	Piercing Hill	Safety bollards and widening of footway and new kerbing	£15,000													X	X	Completed
Roydon	Hamlett Hill	Installation of Vehicle Activated Sign	£4,500												X		Completed	
North Weald Bassett	High Road	Zebra crossing	£40,000													X	X	The location identified and proposed by the Panel, requires works which exceed the budget allocation and therefore cannot be achieved.
<b>SECTION 106 FUNDING</b>																		
Loughton	A1168 Chigwell Lane/Langston Road/Oakwood Hill	The improvement works being carried out at this junction to: Improve traffic capacity at the junction by updating the existing traffic signal installation with current technology and increasing length of right turn lane for traffic accessing Langston Road; Improved right turning lanes; Improved pedestrian facilities												X	X	X	X	Complete
Chigwell and Loughton	Rectory Lane and Chigwell Lane	Road closure and continuation of cycleway													X	X	X	Complete. Traffic regulation order, signing and lining with regard to the cycle track will be completed in 2011/12
<b>LOCAL HIGHWAY PANEL SCHEME</b>																		
Chigwell	Manor Road	Zebra crossing																<b>BUDGET: £40,000</b> Highways and Transportation to request the funding be carried over to 2011/12. However, this has not been agreed. Subsequently, officers are liaising with the Local Councillors about alternative options.



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

**2011/12 Programme of works**

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### **Purpose of report**

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

At the last meeting of the Panel, Members were requested to feed back comments on the traffic improvement proposals presented. The responses are shown within Appendix A.

The budget allocations for the 2011/12 financial year have not yet been disclosed.

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### **Future Schemes**

#### **Maintenance**

The Officers' provisional programme for maintenance in the District has been amended since the last meeting of the Panel, following recent changes in terms of the target levels for different maintenance methods, and it currently stands as follows:

	<b>Works Budget</b>	<b>Location</b>
<b>Carriageway Resurfacing</b>	<b>£732,637.00</b>	
Newmans Lane, Loughton	£49,487.00	All
St Johns Road, Epping	£20,680.00	Bodleys to High Street
Forest Rd, Loughton	£20,680.00	Smarts Lane to 186a
B175 Stapleford Rd, Stapleford Abbots	£75,200.00	Passingford Roundabout to Rabbitts PH
Theydon Road / Piercing Hill, Theydon Bois	£8,272.00	50-100m section north of Little Gregories Lane
The Lindens (49-114), Loughton	£25,380.00	49-114
B184 Fyfield Road, Ongar	£30,080.00	Adjacent to Fyfield Business Park
Sheering Lower Rd, Sheering	£80,252.00	Back Lane to Sawbridgeworth Road
Avey Lane, Waltham Abbey	£20,680.00	310m from A112
A104 Epping New Road, Loughton	£84,073.00	Earls Path to Manor Road
Woodbury Hill, Loughton (3m wide)	£25,380.00	York Hill to Woodbury House

Queens Rd, Buckhurst Hill	£27,393.00	Buckhurst Tavern to High Road
Stanwyck Drive, Chigwell	£15,040.00	All
Earls Path, Loughton from A104	£73,320.00	All
Sawbridgeworth Road, Hatfield Heath	£31,020.00	
Green Man Road, Matching	£45,120.00	
Mount Road, Theydon Mount (M11 to M25)	£68,620.00	
Upshire Rd, W/Abbey	£31,960.00	
<b>Carriageway Surface Dressing<sup>1</sup></b>	<b>£478,700.00</b>	
Foster Street, Hastingwood	£36,754.00	M11 to Burr Farm
Fern Hall Lane, Waltham Abbey	£15,040.00	Steeper gradient section
Long Street, Waltham Abbey	£15,040.00	Steeper gradient section
Moor Hall Road, Matching Tye	£18,330.00	Harlow Boundary to M11
Moreton Road, Fyfield	£17,296.00	Scott Farm to Penny's farm
Motts Lane, Waltham Abbey	£40,420.00	All
Upland Road, Epping Upland	£53,580.00	Takeley Farm to Currance Lodge
Blake Hall Road, Greensted Green	£13,630.00	Railway to Toot Hill Road
Fyfield Road, Moreton	£51,470.00	All
A104 Epping New Road, Loughton	£125,020.00	A121 to Earls Path
Wind Hill, Moreton	£10,340.00	Whites Farm to Bushes Farm
Fyfield Road, Willingale	£25,380.00	All
Hook Lane, Stapleford Abbots	£56,400.00	
<b>Microsurfacing<sup>2</sup></b>	<b>£159,442.80</b>	
Toot Hill Road, Toot Hill	£82,720.00	School Lane to village sign
Boars Head Rd, Hobbs Cross	£45,120.00	Burr Farm to Hobbs Cross
Walker Avenue, Fyfield	£25,380.00	All
<b>Retread<sup>3</sup></b>	<b>£48,743.00</b>	
Woodreddon Farm Lane, W/Abbey	£29,473.00	Woodredon Farm to Woodridden Hill
Hawes Lane, W/Abbey	£19,270.00	All

<sup>1</sup> Bitumen, usually in the form of an emulsion, is sprayed onto the road surface at an appropriate rate from the spray bar at the rear of a large tanker containing the bitumen emulsion. Chippings of an appropriate size, largely dependent upon the hardness of the road and traffic conditions, are immediately applied to the bitumen by a large spreader that usually tows behind it a lorry containing the chippings. Surface dressing will not add any strength to the road pavement, but it does keep an already strong road in a strong condition for longer by sealing water out.

<sup>2</sup> A form of road or footway maintenance; Microsurfacing is a cold mixed asphalt. It consists of a graded aggregate, a binder, fines and additives. It is a hardwearing surfacing for pavement preservation and rehabilitation. It is similar to slurry surfacing but is specialized for situations where very quick trafficking, rut filling or extreme conditions of heat or cold are likely.

<sup>3</sup> A form of road maintenance; Heavy machinery is used to pulverise the top surface of the road and mixed with a hydraulic binder or bitumen emulsion. Some excess material is removed before bitumen and cement is added for a conventional hot mix bituminous wearing course.

<b>Joint Repairs<sup>4</sup></b>	<b>£21,714.00</b>	
Green Glade, Theydon Bois	£10,340.00	All
Spring Grove, Loughton Hill	£6,204.00	All

<b>Footway Refurbishment</b>	<b>£245,297.00</b>	
Longfields, Ongar	£27,441.00	
Kings Avenue, Buckhurst Hill	£44,180.00	
Oak Lodge Avenue, Chigwell	£74,976.00	
A414, High Ongar (King St to Norton Heath)	£44,180.00	
Alderwood Drive, Abridge (Lambourne Parish)	£54,520.00	

<b>Footway Slurry Sealing</b>	<b>£73,984.00</b>	
Hyde Mead, Nazeing	£15,241.00	
Pound Close, Nazeing	£10,340.00	
Parkside, Matching Tye	£10,340.00	
Green Glade, Theydon Bois	£10,340.00	
Pakes Way, Theydon Bois	£10,340.00	

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## Traffic Improvements

We have not received confirmation of the schemes to be delivered by Capital funding, within the District in terms of traffic improvements. This can be distributed to the members, once received.

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## Localism

### Rangers

Looking at the provision of the Highway Rangers service in EFDC for the coming year, early indications are that the level of funding available will be similar to 2010/11, i.e. approximately £130,000.

The Cabinet Members has indicated that some flexibility existing within this budget to determine minor traffic type schemes but it is his desire to also provide a visible level of Ranger type work.

Last year, Rangers works were provided for about 8 months. This would leave a sum available for the Panel of around £43,000.

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<sup>4</sup> A form of road maintenance pertaining to concrete roads only; Concrete roads are constructed with joints between large sections to enable movement, contraction and expansion. This form of maintenance will concentrate on the repairing of these joints.

## **Traffic Improvements**

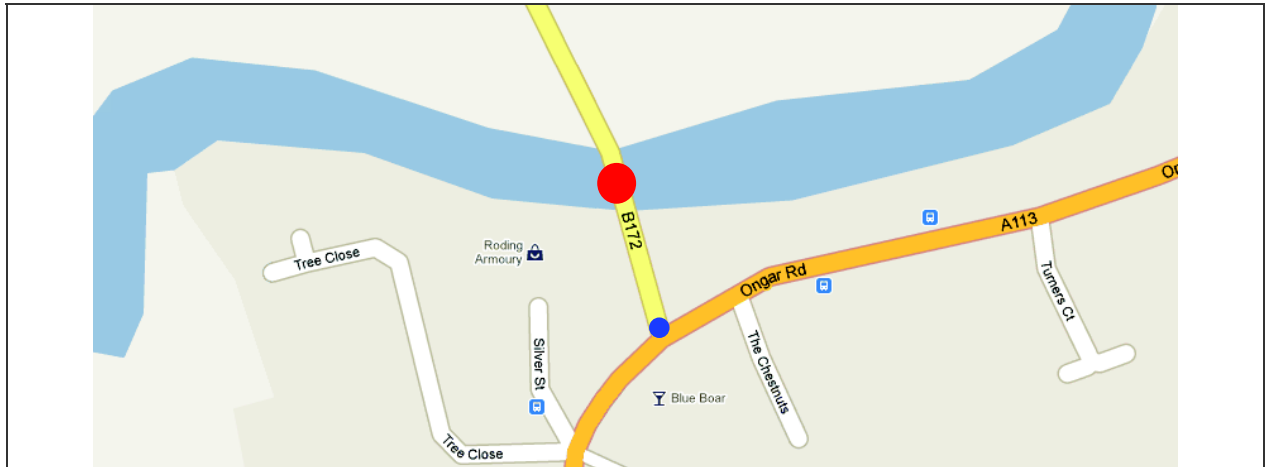
At the last meeting of the Panel, Members were requested to submit their top three priorities in terms of traffic improvements. Nineteen responses were received from Members and Parishes. They are summarised below and each suggestion is presented in further detail in the attached pages.

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

Members may wish to consider how these suggestions are progressed. Members may not wish to pursue a suggestion if it is not perceived viable at this stage. They may wish to allocate funding for investigation work on a particular scheme if the Local Highway Budget permits, lobby the Council for those schemes of a substantial nature or instruct ECC to carry out some informal consultation to gain a true view from local residents on a particular scheme.

Highway Ref	Parish/Ward	Location	Description	Voting reference	Voting reference	Voting reference	Number of times requested
86	Abridge	Abridge Road	Priority working over bridge	04			1
33	Abridge	Market Place	Junction improvements	15			1
117	Buckhurst Hill	Farm Way/Forest Edge/Station Way	Traffic calming on Station Way/Farm Way, junction warning signs or VASs	01			1
99	Buckhurst Hill	Brook Road	Pedestrian facilities at signal junction	01			1
62	Buckhurst Hill	Roding Lane	Pedestrian facilities at signal junction	01			1
8	Buckhurst Hill	Brook Road	Creation of footpath	09			1
55	Chigwell	B173 Manor Road E of Tomswood Road	Signal controlled crossing	02			1
32	Chigwell	Manor Road j/w Vicarage Lane	Junction improvement	02			1
53	Chigwell	B173 Manor Road j/w Stanwyck Road	Junction improvement/pedestrian refuge	02			1
New	High Ongar	A414 junction with Rookery Road	A dedicated right turn lane at the junction	03			1
New	High Ongar		Parish gateway signs	03			1
23	Lambourne	Ongar Road	Vehicle activated sign	04			1
New	Lambourne	Manor Road	Slow signs	04			1
74-78	Loughton	Various locations	Dropped kerbs	05			1
4	Loughton	Oakwood Hill j/w Chigwell Lane	Additional lining, bollards and additional planting	05	07	08	3
66	Loughton	Alderton Hill	Pedestrian refuge	05	06		2
60	Loughton	Church Hill (near the Uplands)	Signal controlled crossing	06	07	08	3
3	Loughton	Chester Road	Chicanes and pedestrian crossings	07	08	15	3
5	Loughton	Loughton High Road j/w The Drive	Removal of traffic lights and re-direction of traffic	15			1
17	Nazeing	St Leonard's Road	Village Gateway and repositioning of VAS	09			1
106	North Weald	Woodside junction High Road	An island at the junction of Woodside and NM High Road	10			1
108	North Weald	Woodside – Thornwood	Weight restriction	10			1
104	North Weald	Wellington Road and Hampden Close	Traffic calming and parking restrictions	10			1
New	Ongar	Fyfield Road	Vehicle activated sign	11			1
118	Roydon	Church Mead junction with High Street	Junction protection	12			1
New	Waltham Abbey	Fountain Place	Car parking/obstruction issues	13			1

## Abridge



<b>Abridge, Abridge Road</b>	<span style="color: red; font-size: 2em;">●</span>	<b>Priority working over bridge</b>	<b>Indicative costs: £3,500</b>
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<b>Highway reference: 86</b>	<b>Voting reference: 04</b>
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The current width at the centre of the bridge can allow two cars to pass closely, with due driver care. However, not so if one vehicle happens to be a larger vehicle. Currently, in these situations vehicles will give way to oncoming traffic, as determined by driver behaviour.

If priority working was to be installed at this location, priority would be for the vehicles exiting Abridge and therefore consideration would need to be given to the congestion which may occur at peak times, on the route into Abridge. Additionally, there are concerns with regards to forward visibility and the siting of statutory signs required for a priority working, as members will see from the photo below. (For example, the sign would need to be placed adjacent to the give way markings. Entering the village, this would currently be difficult to place in conjunction with existing speed limit signs, which indicate the exact location of where the speed limit starts. Exiting the village, if the sign were to be sited by the bridge, this may affect the structure of the bridge due to the signs' foundations. If the sign was to be placed further towards the junction, there is an increased likelihood that this will be repeatedly struck or missed by the drivers manoeuvring the junction.)

A volume survey would give a good indication of the level of traffic that passes this place and what impact this suggestion would have on traffic flow. This would cost in the region of £1000.



<b>Market Place, Abridge</b>	●	<b>Junction improvements</b>	<b>Indicative costs: £20,000</b>
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<b>Highway reference: 33</b>	<b>Voting reference: 15</b>
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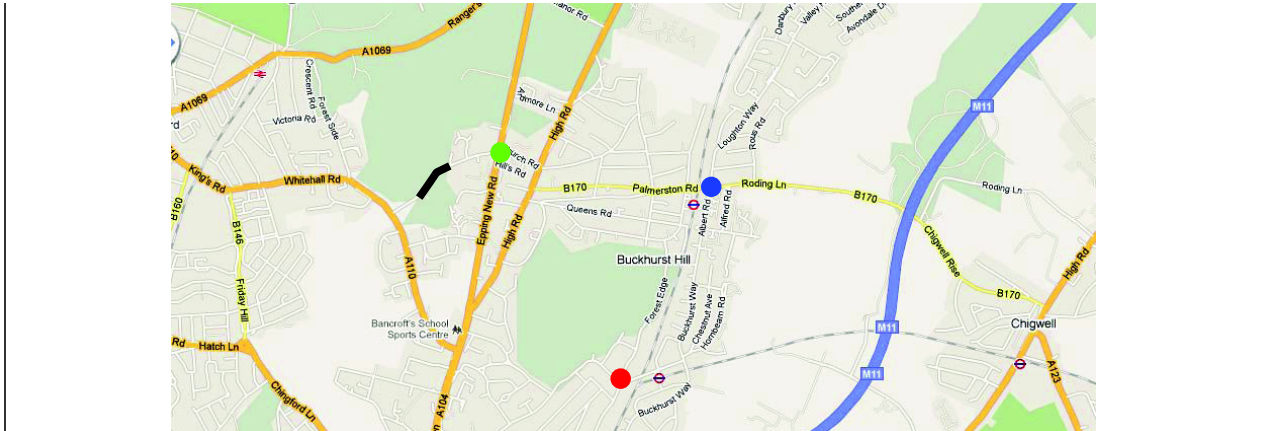
Possible junction improvements could include signalling the junction. However this would not be feasible here in terms of the volume of traffic and the costs associated with such a scheme. Plus, the siting of the equipment would be very difficult given the existing site constraints.


Manoeuvring of the junction is the main cause of concern at this location. It is not possible to make changes to the layout of the junction due to the site constraints. However, some improvement could be brought about through resurfacing and relining of the junction, in addition to attending to the kerbs at the junction, which are currently being over-run, and raising these to deter drivers from cutting the corners.





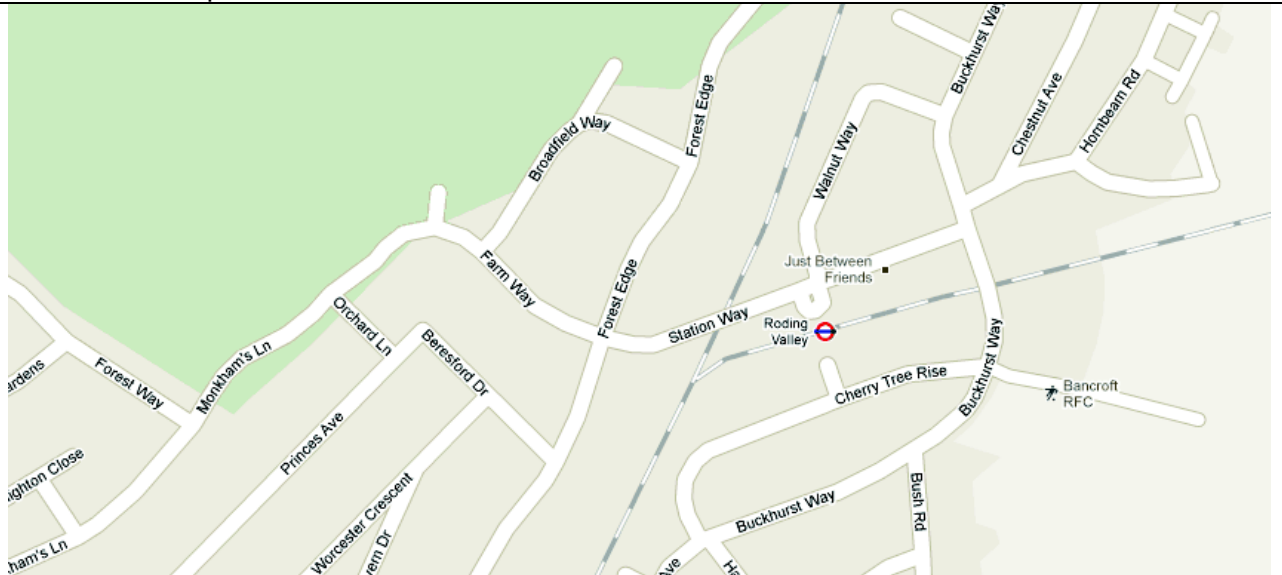
## Buckhurst Hill



<b>Farm Way/Forest Edge/Station Way, Buckhurst Hill</b>	 <b>Traffic calming on Station Way/Farm Way, junction warning signs or VASs</b>	<b>Indicative costs: Traffic calming: £30-40,000</b>
<b>Highway reference: 117</b>	<b>Voting reference: 01</b>	
<b>Speed data (2009)</b> Farm Way NW bound: 85 <sup>th</sup> percentile: 33.6mph; SE bound: 85 <sup>th</sup> percentile: 33.8mph Forest Edge NE bound: 85 <sup>th</sup> percentile: 30.2mph; SW bound: 85 <sup>th</sup> percentile: 29.5mph Station Way NE bound: 85 <sup>th</sup> percentile: 27.3mph; SW bound: 85 <sup>th</sup> percentile: 26.1mph		
<p>A request has been received here, as it is felt that there is nothing that ever gets done here and that accidents demolishing walls occur on a regular basis and there have been a number of collisions/near misses. The request states that the traffic travels too fast on Station Way/Farm Way and there are bends which make it difficult to see if the road is clear to cross or enter from Forest Edge. Traffic calming is requested or at least warning signs or reduced speed limits or VASs. Drivers on the road think they have a clear run and aren't prepared for the quite busy section.</p>		
<p>The existing speed limit is 30mph and thus reducing this further is not an option. Speeding can be addressed through Police enforcement.</p>		
<p>This location has been the focus of two separate collision site reviews in recent years, the outcome of which brought about improvements in signage and lining. Warning signs are sufficient for the location.</p>		
<p>In terms of the suggestions for traffic calming, a raised junction would need to be accompanied by associated traffic calming speed humps/cushions. However finding suitable locations in Farm Way to implement humps/cushions would be difficult due to the proliferation of vehicle crossovers. In addition, a consultation would need to be undertaken with residents in the area and their support for the proposal would need to be considered. It would take approximately 18 months to implement. In addition, such calming would only be taken up to the Essex County boundary, at the most. To gain public perception on traffic calming proposals, an informal consultation can be undertaken.</p>		
<p>Officers have applied for a 'Stop' sign at this junction to the Department for Transport (DfT) on Forest Edge at the location shown in the photo, as this was the approach that accident statistics indicated was the arm that required treatment. DfT however, refused the application as they deemed the proposal did not meet criteria for a 'Stop' sign.</p>		



Vehicle activated signs could be considered. However, this cannot be pursued as the recorded speeds are below the required ECC criteria.



<b>Brook Road junction with Epping New Road, Buckhurst Hill</b> ●	<b>Pedestrian facility at signal junction</b>	<b>Indicative costs: Investigation: £15,000 Crossing: £120,000</b>
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<b>Highway reference: 99</b>	<b>Voting reference: 01</b>
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**Speed data (2010)**  
 Epping New Road: NE Channel: 85<sup>th</sup> percentile: 36.4mph (2010)  
 Epping New Road: SW Channel: 85<sup>th</sup> percentile: 39.9mph (2010)  
 Brook Road: NE bound: 85<sup>th</sup> percentile: 33.7mph (2008)  
 Brook Road: SW bound: 85<sup>th</sup> percentile: 33.4mph (2008)

Schools are located along High Road and in order for parents to access these from Brook Road and Epping New Road they are required to cross Church Road.

The junction is already signalised and thus, pedestrian phasing would be required at a cost of approximately £120,000. These costs would need to be met by a capital budget.

A feasibility study however, would need to be carried out. This would cost £15,000. This survey would include a vehicle capacity survey, designs and assessment of the designs in terms of the implications on the network and capacity of the junction and a topographical survey.



<b>Roding Lane, Buckhurst Hill</b>	<b>Pedestrian facilities at signal junction</b>	<b>Indicative costs: Investigation £15,000 Crossing: £120,000</b>
<b>Highway reference: 62</b>	<b>Voting reference: 01</b>	
<b>Accident data</b>		
<b>Speed data</b>		
<p>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 Roding Lane. However a feasibility study would need to be undertaken and consideration given to the whole junction in terms of installing a signalised pedestrian crossing facility. This would cost £15,000. This survey would include a vehicle capacity survey, designs and assessment of the designs in terms of the implications on the network and capacity of the junction and a topographical survey.</p>		
<p>A signalised crossing would cost approximately £120,000. These costs would need to be met by a capital budget.</p>		

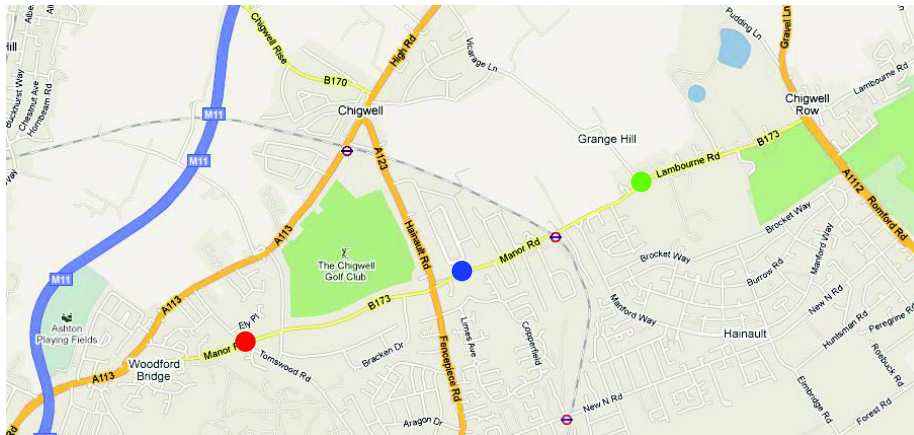




<b>Brook Road, Buckhurst Hill</b>	<b>Creation of footpath</b>	<b>Indicative costs: £25-50,000</b>
<b>Highway reference: 8</b>	<b>Voting reference: 09</b>	
<p>A request has been received to create a footpath at the Buckhurst Hill end of Brook Road to join up with existing footpath at the Waltham Forest 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.</p> <p>The scheme may require moving a ditch or building a raised path over the ditch.</p> <p>Local residents have made representations to local Councillors, supported by Cllr Ann Haigh and Cllr Jill Sutcliffe, Chairman Joyce Darby and Cllr Angela Cass.</p> <p>The land is the property of the Corporation of London. A possible 'way-leave' will be required to create the footpath. Officers have been given the 'in principle' agreement from the Corporation of London. Neither the CoL nor the Officers have any adverse comments about the proposal.</p> <p>Once a design had been completed, this would have to be submitted to the Corporation of London for approval and the progression of the scheme would be dependent on their consent.</p>		




# Chigwell

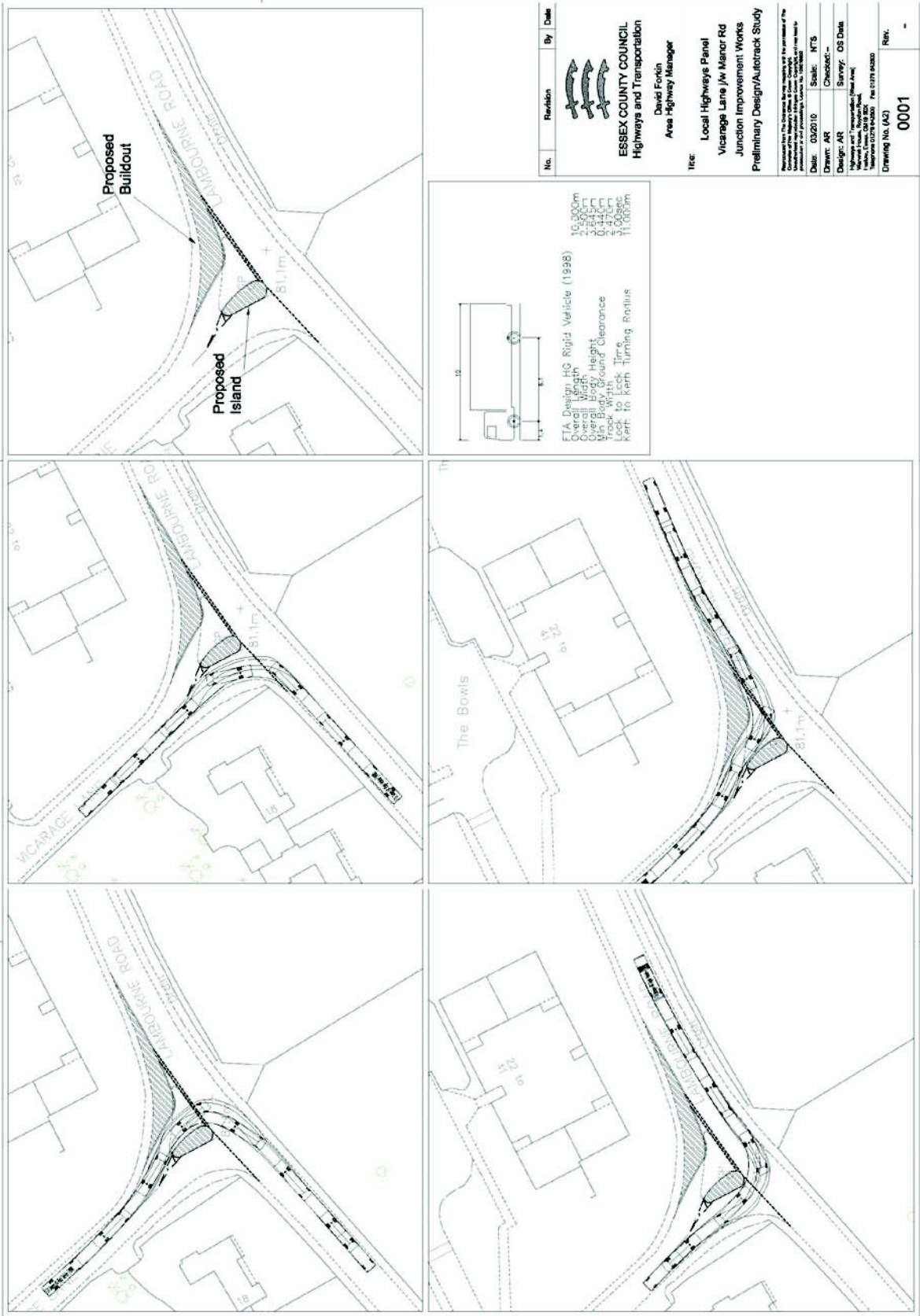


<b>B173 Manor Road E of Tomswood Road, Chigwell</b>	<b>Signal controlled crossing</b>	<b>Indicative costs:</b>
<b>Highway reference: 55</b>	<b>Voting reference: 02</b>	
<b>Accident data:</b> 3 serious 5 slight		
<b>Speed data (2010)</b> Manor Road: NE bound: 85 <sup>th</sup> percentile: 35.6mph Manor Road: SW bound: 85 <sup>th</sup> percentile: 34.8mph A separate report is provided to the Panel.		



<b>Manor Road junction with Vicarage Lane, Chigwell</b> ●	<b>Junction improvement</b>	<b>Indicative costs:</b> <b>Mini: £40,000</b> <b>Realignment: £40,000</b>
<b>Highway reference: 32</b>	<b>Voting reference: 02</b>	
<b>Accident data</b> 3 slight		
<b>Speed data (2009)</b> Vicarage Lane: NW bound: 85 <sup>th</sup> percentile: 42.0mph Vicarage lane: SE bound: 85 <sup>th</sup> percentile: 43.4mph		
<p>The main cause of concern at this location is the tight turning manoeuvres required when travelling from Manor Road and turning right into Vicarage Lane. Additionally, when turning out of Vicarage Lane, there is limited visibility from the right, due to the boundary of the property at the junction.</p> <p>A possible solution would be to remove the existing island and install a mini-roundabout. However, it can be seen from the photo below that there is an existing BT chamber within the island. This and the extent of other utilities apparatus and equipment present within the soft area need to be investigated, as this will have implications on the costs of such a scheme. Services, such as cables, within soft areas tend to be relatively shallow, but those under a road construction need to be much lower. This is the reason that this needs to be investigated. In some instances, the lowering of existing services has made a scheme prohibitive. A suggestion for members to consider would be to undertake this investigation (i.e. digging trial holes) and the design work in the first year, at a cost of approximately £2,000. Then follow this with the construction on site in the following year.</p> <p>An alternative option would be to consider changing the alignment of the junction and altering the channel of flow of traffic. A drawing is attached. Again, this will be reliant on sufficient depth of the existing services and the suggestion above, to carry out the scheme in two parts is recommended here.</p>		
		





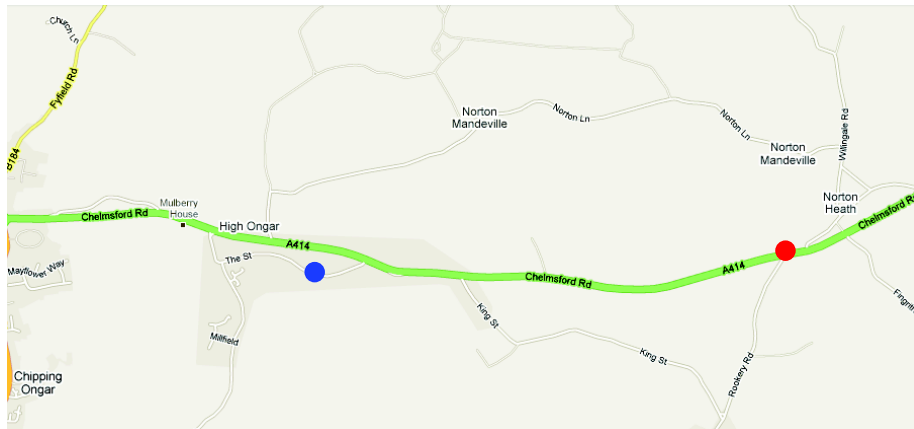
I:\1764\F10\Year 10-11\Highways Panel\Small Engineering Scheme\Vicarage Lane w Manor Road - Chipwell\CA\main Design.dwg  
 22 March 2010 13:20:00

<b>B173 Manor Road junction with Stanwyck Road, Chigwell</b>	<b>Junction improvement/pedestrian refuge</b>	<b>Indicative costs:</b>
<b>Highway reference: 53</b>	<b>Voting reference: 02</b>	
<p><b>Speed data (2010)</b>  Manor Road: NE bound: 85<sup>th</sup> percentile: 35.6mph  Manor Road: SW bound: 85<sup>th</sup> percentile: 34.8mph</p> <p>To install a pedestrian refuge, a minimum road width of 7.5m is required. The current road width at this location is 6.5m and thus a refuge cannot be accommodated here. In addition to this, it has been observed that siting a refuge will be difficult in light of the number of vehicle crossovers, which prohibit a safe location for such a crossing.</p> <p>In terms of junction improvements, there are no perceived engineering solutions which could bring about any safety improvements at this location.</p>		





## High Ongar



<b>A14 junction with Rookery Road, High Ongar</b>	 <b>A dedicated right turn lane at the junction</b>	<b>Indicative costs:</b>
---------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------	--------------------------


<b>Highway reference: New</b>	<b>Voting reference: 03</b>	
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There is currently an informal turning lane, which enables drivers to manoeuvre to the right of the lane.

There is insufficient width at this location to provide a dedicated right turn lane.

Drivers, who wish to turn at this location do not cause major implications or congestion on the network at this point.



<b>The Street, High Ongar (entering from the East)</b>	<b>Parish gateway signs</b>	<b>Indicative costs: £15,000</b>
<b>Highway reference: New</b>	<b>Voting reference: 03</b>	
<b>Speed data</b> NE Bound: 85 <sup>th</sup> percentile: 39.0mph SW Bound: 85 <sup>th</sup> percentile: 38.1mph		
<p>A request has been received from the Parish for gateway signs entering the village from the East.</p> <p>There are two possible sites for consideration., the first being at the location in the first photo. It can be seen that the verges here are narrow, but a bespoke design displaying the Village name could be accommodated here.</p> <p>Another location for consideration would be at the start of the speed limit within the village, shown in the second photo below. However, the gateway features cannot be accommodated here.</p>		
		

## Lambourne



<b>Ongar Road, Lambourne</b>	<span style="color: red; font-size: 20px;">●</span>	<b>Vehicle activated sign</b>	<b>Indicative costs: £9,000</b>
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<b>Highway reference: 23</b>	<b>Voting reference: 04</b>
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A request has been received requesting, the speed limit along Ongar Road be reduced 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 it is now more imperative for drivers 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.

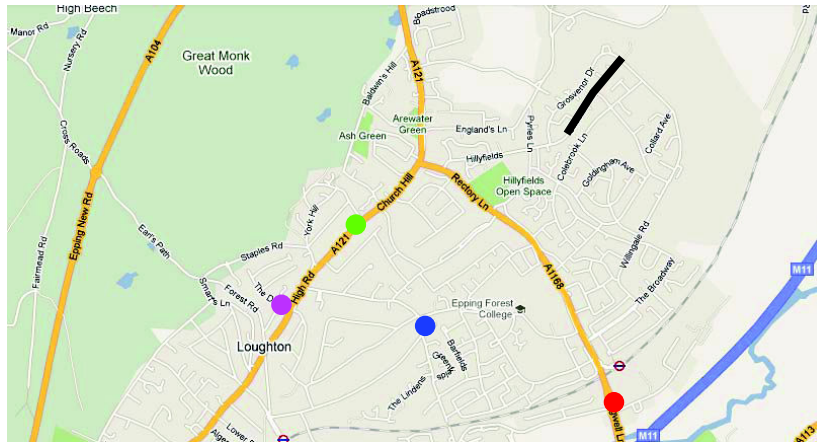
A VAS would ensure that the traffic is aware of the reduction in speed. The wall at the entrance to the village hall has been knocked down twice and the house opposite has also had its wall knocked down at least three times.

The appropriate location for a vehicle activated sign would need to be sought. A speed survey will determine the most suitable location as determined by the ECC policy, and then consideration would need to be given as to the accommodation of the sign on site.



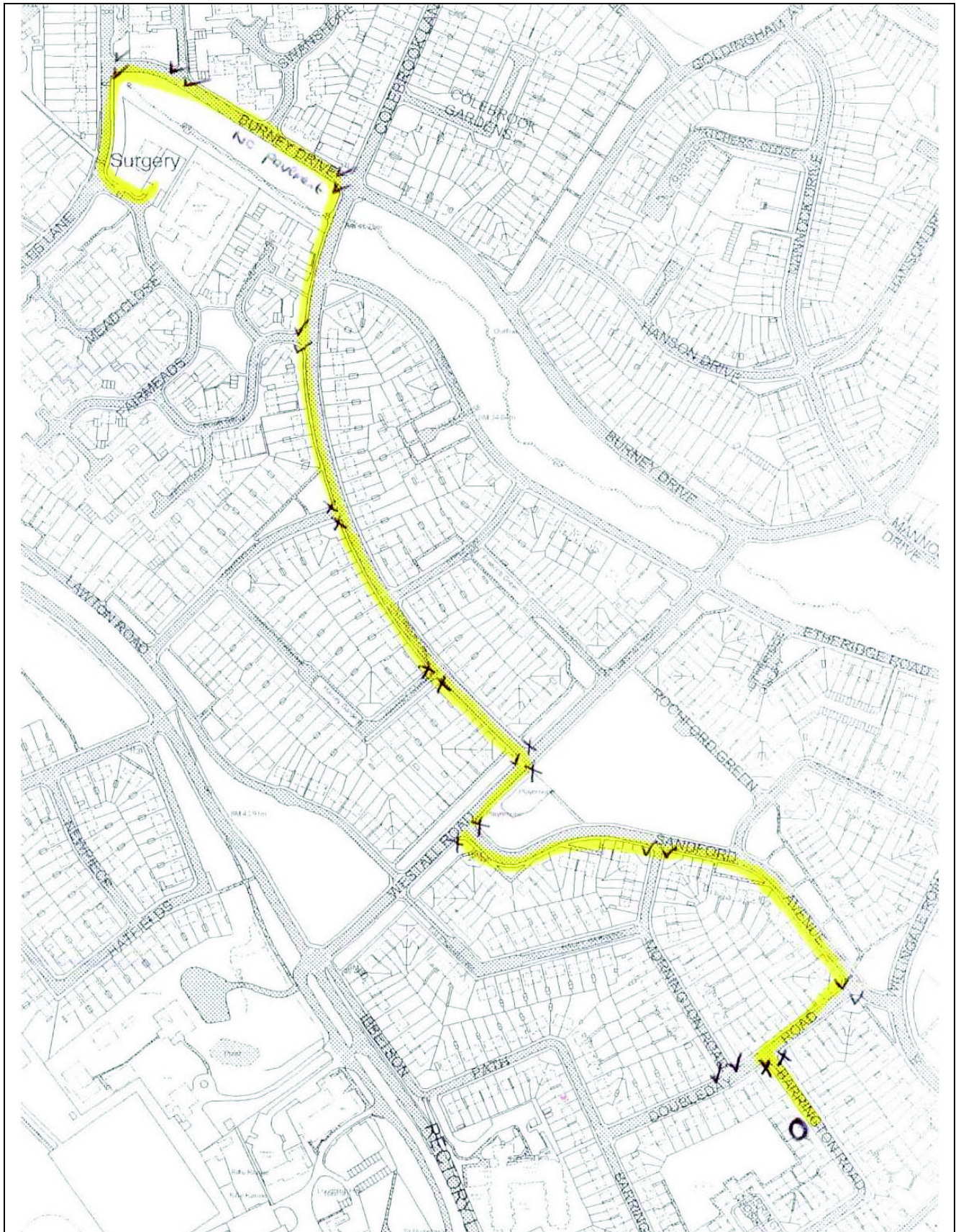
<b>Manor Road, Lambourne</b>	●	<b>Slow signs</b>	<b>Indicative costs:</b>
<b>Highway reference: New</b>	<b>Voting reference: 04</b>		
<b>Speed data (2008)</b> SW Bound: 85 <sup>th</sup> percentile: 45.2mph NE Bound: 85 <sup>th</sup> percentile: 44.9mph			
Slow signs must be associated with a warning sign (e.g., bend), in locations where the driver is required to slow down.			
Slow signs are already in place at appropriate locations along this route and therefore Officers recommend that no further action be taken with regards to additional slow signage.			
 <p>The map displays Manor Road as a central route. To the north, it connects to New Rd and Hook Ln. To the east, it passes Bournebridge Ln and Crown Park. To the south, it runs through Lambourne End. Other roads shown include Hobe Ln, Manor Rd, and Millers Ln. A blue dot on the map indicates the location of the proposed slow signs on Manor Road.</p>			

# Loughton



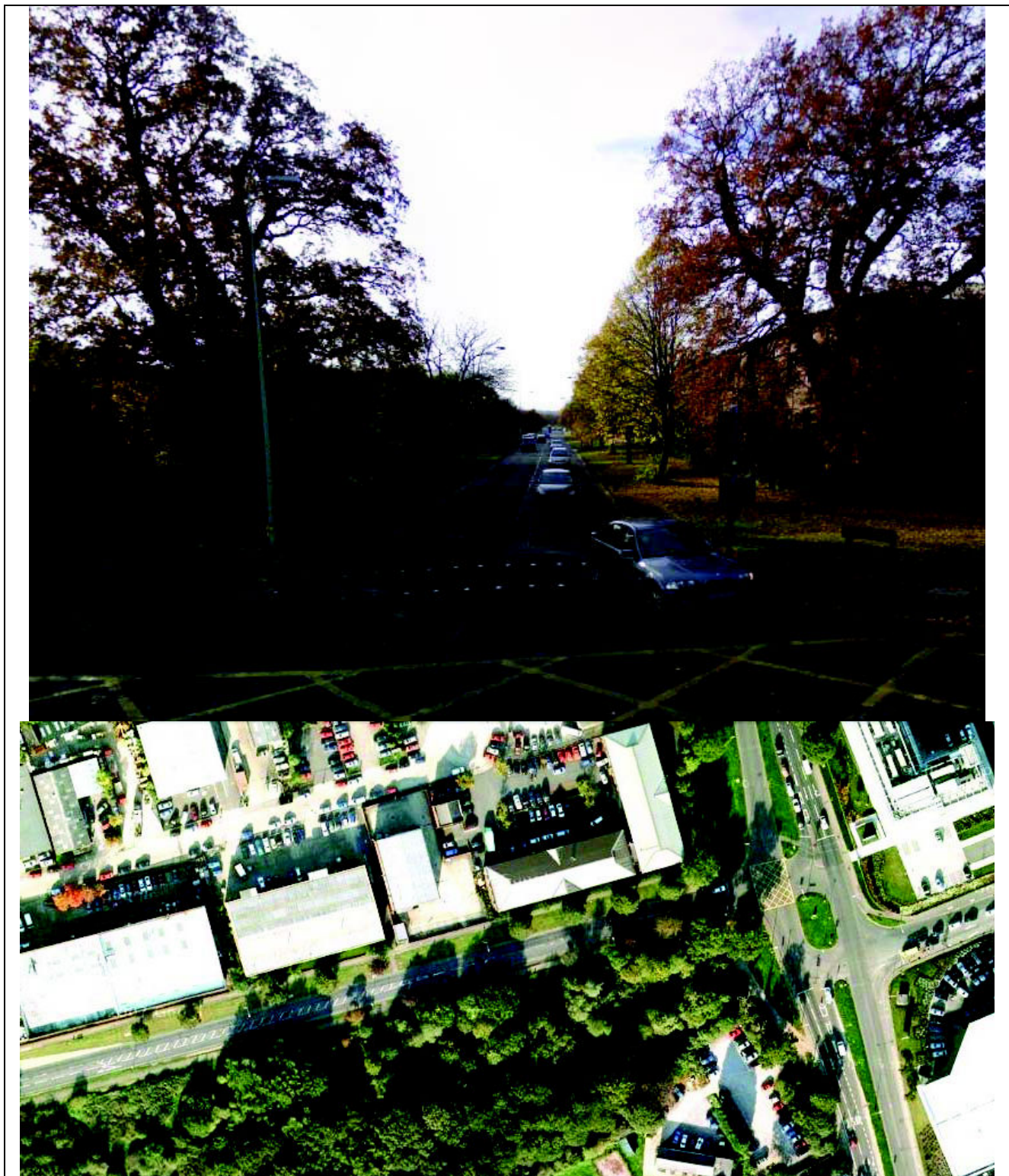
<b>Various locations, Loughton</b>	<b>Dropped kerbs</b>	<b>Indicative costs: £5,000</b>
<b>Highway reference: 74-78</b>	<b>Voting reference: 05</b>	
<p>A request has been received and is in response to concerns of elderly local residents walking from Barrington Road, Loughton to the Health Surgery in Pyles Lane.</p> <p>The list is as follows:</p> <ul style="list-style-type: none"> <li>Barrington Road at its junction with Doubleday Road x 2</li> <li>Sandford Avenue at its junction with Westall Road x 2</li> <li>Colebrook Lane at its junction with Westall Road x 2 (one of these on 'south' side of Westall Road)</li> <li>Harvey Gardens at its junction with Colebrook Lane x 2</li> <li>Conveyers Way at its junction with Colebrook Lane x 2</li> </ul> <p>Locations are shown on the sketch attached.</p>		





<b>Oakwood Hill junction with Chigwell Lane, Loughton</b>	<b>Additional lining, bollards and additional planting</b>	<b>Indicative costs: Restriction: £12,000 Bollards (dependent on extent): £20,000</b>
<b>Highway reference: 4</b>	<b>Voting reference: 05, 07, 08</b>	
<p>A request has been received for 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.</p> <p>Suggested solutions include parking restrictions (double yellow lines), installation of timber bollards, and additional planting, tress and bulbs to create an attractive 'avenue' similar to the Remembrance Avenue in Colchester approached from the A12.</p> <p>The grass verge adjacent to the Nature Reserve is used for commuter parking from Debden station. The verge permanently shows the impact of vehicles and deposits of mud on the road. As parts of the verge become impassable, vehicles park further from the junction, extending the problem. The introduction of the Debden parking scheme, following the recent review, is likely to exacerbate the problem, to the detriment of the area.</p> <p>The scheme is supported by the residents and town councillors.</p> <p>Any restrictions that will be put in place here will require vehicles to park elsewhere. This will inevitably displace 20 or so vehicles, which may park further to Marlescroft Way. This will need to be considered before any decision on placing parking restrictions at this location.</p> <p>A formal consultation will need to be undertaken as part of the legal process in developing a traffic regulation order, and it must be borne in mind that the commuters who currently park here may object to the proposal.</p> <p>The planting suggestions, is not one that ECC can include within this scheme, however the installation of bollards may prevent footway/verge parking and may be sufficient without the need for additional waiting restrictions.</p>		







<b>Alderton Hill, Loughton</b>	<b>Pedestrian refuge</b>	<b>Indicative costs: £15,000</b>
<b>Highway reference: 66</b>	<b>Voting reference: 05, 06</b>	
<b>Accident data</b> 2 Serious 3 Slight		
<p>Due to the low traffic levels and speeds at this location, it is suggested that a pedestrian refuge will suffice here. However, this will be subject to sufficient road width and visibility. Additionally, finding a suitable location due to the proliferation of vehicle crossovers may hinder this project. Taking this into account, placing a refuge here will reduce the distance pedestrians from Alderton Hill will have to walk to reach the school. The proximity of the school means that there is a higher than average proportion of vulnerable pedestrians crossing the road.</p>		



<b>Church Hill (near the Uplands), Loughton</b>	<b>Signal controlled crossing</b>	<b>Indicative costs: Signal crossing: £150,000 Zebra: £40,000 Investigation: £5,000</b>
<b>Highway reference: 60</b>	<b>Voting reference: 06, 07, 08</b>	

The number of pedestrians who cross Church Hill is relatively high and flow remains consistent throughout the day. Similarly, the traffic flows remain high. It is therefore considered that a signal controlled crossing should be installed at the location of, or in the vicinity of, the existing pedestrian refuge. However, it must be borne in mind that this may affect the Traps Hill junction. This would need to be capially funded.

A zebra crossing could be considered at this location, but may not be appropriate. The appropriateness of such a crossing would be determined by a pedestrian and vehicular survey, speed survey and safety audit.

There are some initial concerns that these proposals may not be possible be to accommodated within the exiting footway widths. This will be identified through any studies which are undertaken.



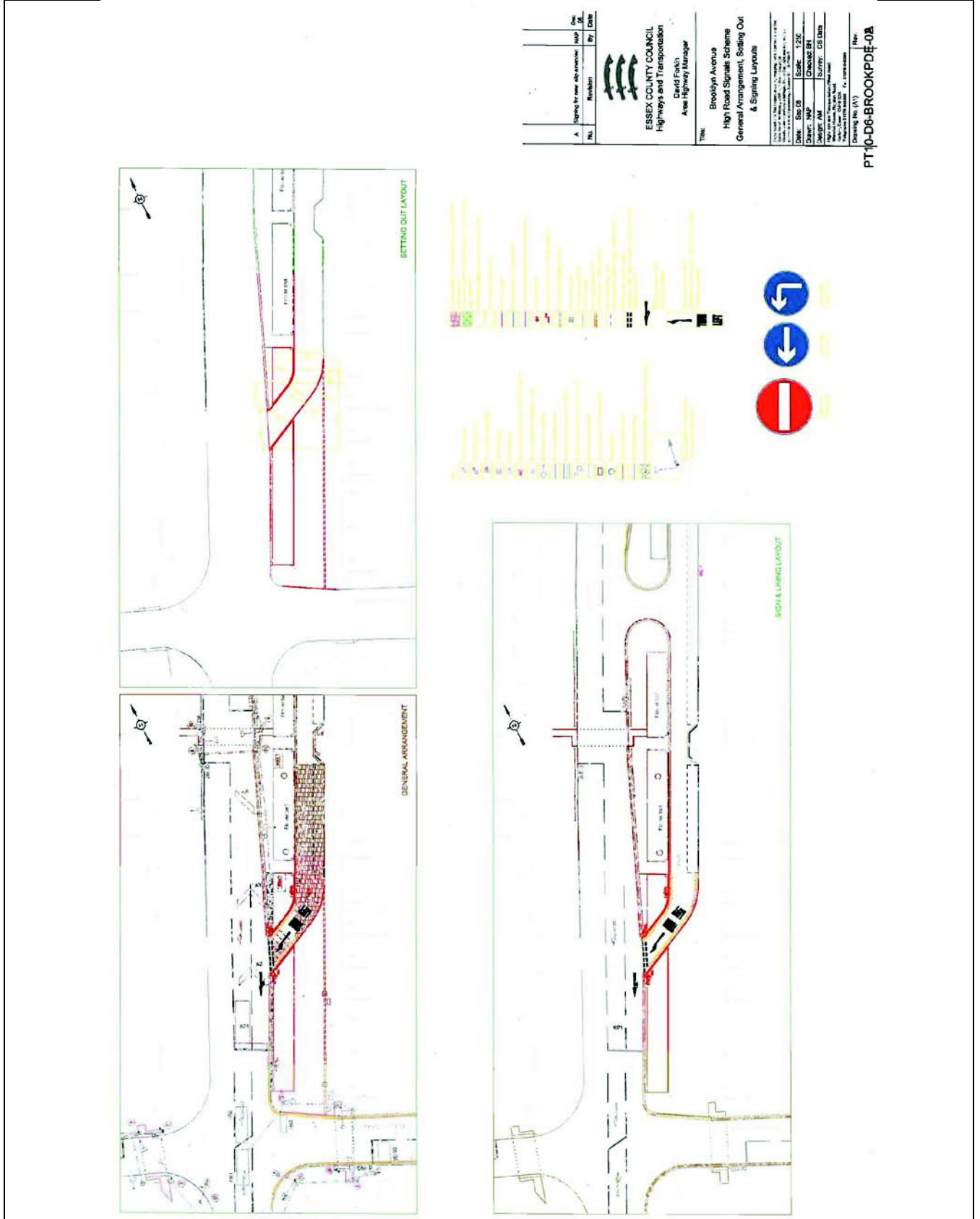
<b>Chester Road, Loughton</b>	<b>Chicanes and pedestrian crossings</b>	<b>Indicative costs: Chicanes: £ 60,000 Cushions: £40,000</b>
<b>Highway reference: 3</b>	<b>Voting reference: 07, 08, 15</b>	
<p>A request has been received for speed reduction measures in Chester Road, to include the installation of chicanes and a pedestrian crossing.</p> <p>The current speed limit is 30mph.</p> <p>The applicant states that there is a history of a serious accident involving a child. A petition has been organized by residents and there have been 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 were not thought to be sufficiently effective in this location. The use of Chicanes as in Willingale Road appears to be a more effective way of calming traffic. Support from local residents and Town Councillors has been given.</p> <p>It may be possible to achieve chicanes, however a detailed survey will need to be undertaken to find suitable locations given the presence of vehicle crossovers and junctions.</p> <p>It must also be borne in mind that chicanes, in some cases, increase speeds, as vehicles try to 'beat' the oncoming traffic to the chicane.</p> <p>An alternative consideration would be to consider extending the existing traffic calming cushions further towards Davenant's Foundation School. A consultation process would need to be undertaken, and the views of residents must be considered.</p>		





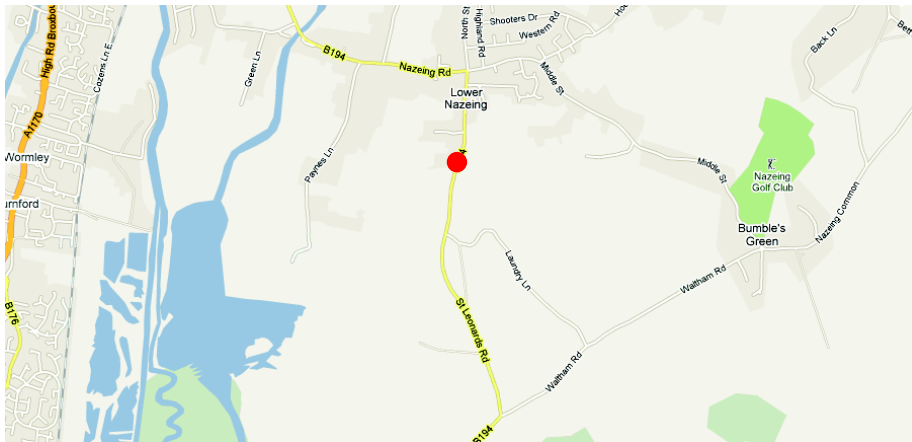
<b>High Road junction with The Drive</b>	<b>Removal of traffic lights and redirection of traffic</b>	<b>Indicative costs: £60,000</b>
<b>Highway reference: 5</b>	<b>Voting reference: 15</b>	
<p><b>Speed data (2010)</b>  NE Bound: 85<sup>th</sup> percentile: 35.7mph  SW Bound: 85<sup>th</sup> percentile: 34.5mph</p> <p>A request has been received to make improvements to the traffic lights on the junction of Loughton High Road with Brooklyn Avenue/The Drive, including 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.</p> <p>All vehicles exiting from Brooklyn Parade should be required to turn left into Brooklyn Avenue.</p> <p>This will improve highway safety, reduce congestion and is supported by the Town Council.</p> <p>This project was part of a 2008/2009 'Congestion Busting' scheme, which was widely unsupported by various groups because of the proposal to remove parking.</p> <p>Officers have concerns about introducing a 'left turn only' from Brooklyn Parade, as this may cause dangerous manoeuvres.</p> <p>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.</p>		





PT10-D6-BROOKPDE-0A

## Nazeing

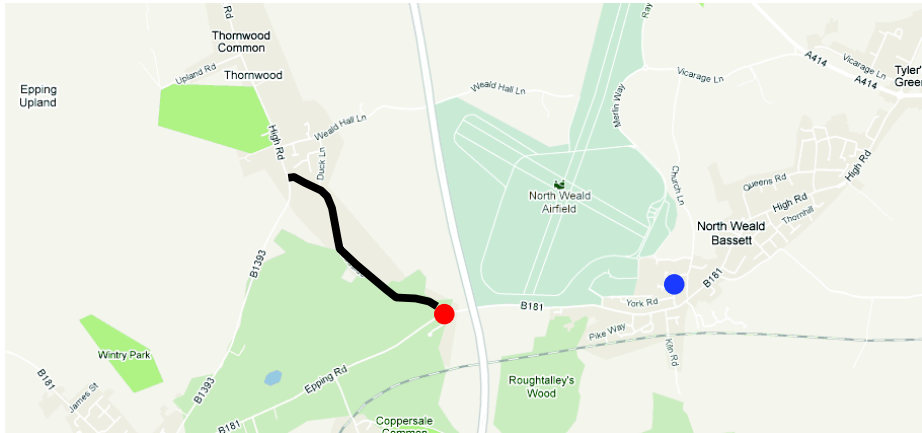


<b>St Leonard's Road, Nazeing</b>	<b>Village gateway and repositioning of VAS</b>	<b>Indicative costs: £15,000</b>
<b>Highway reference: 17</b>	<b>Voting reference: 09</b>	
<p><b>Speed data (2010)</b>          South Hyde Mead: N bound: 85<sup>th</sup> percentile: 30.36mph          South Hyde Mead: S bound: 85<sup>th</sup> percentile: 32.1mph          South Tatsfield: NE bound: 85<sup>th</sup> percentile: 35.6mph          South Tatsfield: SW bound: 85<sup>th</sup> percentile: 37.3mph</p>		
<p>The applicant states that 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.</p> <p>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.</p> <p>The VAS sign detailed above was located at a point that met ECC criteria, based on a speed survey and assessments carried out. The sign is 300m North of the speed limit sign.</p> <p>Gateway signs are possible, however a bespoke design may need to be considered, due to the narrow width of the verges.</p>		





## North Weald Bassett



<b>Woodside junction with High Road, North Weald</b>	<b>An island at the junction of Woodside and High Road</b>	<b>Indicative costs:</b>
<b>Highway reference: 106</b>	<b>Voting reference: 10</b>	
<p>A request has been received for the installation of an island at the junction of Woodside and High Road, as this 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).</p> <p>This junction is at the end of a residential area, with a 40mph speed camera near-by. The proposal will still allow HGV access, as there will be a continued need for the existing industrial units to be serviced by these vehicles. Therefore, Officers recommend that this suggestion is not taken forward.</p>		





<b>Woodside – Thornwood, North Weald</b>	<b>Weight restriction</b>	<b>Indicative costs:</b>
<b>Highway reference: 108</b>	<b>Voting reference: 10</b>	
<p>It is considered by the applicant that 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 could come face to face with an extended juggernaut lorry on one of the blind bends or even a 'boy racer'</p> <p>The existence of a particular weight restriction does not impose a blanket ban on vehicles over that weight, for access purposes. This is because there are limited exemptions to Weight Restriction Orders in order to allow access to collect or deliver goods, or carry out maintenance.</p>		



<b>Wellington Road and Hampden Court, North Weald</b>	<b>Traffic calming and parking restrictions</b>	<b>Indicative costs: £40,000</b>
<b>Highway reference: 104</b>	<b>Voting reference: 10</b>	

Concerns have been raised 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. It is considered that there should be traffic calming and parking restrictions put in place in Wellington Road/Hampden Close.

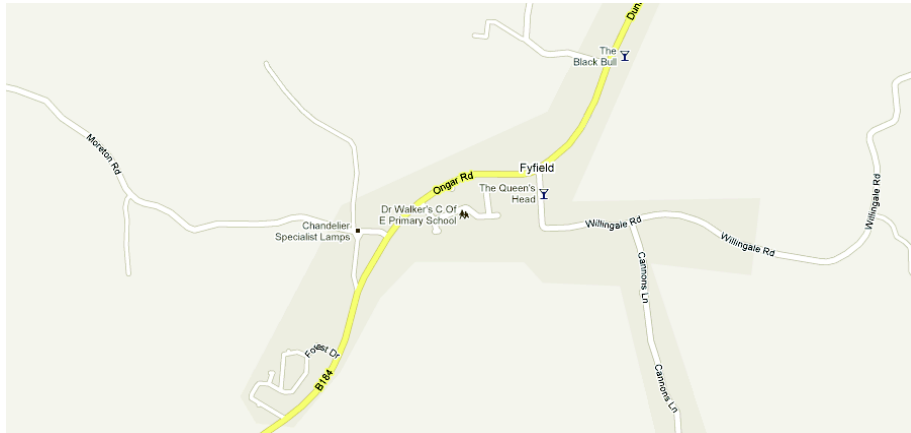
Existing junction protection is already in place and enforced at this location.

North of Beaufort Close on Wellington Road, locating speed humps may be problematic due to the presence of vehicle crossovers. It may be easier to find locations south of Beaufort Close. This may affect the frequency of the humps and the impact of the scheme.

A full consultation would need to be undertaken as part of the legal process, taking account of residents' opinions and thus, this may make this a lengthy process.



## Ongar

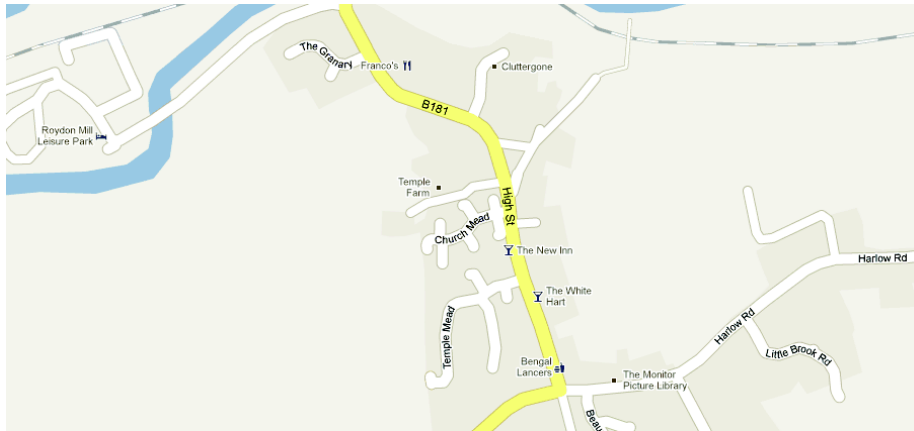


<b>Fyfield Road, Ongar</b>	<b>Vehicle Activated Sign</b>	<b>Indicative costs: £9,000</b>
<b>Highway reference: New</b>	<b>Voting reference: 11</b>	

A vehicle activated sign would be located where speeds of vehicles meet the criteria. This would involve the undertaking of a speed survey to determine if the desired location meets current ECC criteria. The cost of a speed survey would be in the region of £350.



## Roydon



<b>Church Mead junction with High Street, Roydon</b>	<b>Junction protection</b>	<b>Indicative costs: £5,000</b>
------------------------------------------------------	----------------------------	---------------------------------

<b>Highway reference: 118</b>	<b>Voting reference: 12</b>
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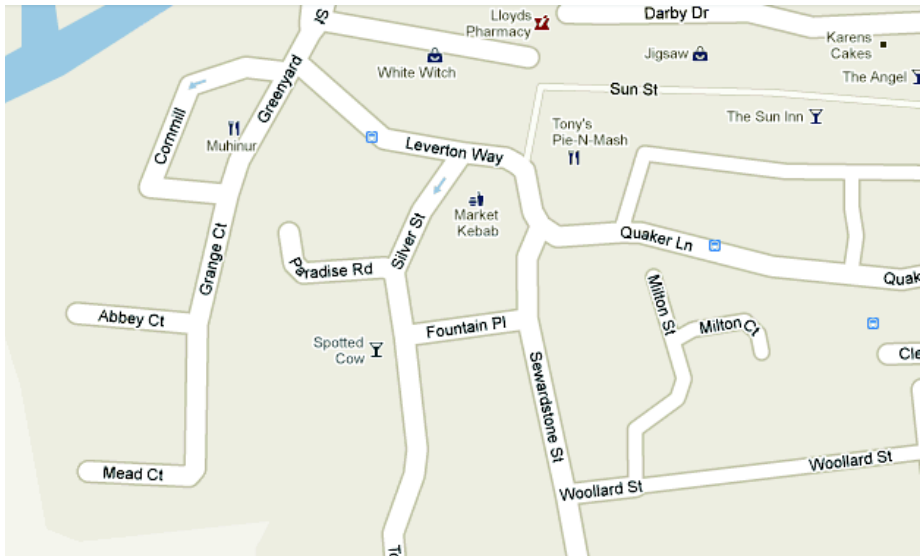
It is considered that parking restrictions should be in place to stop cars parking near to the junction as this is causing an obstruction and interfering with sight lines. However, until this can be done, the Parish are relying on the Police to deal with the issue of obstruction. These are mainly commuters parking their cars and walking to the station so that they are there all day.

Junction protection is possible at this location. Consultation would need to be undertaken as part of the legal process.





## Waltham Abbey



<b>Fountain Place, Waltham Abbey</b>	<b>Car parking/obstruction issues</b>	<b>Indicative costs: £5,000</b>
<b>Highway reference: New</b>	<b>Voting reference: 13</b>	
<p>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 of 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 the Cabinet decision currently stands, individual locations may be looked at, but only where practical solutions exist and where there is a clear consensus in favour of the proposal.</p> <p>ECC could pursue, should members wish, the installation of junction protection, to ensure visibility entering and exiting the junction.</p>		



## **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.

01

**From:** Jill Sutcliffe [REDACTED]  
**Sent:** 16 February 2011 16:28  
**To:** Highways West Area HT  
**Cc:** Jill Sutcliffe  
**Subject:** Fw: local priorities (ref.Highways Panel)

----- Original Message -----

**From:** Jill Sutcliffe  
**To:** [west@essex.gov.uk](mailto:west@essex.gov.uk)  
**Cc:** Jill Sutcliffe  
**Sent:** Tuesday, February 15, 2011 4:52 PM  
**Subject:** local priorities (ref.Highways Panel)

For the attention of Rosa Tanfield please:

I have consulted Cllrs Peter Spencer and Dev Dodeja and we all three think the priorities for action in Buckhurst Hill, from the Highways Panel reserve list, should be 1. crossroads (junction) at Station Way, Farm Way and Forest Edge, where traffic calming/ warning signs / traffic lights/ roundabout (???) are needed. I understand planning permission is currently being sought to build flats on the nearby electricity sub-station site on Station Way. If this goes ahead the extra traffic generated will make this road and junction even more dangerous than it is already. 117

2. Brook Road, creation of footpath to link up with existing one across the Parish boundary. Similarly, there is to be a large development of family homes on Brook Road, so there will be more pedestrians/children at risk from having to walk in the road. 99

3. Feasibility study for pedestrian phased crossing connected to the traffic lights at the junction of Roding Lane and Loughton Way. Needed to help parents/children who wish to come and go to the playground and ball park on the recreation ground off Roding Lane. (My personal view is that a pedestrian facility is needed on the Buckhurst Way side of this junction, not so much on the Loughton Way side, as in the latter case one can walk down to the refuge to cross and then access the recreation ground via the alleyway into Dene Road.) Perhaps a pedestrian crossing where the refuge now is would satisfy the demand on that side and be cheaper? 62

I would also put in an urgent plea for the entire pavement (both sides) of King's Avenue to be repaired and resurfaced asap. It is uneven, and has sunk in places due to damage by heavy vehicles. I twisted my ankle recently due to a pavement defect here near the junction with Langfords (people were standing talking on the 'straight' bit and I had to step on an uneven bit (at the same time trying to avoid some dog fouling !)

Also, I was pleasantly surprised to see new white lines being painted on Roebuck Lane recently (there is a piece of rubber surface missing on one of the speed humps, by the way) but what is really needed is to repaint the mini roundabout at Palmerston Rd and Westbury Rd junction. Pity the team didn't do that while they were in the area -- joined up thinking. - 1758430

Also, on Queens Road, on the pavement almost outside the Undertakers (opposite and not far from the Council Office), there is a small loose cobblestone which, oddly, is on top of a manhole cover. I did ask the Office to report it, which they did, and the stone disappeared (leaving a small hole) but I see it has mysteriously reappeared. It sticks up, just inviting someone to trip over it. There is also a hole where a bollard has disappeared, by the tree, opposite the Parish Office, which some careless or elderly person could easily catch their foot in and have a fall. - 3019184

Oh dear, Buckhurst Hill is falling apart ! Regards and thanks in advance ! Cllr Jill Sutcliffe

Click [here](#) to report this email as spam.

02

**Rosa Tanfield Highways Liaison Officer**

**From:** alanlion [redacted]  
**Sent:** 07 March 2011 10:00  
**To:** Rosa Tanfield Highways Liaison Officer  
**Subject:** RE: Epping LHP reserve list Chigwell  
**Follow Up Flag:** Follow up  
**Flag Status:** Green

Rosa

55

32

Manor Rd /Tomswood Rd / Turpins Lane crossing, Manor Road/ Vicarage Lane Roundabout, Manor Rd /Stanwyck Drive crossing

Thanks

53

Cllr Lion

---

**From:** Rosa Tanfield Highways Liaison Officer [mailto:Rosa.Tanfield@essex.gov.uk]  
**Sent:** 07 March 2011 08:49  
**To:** alanlion  
**Subject:** RE: Epping LHP reserve list Chigwell

Dear Cllr Lion

Please can you indicate, from your spreadsheet, your top three priorities as per the request at the last LHP?


Kind regards,

**Rosa Tanfield**  
Highway Liaison Officer  
Highways & Transportation West Area Office  
Environment, Sustainability & Highways

Essex County Council | telephone: 0845 6037621 | email: [Rosa.Tanfield@essex.gov.uk](mailto:Rosa.Tanfield@essex.gov.uk)

**EssexWorks.**

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**From:** alanlion [mailto:alanlion@essex.gov.uk]  
**Sent:** 24 February 2011 09:27  
**To:** Rosa Tanfield Highways Liaison Officer  
**Cc:** Kay Canning; [redacted]; 'Brian Sandler'; 'Christine Buttling'; [redacted]; 'Kewal Singh Chana'; 'Lesley Wagland'; 'Richard Alvin'; [redacted]; 'suzanne'  
**Subject:** RE: Epping LHP reserve list Chigwell

Dear Rosa



Thank you for the chance to evaluate the existing list of ECC Local Highways Panel listing and to set the priorities from the Chigwell Parish Council (CPC) perspective. I have added my amended version of your spreadsheet with the comments pertaining. The items marked red are priority and essential to improve road safety and safeguard pedestrians. Those marked Blue have a medium priority. Those not coloured are low priority

To summarise, items 55,56,57 all relate to improvements to the area around Tomswood Road, Manor Road and Turpins Lane and this is well documented. It is not clear from your description where the VAS referred to in item 7 is to be situated in Manor Rd. I would suspect it is all part of the same issue and should be picked up as part of an overall feasibility to address the whole of that area Manor Road, Tomswood Road and Turpins Lane junction with the options and costs clearly identified. This clearly is the CPC priority and from my research into the relative costs of installing a crossing I seriously have to question the costs you quote for a Pelican Crossing. Internet information shows costs of around £10k for a pedestrian crossing and £40k for a pelican crossing. So even if costs are doubled there is something seriously wrong here. I trust we will be able to get a full breakdown of costs included in your estimate to get a better understanding of where savings can be made without compromising safety. As part of this requirement would be to consider resiting the speed camera to the westbound side.

In terms of the medium priorities my view is that speeds of traffic in Manor Road in general are high and so a roundabout at Vicarage Lane would be on top of the list followed by improvements to crossings at Manor Road Stanwyck Drive by Brook Parade ( Dolphin Court ) followed by a Box Junction at Gravel Lane/Maypole Drive

Best Regards

Cllr Alan Lion  
EFDC and Chigwell Parish Council

---

**From:** Rosa Tanfield Highways Liaison Officer [redacted]  
**Sent:** 10 February 2011 10:35  
**To:** [redacted]  
**Subject:** Epping LHP reserve list Chigwell

Dear Councillor Lion,

As discussed, please find attached Chigwell requests.

Kind regards,

**Rosa Tanfield**  
Highway Liaison Officer  
Highways & Transportation West Area Office  
Environment, Sustainability & Highways

Essex County Council | telephone: 0845 6037621 | email: [Rosa.Tanfield@essex.gov.uk](mailto:Rosa.Tanfield@essex.gov.uk)

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ECC Local Highway Panel "Reserve List" 2010/11

Highways Ref	Priority	Ward Parish	Location	Project	Application Details	Officer Comment	Indicative/ Estimated Costs	EFDC Panel Member and Parish Comments	Parish EFDC Priority
31	High	Chigwell	Manor Road j/w Wearage Lane	VAS	Requires VAS-024 to turn right towards Wearage Lane. Proposed at junction level (not foot path) requirements.	NO serious comments associated with this proposal. However, comments should be made in the south from the Parish Council for subject to funding any future maintenance costs associated with the street lighting (VAS)	£30,000	<p>The speed of traffic along Manor Rd and the limited visibility is hazardous for vehicles exiting and turning left or right from Wearage Lane into Lambourne Road. Westbound traffic along Manor Road is blocked by traffic turning right into Wearage Lane. There is no adequate pedestrian crossing facility.</p> <p>A roundabout would improve the safety of the junction and the pedestrian crossing.</p>	Medium
52	Low	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	Not a major issue but existing crossing refuge at the roundabout junction High Road and Hainault Road could be resited south along the High Road away from the railings to improve pedestrian crossing.	Low
53	Med	Chigwell	B173 Manor Road j/w Stanway k 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	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 traffic suddenly turning in and out of the cut-through and the large number of pedestrian casualties over the past 5 years. Although there are not a large number of pedestrian crossings, 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 into Manor Road. This may transfer	£170,000 for pedestrian crossing	This request is actually incorrect. It refers to the Park and Nursery which I would think relates to the Green opposite the Manor Hall site and the nursery which would be associated with St Winifreds Church. It talks about the cut through which is	Medium

									located opposite the Petrol station, Bald hind and St Winifreds Close. There would be limited advantage in making a one way crossing near to the Manor Hall. Site would be an advantage for families crossing from the north to Limes Farm, the local Church and Synagogue.		
80	Med	Chilswell	Manor Road E of Townend Road	Signage for junction	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	Signage for junction	Signage for junction	Signage for junction	Signage for junction	Signage for junction	Signage for junction
81	Low	Chilswell	Turpin Lane	Signage for junction	Signage for junction	Signage for junction	Signage for junction	Signage for junction	Signage for junction	Signage for junction	Signage for junction
82	Med	Chilswell	Gravel Lane, JW Maypole Drive	Signage for junction	Signage for junction	Signage for junction	Signage for junction	Signage for junction	Signage for junction	Signage for junction	Signage for junction

03

**Rosa Tanfield Highways Liaison Officer**

**From:** Deborah Tonkiss [mailto:~~deborah.tonkiss@rosetanfieldhighways.co.uk~~]  
**Sent:** 07 March 2011 09:31  
**To:** Rosa Tanfield Highways Liaison Officer  
**Subject:** Re: Epping Forest Local Highways Panel  
**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Dear Rosa,

Many thanks for coming back to me. I sent a letter to yourself last week on behalf of High Ongar Parish Council requesting a dedicated right turn lane at the junction of the A414 and Rookery Road and would be grateful if this could be looked at, along with the parish gates, as possible items for the Highways Panel. NEW  
NEW

Thanks also for sending details of the restructure. I have already had cause to report several highways defects over the past couple of weeks and have found the new system simple to negotiate and the staff very helpful, so long may that continue!

Kind regards,  
 Deborah Tonkiss  
 Parish Clerk & RFO

----- Original Message -----

**From:** Rosa Tanfield Highways Liaison Officer  
**To:** Deborah Tonkiss  
**Sent:** Friday, March 04, 2011 1:18 PM  
**Subject:** RE: Epping Forest Local Highways Panel

Dear Deborah,

My apologies for my delayed response.

If you would like an item added to the list, please email it through to us, so that we can have an initial check of its viability. If it is suitable, we can request the Panel add it to their reserve list. This past year has seen the reserve list expand to an inordinate amount and thus, we are asking Members to review the list and select their top three, in order that we can reduce the list and create better focus on local issues.

If you want, I can forward your suggestions of gates in High Ongar and dedicated right turn at the junction of Rookery Road and the A414, subject to an initial assessment. Is this ok with you?

I understand that a letter has been recently distributed pertaining to our recent restructure and I am hoping you have copy of it. If not, I have attached it for your information.

Again, my apologies for the delay.

Kind regards,

**Rosa Tanfield**  
 Highway Liaison Officer  
 Highways & Transportation West Area Office  
 Environment, Sustainability & Highways



Essex County Council | telephone: 0845 6037621 | email: [Rosa.Tanfield@essex.gov.uk](mailto:Rosa.Tanfield@essex.gov.uk)

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**From:** Deborah Tonkiss [mailto:[deborah.tonkiss@essex.gov.uk](mailto:deborah.tonkiss@essex.gov.uk)]

**Sent:** 21 February 2011 17:46

**To:** Rosa Tanfield Highways Liaison Officer

**Subject:** Epping Forest Local Highways Panel

Hello Rosa,

I sent you the following request on 16th February via email. I do appreciate you probably have a heavy workload but was hoping I could press you a response in advance of our parish council meeting tomorrow evening. Many thanks in advance.

Thank you for distributing the list of traffic improvement requests. I have been asked to find out what the process now is for getting items added to this list. I wrote to Yim Kong requesting parish/village gates for High Ongar on 28th January but have not yet received a reply and it does not appear on the list so would be grateful if you could investigate further for me.

Also a parish councillor has requested whether it would be possible to get a dedicated right turn lane at the junction of Rookery Road and the A 414. It is felt this might help prevent the many accidents that occur there - the latest one recently closed the A 414 and needed the air ambulance to attend.

Kind regards,  
Deborah Tonkiss  
Parish Clerk

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04

**Rosa Tanfield Highways Liaison Officer**

---

**From:** R SPILLER [REDACTED]  
**Sent:** 28 February 2011 11:04  
**To:** Rosa Tanfield Highways Liaison Officer  
**Subject:** local highways panel  
**Follow Up Flag:** Follow up  
**Flag Status:** Green  
**Attachments:** Highways Rossa Tanfield 2.doc

Hello Rosa

Please find attached a letter detailing the priorities we have for work that we would like to be put forward to the Local Highways Panel.

It had been agreed by Jo Carrington that we could have 'not suitable for HGV' signs at both ends of Hoe Lane in Abridge during this financial year. Can you confirm if these signs are due to be installed.

Also, I understand that we can put forward work for the Highways Rangers. We would like to request that they visit to repair and replace the verge markers on Ongar Road opposite Hillmans Cottages. This is a very dangerous bends and most of the verge markers are missing, and those that are left are very dirty and therefore ineffective. There were also 'slow' signs at this point on the road surface which has never been replaced since the road was recently resurfaced. There have been numerous accidents at this point of the road recetnly and it is vital that the signs and verge markers are at least cleaned whilst waiting for new ones to be installed.

Kind regards

Ruth Spiller  
Clerk to Lambourne Parish Council  
Tel: [REDACTED]

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**Lambourne Parish Council**

20<sup>th</sup> February 2011

Rosa Tanfield  
Essex County Council  
West Area Office  
Goodman House  
Station Approach  
Harlow  
Essex  
CM20 2ET

Dear Ms Tanfield

**Re: EFDC Local Highways Panel**

Further to your email dated 14<sup>th</sup> February 2011, please find below the schemes that we wish to prioritise for the Local Highways Panel:-

Ref 86: Market Place, Abridge. A traffic priority junction on the bridge so that traffic can only flow over the bridge in one direction at a time.

Ref 23: VAS signs on Ongar Road where the speed limit reduces to 30mph

As the other items on your schedule ref 113 & 21 are not feasible at present, we therefore request that you consider the following requests:

- NEW**
- 'Slow' signs on Manor Road
  - 'Not Suitable for HGV' signs at each end of Hoe Lane, RM4. This item had been agreed to be installed this financial year and may already be underway.

Yours sincerely

Ruth Spiller  
Clerk to Lambourne Parish Council

06

**Rosa Tanfield Highways Liaison Officer**

**From:** Caroline Pond [redacted]  
**Sent:** 25 February 2011 18:11  
**To:** Rosa Tanfield Highways Liaison Officer  
**Subject:** Epping Forest Local Highways panel- Traffic improvement requests  
**Follow Up Flag:** Follow up  
**Flag Status:** Green

**From:** Cllr Caroline Pond, Loughton St John's Ward, Epping Forest District Council

My three are

Highways Ref. [74 - 78] dropped kerbs - have included all these together as it is to provide a route to a local Health Centre

for elderly people.

Ref [4] - Oakwood Hill j / with Chigwell Lane

Ref [66] - Alderton Hill pedestrian refuge

I would be grateful if you could acknowledge receipt of this email.

Caroline

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06

**Rosa Tanfield Highways Liaison Officer**

---

**From:** Rodney Barrett [redacted]  
**Sent:** 23 February 2011 11:59  
**To:** Rosa Tanfield Highways Liaison Officer  
**Subject:** Local Highways Traffic Improvement Requests  
**Follow Up Flag:** Follow up  
**Flag Status:** Green

Dear Rosa,

Members have been asked to list their top three priorities after considering the current list as attached in last weeks Council Bulletin.

I have only two choices which are located in my ward, and in order of priority they are:

- 1) Highways Ref: **60** - Signal Controlled Crossing - Church Hill ( near The Uplands) - Loughton
- 2) Highways Ref: **66** - Pedestrian Refuge - Alderton Hill - Loughton

I understand that this feedback from Members will be taken onto account and a set of proposals for 2011/12 will be finalised and be put forward at the next Highways Panel Meeting on 24th.March 2011.

Kind Regards

Councillor Rod Barrett

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07

**Rosa Tanfield Highways Liaison Officer**

**From:** Tessa [REDACTED]  
**Sent:** 22 February 2011 09:43  
**To:** Rosa Tanfield Highways Liaison Officer  
**Subject:** highways panel reserve list  
**Follow Up Flag:** Follow up  
**Flag Status:** Green

My three priorities for the Highways Panel to consider on 24th. March would be:

- Oakwood Hill j/w Chigwell Lane Loughton 4
- Church Hill near the Uplands Loughton 60
- Chester Road Loughton 3

From  
Cllr. Tessa Cochrane

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08

**Rosa Tanfield Highways Liaison Officer**

---

**From:** David Wixley [redacted]  
**Sent:** 28 February 2011 00:19  
**To:** Rosa Tanfield Highways Liaison Officer  
**Subject:** Local Highways Panel - Improvement Requests  
**Follow Up Flag:** Follow up  
**Flag Status:** Green

Dear Rosa,  
Please find my selection of top 3 priorities as follows:

- 1.Speed reduction measures for Chester Road,Loughton. Highways Ref. No. 3
- 2.Restoration and protection of grass verge in Oakwood Hill from junction with Chigwell Lane,Loughton. Highways Ref. No. 4
- 3.Pedestrian crossing in Church Hill,near The Uplands,to improve road safety for children going to/from Staples Road School Loughton. Highways Ref. No. 60

I take it that my previous requests for junction protection measures (double yellow lines) at Hillyfields/Hillcroft, and Grosvenor Drive/Cleland Path is still on a list somewhere and will be considered in due course? ✓ ✓

Regards,

David.

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## Rosa Tanfield Highways Liaison Officer

**From:** Barry Blunden - Nazeing Parish Clerk [REDACTED]  
**Sent:** 25 February 2011 16:52  
**To:** Rosa Tanfield Highways Liaison Officer  
**Cc:** 'Daphne Borton'  
**Subject:** RE: Epping Forest Local Highway Panel  
**Follow Up Flag:** Follow up  
**Flag Status:** Green

Dear Rosa,

At the meeting of Nazeing Parish Council on 24<sup>th</sup> February 2011, the Council discussed the two applications that had been submitted by Nazeing Parish Council. It was resolved that the order of priority for the applications were as follows:

1 <sup>st</sup>	Highways Ref. 17	St. Leonards Road.	Village Gateway and repositioning of VAS	(Ranking High)
2 <sup>nd</sup>	Highways Ref. 8	Nazeing Road.	Installation of Pedestrian Crossing (Zebra)	(Ranking Med.)

Regards

Barry Blunden - Nazeing Parish Clerk  
 [REDACTED]  
 [REDACTED]

**From:** Rosa Tanfield Highways Liaison Officer [REDACTED]

**Sent:** 14 February 2011 16:10

**To:** Abbess Beauchamps and Berners Roding; Buckhurst Hill Liz Wagstaff; Chigwell Mrs Kay Canning; Epping Bob Whittome; Epping Upland Val Evans; Fyfield Louise Van Der Mark; High Ongar A Middlehurst; Lambourne Mrs R Spiller; Loughton E Walsh; Matching E Fenwick; Nazeing B Blunden; North Weald Sue De Luca; Ongar Mark Squires; Roydon Janet Ballard; Sheering Donna Harris; Stapleford Abbots Valerie Bright; Stapleford Tawney Wendy Heard; Theydon Bois Sally Crone; Theydon Gardon Doreen Corsi; Waltham Abbey Kathryn Richmond

**Subject:** Epping Forest Local Highway Panel

Dear all,

As part of the Localism Initiative, the Local Highways Panel, amongst other duties, is tasked with prioritising and overseeing District wide highway improvement schemes. The Highways budgets for 2011/12 are currently unknown, but in preparation of the new financial year, the Panel would like to review the list of traffic improvement requests that have been received by ECC Officers for the Epping Forest District. The current list is attached.

In order to create focus on high priority local issues, all Parishes are asked to consider the attached document and feedback their top **three** priorities to Rosa Tanfield at ECC Highways ([rosa.tanfield@essex.gov.uk](mailto:rosa.tanfield@essex.gov.uk)), by no later than 28 February 2011. The Localism Panel, who will be meeting again on 24 March 2011, can then finalise a set of proposals for 2011/12.

10

**Rosa Tanfield Highways Liaison Officer**

**From:** Susan De Luca [mailto:~~XXXXXXXXXXXX@XXXXXX~~]  
**Sent:** 02 March 2011 13:40  
**To:** Rosa Tanfield Highways Liaison Officer  
**Subject:** Highways Panel  
**Importance:** High  
**Follow Up Flag:** Follow up  
**Flag Status:** Green

Hi Rosa

Please find below the comments regarding the Local Highways panel Report. I sent the Priorities over yesterday but have only just been able to send the comments

I hope you are well, and once again sorry about the delay.

Regards

Susan

**PRIORITY NUMBER ONE** No **106** – Woodside Junction with High Road – Island at junction of Woodside Nigel said if they said yes and an island was put there, this is likely to get knocked down regularly by lorries, and would Highways still be responsible for this? Clerk confirmed they would. Elaine said she has been told in the past that a visual deterrent is a good way to stop lorries doing down there – **AGREED HIGH PRIORITY** – The Clerk was asked to - 'CLARIFY EXACTLY WHAT END OF WOODSIDE THIS IS AS ECC STATE IT IS CLOSE TO A SPEED CAMERAR NARRATIVE REFERS TO FAR END, BUT THIS SHOULD BE THE NORTH WEALD TO EPPING ROAD END.

**PRIORITY NUMBER TWO** **108** – Councillor Hudson said is should read 'width' and not 'weight', and this should be pointed out. Hudson suggested priority NO 3. Cllr Godwin Brown said this lady walks the whole of Woodside, and the lorries makes it dangerous for any people walking along there. Cllr Sawyer said wouldn't this just push all the lorries to use one end of the road. Cllr Godwin Brown stated that this would help stop lorries using this as a cut through. Cllr Hawkins said that this would not stop most of the lorries, as they can simply go wherever they can to get where they want.

**PRIORITY NUMBER THREE** - **104** – Wellington Road and Hampden Road – The Clerk said she thought they were no longer continuing with installing speed humps – Councillor Bedford also felt that this was correct as emergency services do not like them he stated they would have been better to request a 30mph road traffic sign. Members felt Double Yellow Lines or Parking Restrictions on a Saturday. The Clerk suggested residents parking. Members **AGREED** yellow marking restrictions for Saturdays only instead of humps would be the best way forward.

Kind Regards

Susan



## Rosa Tanfield Highways Liaison Officer

**From:** Deputy Ongar Town Council [redacted]  
**Sent:** 04 March 2011 15:33  
**To:** Rosa Tanfield Highways Liaison Officer  
**Subject:** RE: Highways Issues  
**Follow Up Flag:** Follow up  
**Flag Status:** Red

Dear Rosa,

The items Ongar Town Council has raised in the past with ECC Highways are –

- An extension to the 30 mph speed limit on the Fyfield Rd to the boundary with Fyfield Parish Council \*
- Installation of Vehicle activated signs on Fyfield Road **NEW!**
- Reduction of speed limit on Greensted Road \*
- Reduced speed limit on the eastern A414 approach to four Wantz roundabout \*
- On street parking problems, specifically in Basons Way, Bowes Drive, Great Lawn, Longfields, Castle Street and Fyfield Road outside Smiths Restaurant #

I appreciate that none of these items will be resolved overnight but it would greatly help the council if they were to be included on future project lists to be considered by the Highways panel. As I mentioned before all of these items have been raised with EFDC and ECC Highways directly over the last few years but, I'm sorry to report, with little progress. Any assistance the Highways Panel could give the council to resolve some of these long standing issues would be greatly appreciated. If you need any further information on any of these items please do not hesitate to contact me.

Thanks for your help.

Best regards

Judith

Judith Cook  
Deputy Clerk to Ongar Town Council

~~\_\_\_\_\_~~  
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~~\_\_\_\_\_~~  
 Email: ~~\_\_\_\_\_~~  
~~\_\_\_\_\_~~  
~~\_\_\_\_\_~~

Website: [www.essexinfo.net/ongartowncouncil](http://www.essexinfo.net/ongartowncouncil)

**From:** Rosa Tanfield Highways Liaison Officer [mailto:Rosa.Tanfield@essex.gov.uk]  
**Sent:** 04 March 2011 13:08  
**To:** Deputy Ongar Town Council  
**Subject:** RE: Highways Issues

Dear Judith,

Apology for my delayed response.

Please send them through to me and I can review them.

Regards,

Rosa Tanfield

\* added to speed limit review requests.

# added to list of parking requests.

Highway Liaison Officer  
Highways & Transportation West Area Office  
Environment, Sustainability & Highways

Essex County Council | telephone: 0845 6037621 | email: [Rosa.Tanfield@essex.gov.uk](mailto:Rosa.Tanfield@essex.gov.uk)

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**From:** Deputy Ongar Town Council [REDACTED]  
**Sent:** 28 February 2011 15:05  
**To:** Rosa Tanfield Highways Liaison Officer  
**Subject:** Highways Issues

Dear Rosa,

I noted with interest your email sent to all parish and town clerks regarding the Local Highways Panel list of tasks for 2011/12.

Over the last few years this council has consistently raised issues with ECC regarding highways maintenance and safety. Unfortunately, these issues do not seem to have come to the attention of the panel. I would be grateful if you could let me know the process whereby these issues could be added to the list of tasks to be considered in 2011/12 or, failing that, 2012/13.

Thanks for your help.

Regards

Judith

Judith Cook  
Deputy Clerk to Ongar Town Council

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
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12

**Rosa Tanfield Highways Liaison Officer**

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**From:** Janet Ballard-~~XXXXXXXXXXXXXXXXXXXX~~  
**Sent:** 01 March 2011 10:25  
**To:** Rosa Tanfield Highways Liaison Officer  
**Subject:** Re: Epping Forest Local Highway Panel  
**Follow Up Flag:** Follow up  
**Flag Status:** Green

Hi Rosa

Sorry for the delay in getting back to you.

Roydon Parish Council obviously wants to strongly support the one scheme in its Parish (junction improvements at Church Mead) as we feel this is a potential accident blackspot as there is very little vision for cars (and pedestrians) exiting here. 118

I think it is difficult to comment on any other schemes as we have little knowledge of the relative merits of these.  
with thanks,

Janet Ballard  
Clerk to Roydon Parish Council  
~~XXXXXXXXXXXXXXXXXXXX~~  
~~XXXXXXXXXXXXXXXXXXXX~~  
~~XXXXXXXXXXXXXXXXXXXX~~

Tel/Fax ~~XXXXXXXXXXXX~~

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Sally Cross <Sally.Cross@essex.gov.uk>  
Sent: Monday, 14 February, 2011 16:10:10  
Subject: Epping Forest Local Highway Panel

Dear all,

As part of the Localism Initiative, the Local Highways Panel, amongst other duties, is tasked with prioritising and overseeing District wide highway improvement schemes. The Highways budgets for 2011/12 are currently unknown, but in preparation of the new financial year, the Panel would like to review the list of traffic improvement requests that have been received by ECC Officers for the Epping Forest District. The current list is attached.

In order to create focus on high priority local issues, all Parishes are asked to consider the attached document and feedback their top **three** priorities to Rosa Tanfield at ECC Highways ([rosa.tanfield@essex.gov.uk](mailto:rosa.tanfield@essex.gov.uk)), by no later than 28 February 2011. The Localism Panel, who will be meeting again on 24 March 2011, can then finalise a set of proposals for 2011/12.


Kind regards,

**Rosa Tanfield**  
Highway Liaison Officer  
Highways & Transportation West Area Office  
Environment, Sustainability & Highways

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**Rosa Tanfield Highways Liaison Officer**

**From:** Kathryn Richmond [mailto:kathryn.richmond@essex.gov.uk]  
**Sent:** 10 March 2011 12:13  
**To:** Rosa Tanfield Highways Liaison Officer  
**Subject:** RE: Localism Initiative

Hi Rosa,

Right,

Fernhall Lane – reinstatement of carriageway due to damage by HGVs (construction of flood alleviation scheme) **MAINTENANCE**

Fountain Place – car parking/obstruction issues

Brooker Road – overnight parking by HGVs needs addressing. **BEING ADDRESSED THROUGH SECTION 106**

Totally understand re Crooked Mile. Please advise when matters have been sorted.

Many thanks

Kathryn

-----Original Message-----

**From:** Rosa Tanfield Highways Liaison Officer [mailto:Rosa.Tanfield@essex.gov.uk]  
**Sent:** 08 March 2011 21:17  
**To:** Kathryn Richmond  
**Subject:** RE: Localism Initiative

Hi Kathryn,

Please can you respond to my email below.

Additionally, in terms of the Crooked Mile, we are aware of the incident that occurred here. An Officer will be visiting the site with the Police and assessing whether any action is required. We do this at all sites where fatal accidents have occurred.

Unfortunately, I am unable to comment further on this incident or assessment, whilst an inquest is pending and Police investigations are ongoing.

I trust you will understand our position on this.

Kind regards,

**Rosa Tanfield**  
Highway Liaison Officer  
Highways & Transportation West Area Office  
Environment, Sustainability & Highways

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**From:** Rosa Tanfield Highways Liaison Officer  
**Sent:** 07 March 2011 08:59  
**To:** 'Kathryn Richmond'  
**Subject:** RE: Localism Initiative

Hi Kathryn

Thank you for the email. Do the items you detail below, show specifically on the spreadsheet? If so, can you provide the reference number, alternatively, can you give me detail of what you are requesting.

Many thanks,

**Rosa Tanfield**  
Highway Liaison Officer  
Highways & Transportation West Area Office  
Environment, Sustainability & Highways

Essex County Council | telephone: 0845 6037621 | email: [Rosa.Tanfield@essex.gov.uk](mailto:Rosa.Tanfield@essex.gov.uk)

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**From:** Kathryn Richmond [mailto:Kathryn.Richmond@essex.gov.uk]  
**Sent:** 01 March 2011 11:05  
**To:** Rosa Tanfield Highways Liaison Officer  
**Subject:** Localism Initiative

Hi Rosa,

We have considered the proposals for the Local Highways Panel, and would like to put forward:  
Fearnhall Lane,  
Fountain Place  
To regularise the parking on Brooker Road.

Also, as a matter of urgency, the speeding on Crooked Mile. There was another accident there at the weekend.

Many thanks

Kathryn

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**Rosa Tanfield Highways Liaison Officer**

**From:** Highways West Area HT  
**Sent:** 01 March 2011 11:00  
**To:** Rosa Tanfield Highways Liaison Officer  
**Subject:** FW: Epping Forest Local Highway Panel  
**Follow Up Flag:** Follow up  
**Flag Status:** Green

MAINTENANCE

Hi Rosa

I am not sure how you want this logged as it is to do with highways panel. I have however reported the asbestos fly tipping to EFDC, who say that they will report it to the relevant body as they are not licenced to remove asbestos.

regards

Teresa

**Teresa Charles**  
Clerical Officer

Essex County Council | ~~tel: 0206 2022222~~ | ~~extenstion: 2022222~~ | ~~email: t.charles@essex.gov.uk~~

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**From:** Ernie Fenwick [~~mailto:ernie.fenwick@willingaleparish.gov.uk~~]  
**Sent:** 28 February 2011 11:21  
**To:** Highways West Area HT  
**Subject:** FW: Epping Forest Local Highway Panel

Please action this request at your earliest opportunity

Regards

Ernie Fenwick  
Clerk to Willingale Parish Council

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**From:** Tom Young [~~mailto:tom.young@willingaleparish.gov.uk~~]  
**Sent:** 24 February 2011 19:25  
**To:** 'Ernie Fenwick'  
**Cc:** 'D Stokes'; 'Frances Williams'; ~~mailto:frances.williams@willingaleparish.gov.uk~~; 'Peter Davies'; 'Stephen Grainger'; 'Stuart Bosworth'  
**Subject:** FW: Epping Forest Local Highway Panel



Ernie

Can you please register the flooding at the following locations as causing a hazard when the water freezes. I think the one by the village hall is the most important as it is on a sharp corner where children play by the side of the road. The road sign is also a hazard at the junction of Wood Lane and Spains Hall Road. Thanks

The Street/Beech Road by Willingale Village Hall  
Between Shellow Bridge and Bird's Green  
Spains Hall Road by Spains Hall Farm

On another point, there has apparently been some asbestos dumped at the end of Stays Lane (a green lane at the junction of Silver Lane and Wood Lane. This must be a health hazard, can you please report it to the relevant body?

Thanks and best wishes

Tom

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**From:** Stephen Grainger [redacted]  
**Sent:** 20 February 2011 19:30  
**To:** Tom Young; 'Gerard McEwen Member CC'  
**Cc:** 'Ernie Fenwick'; 'D Stokes'; 'Frances Williams'; 'Jenny Ballantyne'; 'Peter Davies'; 'Stuart Bosworth'  
**Subject:** Re: Epping Forest Local Highway Panel

Wherever flooding or standing water occur on the roadway ice is the obvious consequence in cold weather. With no local road gritting these are unsafe parts of the highway. Therefore, wherever water stays on the lanes needs attention - beside the village hall, Shellow Bridge and along Spains Hall Road and anywhere else others know of.  
Stephen

----- Original Message -----

**From:** Tom Young  
**To:** 'Gerard McEwen Member CC'; 'Stephen Grainger'  
**Cc:** 'Ernie Fenwick'; 'D Stokes'; 'Frances Williams'; 'Jenny Ballantyne'; 'Peter Davies'; 'Stuart Bosworth'  
**Sent:** Sunday, February 20, 2011 6:13 PM  
**Subject:** RE: Epping Forest Local Highway Panel

Mac and all

Thanks for the response. I understand about the lack of budgets but if we are sent a list that doesn't include any of the items that we have been trying to resolve for months if not years, then a certain frustration is inevitable.

I'm not sure which flooding you're referring to - I don't think I have that email (or at least not any more). Should we suggest that the flooding outside the village hall or that at Shellow Bridge, both of which lead to potholes should be added to the list - looking at the others I wonder if it would be favoured?

best wishes to all

Tom

---

**From:** Gerard McEwen Member CC [redacted]  
**Sent:** 20 February 2011 14:28  
**To:** Tymarketing; Stephen Grainger  
**Cc:** Ernie Fenwick; D Stokes; Frances Williams; Jenny Ballantyne; Peter Davies; Stuart Bosworth  
**Subject:** RE: Epping Forest Local Highway Panel

Dar Tom and all colleagues,

It is certainly worth recording Willingale's name in the list but I would suggest putting really serious items on and not any which aren't in the category of essential work. We have all been asked to stress that in view of the dreadful cash situation we must discourage requests which are not safety issues or vital in some other way. It looks from Ernie's suggestions that the flooding issues are the most important because they are not things which could be done by 'amateurs' (such as obscured signs).

Mac

-----Original Message-----

**From:** Tymarketing [mailto:ty@essex.gov.uk]  
**Sent:** 19 February 2011 12:00  
**To:** Stephen Grainger; Gerard McEwen Member CC  
**Cc:** Ernie Fenwick; D Stokes; Frances Williams; Jenny Ballantyne; Peter Davies; Stuart Bosworth  
**Subject:** Re: Epping Forest Local Highway Panel

Good point - I'm copying Gerard McEwen to ask if he has any influence.

Mac, are you able to help?

Best wishes

Tom Young

On 19 Feb 2011, at 11:48, "Stephen Grainger" <[mailto:stephen.grainger@essex.gov.uk]> wrote:

As far as I can tell from this list there are no highways works on the priority list for Willingale. However, the finger post at the South of the village that is still half detached, the obscured speed limit signs, the water run-off beside the village hall and the very long-standing problem of standing water by Spains Hall Farm - the road needs to have a camber - all need attention. Responses are required before our next meeting (by Feb 28) - will chairman's action be taken to add anything considered sufficiently important?

Stephen

----- Original Message -----

**From:** Ernie Fenwick  
**To:** Bart Sheekey ; Bob Jones ; David Parish ; Gary Waller ;  
~~[redacted]~~ ; Mark Lemon ; Mel Sullivan ; Paula O'Sullivan ; Sandra Saban ; 'Anita Darken' ; 'Cllr Lawrence' ; 'Joan Bowerman' ; 'John Binder' ; 'Michael Taylor' ; 'Paul Moulds' ; 'Richard Morgan' ; ~~[redacted]~~ ; 'D Stokes' ; 'Frances Williams' ; Jenny Ballantyne ; 'Peter Davies' ; 'Stephen Grainger' ; 'Stuart Bosworth'  
**Sent:** Monday, February 14, 2011 4:45 PM  
**Subject:** FW: Epping Forest Local Highway Panel

All

For your information

Regards

Ernie

**From:** Rosa Tanfield Highways Liaison Officer [mailto:Rosa.Tanfield@essex.gov.uk]  
**Sent:** 14 February 2011 16:10  
**To:** Abbess Beauchamps and Berners Roding; Buckhurst Hill Liz Wagstaff; Chigwell

Mrs Kay Canning; Epping Bob Whittome; Epping Upland Val Evans; Fyfield Louise Van Der Mark; High Ongar A Middlehurst; Lambourne Mrs R Spiller; Loughton E Walsh; Matching E Fenwick; Nazeing B Blunden; North Weald Sue De Luca; Ongar Mark Squires; Roydon Janet Ballard; Sheering Donna Harris; Stapleford Abbots Valerie Bright; Stapleford Tawney Wendy Heard; Theydon Bois Sally Crone; Theydon Gardon Doreen Corsi; Waltham Abbey Kathryn Richmond  
**Subject:** Epping Forest Local Highway Panel

Dear all,

As part of the Localism Initiative, the Local Highways Panel, amongst other duties, is tasked with prioritising and overseeing District wide highway improvement schemes. The Highways budgets for 2011/12 are currently unknown, but in preparation of the new financial year, the Panel would like to review the list of traffic improvement requests that have been received by ECC Officers for the Epping Forest District. The current list is attached.


In order to create focus on high priority local issues, all Parishes are asked to consider the attached document and feedback their top **three** priorities to Rosa Tanfield at ECC Highways ([rosa.tanfield@essex.gov.uk](mailto:rosa.tanfield@essex.gov.uk)), by no later than 28 February 2011. The Localism Panel, who will be meeting again on 24 March 2011, can then finalise a set of proposals for 2011/12.

Kind regards,

**Rosa Tanfield**  
Highway Liaison Officer  
Highways & Transportation West Area Office  
Environment, Sustainability & Highways

Essex County Council | telephone: 0845 6037621 | email: [Rosa.Tanfield@essex.gov.uk](mailto:Rosa.Tanfield@essex.gov.uk)

<image001.gif>

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15

**Rosa Tanfield Highways Liaison Officer**

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**From:** Anthony Purkiss [REDACTED]  
**Sent:** 28 February 2011 15:43  
**To:** Rosa Tanfield Highways Liaison Officer  
**Subject:** highways Options  
**Follow Up Flag:** Follow up  
**Flag Status:** Red

Rosa,

With reference to our telephone conversation this afternoon regarding priorities of outstanding schemes within the Highways Panel, I list the following in order of preference:

- 1/ Loughton – removal of traffic lights and re-direction of traffic 5
- 2/ Chester Road – Loughton 3
- 3/ Abridge Market Place – Junction Improvements 33

Regards

Cllr A. Purkiss  
[REDACTED]

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Type/Causation of Request		Previous Indicative Estimated Costs		Officer Comment		Application details		Project		Road/Location		Ward/Parish		Ranking		Highways Ref	
		Speeding		Congestion		Congestion		Congestion									
		£12,000 per chicane; £80,000 for a controlled, zebra crossing; £7,500 per pedestrian refuge		It may be possible to achieve chicanes, however a detailed survey will need to be undertaken to find a suitable location, given the presence of vehicle crossover 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.		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	Chicanes and pedestrian crossings	Chester Road	Loughton	Med	3						
				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		The restoration and protection of the grass verge in Oakwood Hill from the junction with Chigwell Lane adjacent to the Roding Valley Nature Reserve on one side and the Oakwood Hill Industrial Estate on the other to create a 'gateway' entrance into this part of Loughton. Current speed limit 30mph. Suggested solutions including parking restrictions (double yellow lines), installation of timber bollards, and additional planting, trees and bulbs to create an attractive 'avenue' similar to the Remembrance Avenue in Colchester approached from the A12. The grass verge adjacent to the Nature Reserve is used for commuter parking from Debden station. The verge permanently 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 Debden parking scheme, following the recent review is likely to exacerbate the problem, to the detriment of the area. The scheme is supported by the residents and town councillors	Additional lining, bollards and additional planting	Oakwood Hill j/w Chigwell Lane	Loughton	Med	4						
		£600 per standard bollard; £800 per wooden bollard		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		Improvements to the traffic lights junction of Loughton High Road with Brooklyn Avenue/The Drive. Include the removal of the additional phase of the traffic lights that controls the egress of vehicles from Brooklyn Parade into Brooklyn Avenue, which causes unnecessary congestion into the High Road and The Drive. All vehicles exiting from Brooklyn Parade should be required to turn left into Brooklyn Avenue. Current speed limit 30mph. This will improve highway safety, reduce congestion and is supported by the Town Council. Currently the traffic queue for the junction of Roding Road at the junction with Valley Hill/Oakwood Hill and often backs up from the traffic lights beyond the underground bridge, causing congestion at the mini roundabout at the junction with Alderton Hill. This problem is not isolated to peak periods. There is also insufficient road width for two lines of traffic, however the road is regularly obstructed by parked vehicles on the inside lane and the introduction of additional 'No waiting' restrictions on Roding Road, north west of Hill on the easterly side of the road, whilst enabling two lines of vehicles to wait for the change of traffic lights at the junction. This is likely to prove unpopular with and be vetoed by the residents/shopkeepers. However this will reduce congestions, provide environmental improvements through reduced pollution. It is proximity of Roding Valley High School and is supported by the Town Council	Removal of traffic lights and re-direction of traffic	Loughton High Road j/w The Drive	Loughton	Med	5						
		£5,000-10,000 investigation costs		Rephasing of the signals and the provision of 'right turn' and 'left turn' filter arrows would require investigation into the changes of capacity. Existing waiting restriction Mon-Fri 2-3pm and Mon-Sat 8am-6.30pm and no waiting at any time at junctions. Any major changes to waiting restrictions is likely to be objected to by residents and shop-keepers. Whilst this will have only a minimal impact on congestion at the signal junction, it will help to open up the carriageway to fully accommodate the two way traffic. This can be implemented at an estimated cost of £3,000.			Rephasing of traffic lights and additional lining to enable a left and right filter lane at the lights	Roding Road	Loughton	Med	6						



		Type/Causation of Request		Application details		Project		Officer Comment		Previous Indicative Estimated Costs	
Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Previous Indicative Estimated Costs	Type/Causation of Request	Officer Comment	Previous Indicative Estimated Costs	Type/Causation of Request	Officer Comment
7	Chigwell	Manor Road	VAS	Request for VAS due to current high speeds. Proximity to school and support from local representatives 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.	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				
8		Brook Road	Creation of footpath		The land is the property of the Corporation of London. A possible 'way-leave' will be required to create the footpath. Cllr Sutcliffe has forwarded a letter sent from the Corporation of London (CoL) stating that: "if you are able to persuade ECC or the DC to support this project I am confident that the Conservators will provide permission for the works." 30/03/10. Officers have been given the 'in principle' agreement from the CoL. Neither the CoL nor the Officers have any adverse comments about the proposal.	£25,000-50,000 footpath construction	Pedestrian				
9	Matching	Downhall Road/Little Laver Road/Watery Lane	Re-alignment of priority of junction	Realignment 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. 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 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.	£5,000-£7,500	Junction Improvement				
17	Nazeing	St Leonard's Road	Village Gateway and repositioning of VAS		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				
18	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 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				

Type/Causation of Request		Application details		Officer Comment	Previous Indicative Estimated Costs
Ranking	Ward/Parish	Road/Location	Project		
19	Waltham Abbey	Honey Lane	<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>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.</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>	
21	Lambourne	Hoe Lane	<p>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.</p>	<p>This cannot be achieved until the Sustainable Freight Strategy is put in place</p>	<p>£3,000 costs associated with Traffic Regulation Order and signs</p>
23	Lambourne	Ongar Road	<p>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.</p>	<p>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</p>	<p>£4,500 for solar powered VAS</p>
25	Fyfield	B184	<p>2 x VAS either end of 30mph zone</p>	<p>The locations will need to be determined by a speed survey to ensure that the proposal meets with Essex County Council criterion.</p>	<p>£4,500 for solar powered VAS</p>

Type/Causation of Request		Request		Congestion		Congestion		Driver Compliance		Junction Improvement		Junction Improvement		Speeding	
Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Previous Indicative Estimated Costs									
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									
29	Buckhurst Hill	Beech 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									
30	Buckhurst Hill	Westbury Road	Build-outs	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	A speed survey carried out on this road identified that in excess of 10 cars were recorded as travelling the wrong way along the one way system in a 2 day period. These raised concerns, not only with Essex County Council, but also Essex County Police.	£30,000									
32	Chigwell	Manor Road j/w Vicarage Lane	Junction improvement		A more detailed investigation into turning movements would be required	£30,000									
33	Abridge	Market Place	Junction improvements		There are currently no feasible engineering options at this time										
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									

Type/Causation of Request		Application details		Project		Officer Comment		Previous Indicative Estimated Costs	
Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Previous Indicative Estimated Costs	Type/Causation of Request	Ranking	Ward/Parish
39	Epping Town	Hemnall Street j/w Grove Lane	Installation of pedestrian crossing	A crossing is required on Hemnall 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	High	Epping Town
40	Epping Town	Town Green	Replacement of aluminium signage	This location is part of a conservation area. The aluminium signage is very poorly placed in respect of the town greens and detracts from the otherwise pleasant visual aspect. Consideration of the signage in terms of its impact on the visual environment may be able to come up with a better scheme of signage perhaps incorporating a wooden fingerpost at the location of the existing signs	Unable to achieve this. Regulations dictate that traditional fingerpost designs should only be used on unnumbered rural roads where traffic speeds are low. An alternative solution would be to use black posts and black backed traffic signs. These are used in other conservation areas	Approx £2,000	Signage	Med	Epping Town
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	Med	Epping Upland
42	Epping Upland	B181	Road outside 'Travellers Friend' - thrust bore horizontally across the road to reconnect the pond to the drain holes opposite	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	Further investigation and talks with Corporation of London shall be required		Drainage	High	Epping Upland
44	Bobbingworth & The Lavers	Little Laver Road adj Threeways property	Installation of kerbing to control and divert excess water			£5,000	Drainage	Med	Bobbingworth & The Lavers

Local Highway Panel "Reserve List" 2010/11

Type/Causation of Request		Application details		Officer Comment	Previous Indicative Estimated Costs
Ranking	Ward/Parish	Road/Location	Project		
High 46	Loughton	A121 High Road (near Spring Grove)	Signal controlled 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
High 47	Waltham Abbey	Crooked Mile, N of Saxon Way	Signal controlled 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
High 48	Waltham Abbey	Monkswood Avenue	Signal controlled crossing	See Crooked Mile N of Saxon Way	£150,000 for upgrading existing signals
Med 50	Chigwell	A113 High Road; Dolphin Court	Pedestrian refuge	It was noted that there were reasonable gaps in traffic to allow pedestrians to cross safely at most times. Vehicle speeds are relatively low, but consideration should be given to those crossing, including elderly and unaccompanied children. In addition, there has been slight injury to one pedestrian in the last 5 years. For these reasons, a crossing may be considered. However, there is a crossing at the south of the site. The existence of the right turn lane means that positioning a refuge in that area may be difficult to achieve. Alternatively, a refuge may be considered prior to the commencement of the filter lane in the area of Dolphin Court.	£7,500 per pedestrian refuge
Med 51	Buckhurst Hill	Buckhurst Way	Pedestrian refuge	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



Type/Causation of Request		Application details		Project		Officer Comment		Previous Indicative Estimated Costs	
Ranking	Ward/Parish	Road/Location	Project	Application details	Project	Officer Comment	Previous Indicative Estimated Costs	Type/Causation of Request	Ranking
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	Low
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	Med
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	High
55	Chigwell	B173 Manor Road E of Tomswood Road	Signal controlled junction			See B173 Manor Road E of Tomswood Road	£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	Med



Local Highway Panel "Reserve List" 2010/11

Type/Causation of Request		Application details		Project		Officer Comment		Previous Indicative Estimated Costs	
Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Previous Indicative Estimated Costs	Type/Causation of Request	Ranking	Ward/Parish
56	Chigwell	Turpins Lane	Signal controlled junction	A historical request for a pedestrian crossing.	<p>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</p>	£40,000 for zebra crossing	Pedestrian	Low	Chigwell
57	Chigwell	Tomswood Road	Signal controlled junction	A historical request for a pedestrian crossing.	<p>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.</p>	£7,500 pedestrian refuge.	Pedestrian	Low	Chigwell
58	Epping	B181 Lindsey Street	Traffic calming/speed reduction	A historical request for a pedestrian crossing.	<p>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</p>	£170,000 puffin crossing	Pedestrian	Low	Epping
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	<p>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</p>	£80,000 zebra crossing	Pedestrian	High	Loughton
61	Epping	Station Road	Signal controlled crossing/pedestrian refuge	A historical request for a pedestrian crossing.	<p>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</p>	£170,000 puffin crossing	Pedestrian	High	Epping

Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Previous Indicative Estimated Costs	Type/Causation of Request
62	Buckhurst Hill	Roding Lane	Pedestrian facilities at signal junction	A historical request for a pedestrian crossing.	<p>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.</p>	£5,000-10,000 feasibility study; £200,000 signal design and implementation	Pedestrian
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 signalised 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	Pyrles 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 Pyrles Lane, but drop kerbs and driveway would have to be avoided. This may also be away from the pedestrian desire line. Although pedestrian flows are high throughout most of the day, traffic flows are low. Therefore pedestrians are likely to cross in the gaps without using a formal crossing. It is therefore recommended that no further action concerning a pedestrian crossing be taken at this site. There is currently a school crossing patrol at the junction of Hillyfields and Chester Road. There is an existing crossing at the raised approach to the junction with Hillyfields and Chester Road</p>	£7,500	Pedestrian

Type/Causation of Request		Application details		Project		Previous Indicative Estimated Costs	
Ranking	Ward/Parish	Road/Location	Project	Officer Comment	Previous Indicative Estimated Costs	Request	Request
66	Loughton	Alderton Hill	Pedestrian refuge	A historical request for a pedestrian crossing.	£7,500	Pedestrian	Pedestrian
67	Epping	Ivy Chimneys	Pedestrian crossing	A historical request for a pedestrian crossing.	£7,500	Pedestrian	Pedestrian
69	Waltham Abbey	Honey Lane (Wood Green Road)	Pedestrian crossing	The pedestrian flows are very low and although traffic levels are high it is not felt that there is a latent demand to cross at this location. It is therefore recommended that no further action to is taken. Very fast road with no footway on North side of Honey Lane	£40,000 for zebra crossing	Pedestrian	Pedestrian
70	Waltham Abbey	Honey Lane (Stonyshotts)	Pedestrian refuge/traffic calming	Many of the pedestrians crossing are children who often need further assistance in crossing the road. Although traffic flow remains fairly constant throughout the day, there is a peak in vehicle flows at similar time periods to the peak in pedestrian traffic. It is therefore suggested that the installation of a pedestrian refuge be considered together with associated traffic calming measure to slow vehicle speeds. Careful consideration will need to be taken with regards to the sitting of the crossing.	£7,500 pedestrian refuge	Pedestrian	Pedestrian
71	Waltham Abbey	Sewardstone Road	Pedestrian crossing	The pedestrian flows recorded at this site are very low, and although traffic levels are high it is not felt that there is a latent demand to cross at this location. It is therefore recommended that no further action be taken at this site.	£40,000 for zebra crossing	Pedestrian	Pedestrian
72	Loughton	Goldings Hill	Pedestrian crossing	The pedestrian flow recorded was very low and although traffic levels are high, it is not felt that there is latent demand to cross at this location. It appears that the main reason to cross the road is for the bus stop on either side of the road. It is therefore recommended that no further action be taken with regards to a pedestrian crossing.	£40,000 for zebra crossing	Pedestrian	Pedestrian
73	Epping	Coopersale Common	Pedestrian refuge	Although pedestrians crossing is relatively high, traffic flows are low. The existence of lay-bys by the shops means that the construction of a pedestrian refuge in the vicinity of the shops is not feasible without some loss of the lay-by and due to the low traffic flow this is not recommended. However it is suggested that a pedestrian refuge could be considered south of Institute Road, to assist pedestrians accessing the school from the west of Coopersale Common	£7,500 pedestrian refuge	Pedestrian	Pedestrian

Type/Causation of Request		Informal crossing	Informal crossing	Informal crossing	Informal crossing	Informal crossing	Speeding
Previous Indicative Estimated Costs		£1000 per pair	£1000 per pair	£1000 per pair	£1000 per pair	£1000 per pair	£40,000 - speed humps £9,000 - VAS
Officer Comment							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
Application details							To help reduce the impact of the road being used as a rat run
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	Speed humps: <b>or 2x VAS</b>
Road/Location	Barrington Road (j/w Doubleday Road)	Sandford Avenue (j/w Westall Road)	Colebrook Lane (j/w Westall Road)	Harvey Gardens (j/w Colebrook Lane)	Conveyers Way (j/w Colebrook Lane)	Forest Edge	
Ward/Parish	Loughton	Loughton	Loughton	Loughton	Loughton	Buckhurst Hill	
Ranking	Med	Med	Med	Med	Med	High	
Highways Ref	74	75	76	77	78	80	

Type/Causation of Request		Junction Improvement		Congestion		Congestion		Parking		Parking		Congestion	
Request	Junction Improvement	Junction Improvement		Speeding	Speeding		Speeding	Parking	Parking		Parking		Congestion
Previous Indicative Estimated Costs	Officer Comment												
Application details												Project	
Road/Location	Ward/Parish	Ranking	Highways Ref	Ranking	Highways Ref	Ranking	Highways Ref	Ranking	Highways Ref	Ranking	Highways Ref	Ranking	Highways Ref
	Gravel Lane j/w Maypole Drive	Chigwell	Med	81									
	Stonards Hill j/w Stewards Green Road	Epping	High	82									
£30,000		Loughton	Med	84									
£3,500 Traffic Regulation Order		Loughton	Med	85									
£30,000		Lambourne	Med	86									
£3,500		Waltham Abbey	High	87									
£1,000-1,500 per sign; £40,000 for humps		Buckhurst Hill	Med	88									
£3,000		Sheering	Med	97									
£3,500 waiting restrictions		Theydon Bois	Med	98									
£3,500 Traffic Regulation Order													

Road/Location		Project	Application details	Officer Comment	Previous Indicative Estimated Costs	Type/Causation of Request
Ward/Parish	Ranking	Highways Ref				
Buckhurst Hill	High	99				Pedestrian
Brook Road		Pedestrian facilities at signal junction		A feasibility study is required	£100,000+	
North Weald	Med	100				Pedestrian
Thornwood Road		Pegasus Crossing		A feasibility survey and pedestrian/horse flow is required	£150,000+	
Waltham Abbey	High	102				Junction Improvement
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	
North Weald	Med	103				Informal crossing
Main Road		Drop kerb requests	Request for the installation of dropped kerbs opposite Kilin Road for wheelchair access to York Road through the hedge.		£1000 per pair	
North Weald	Med	104				Speeding and Parking
Wellington Road and Hampden Close		Traffic calming and parking restrictions	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	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 undertaken which will take approximately 18 months	£40,000 humps	
North Weald	Med	106				Junction Improvement
Woodside junction High Road		An island at the junction of Woodside and NIM High Road	An island at the junction of Woodside and NIM 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	



Type/Causation of Request		Weight restriction	Signage	Junction Improvement	Speeding	Speeding	Pedestrian
Previous Indicative Estimated Costs	Officer Comment	Application details	Project	Road/Location	Ward/Parish	Ranking	Highways Ref
	Currently has a weight restriction	Extremely heavy duty lorries are becoming more prolific. Residents cannot contemplate walking down the road to the park with two children in the pram, when she could come face to face with an extended juggernaut lorry on one of the blind bends or even a 'boy racer'. No pavements! She has no choice but to drive. And what about the listed buildings in Woodside?	Weight restriction	Woodside - Thornwood	North Weald	Med	108
£1,000 per pair (per site)			Village/Gateway signs	Bobbingworth Mill	Bobbingworth & The Lavers	Med	109
(One Way Order/ Signage approx. £2,000) Difficult to estimate junction alterations as it will be dependent on what is being considered could range between £20,000 - £50,000.			Potential junction alterations and one-way traffic order	Amberley Road	Buckhurst Hill		112
		To take place at the junction of Russell Road		London Road and Ongar Road	Abridge		113
Approx. £500 per gate			Village gateways	Oak Lodge/Grange Hill	Buckhurst Hill		114
		Introduction of one or two speed humps. Application made in response to complaints received from the residents.	Speeding/Traffic calming	Near primary school	Stapleford Abbots		115
Approx. £15,000			Pedestrian crossing				
If it is a zebra crossing approx. £20,000. A Puffin would be approx. £90,000 (+£20,000 for design)							

Type/Causation of Request		Traffic Improvements		Speeding Junction Improvement	
Previous Indicative Estimated Costs	Officer Comment	Application details	Project	Road/Location	Ward/Parish
	<p>Cont. Application details: Residents, who live in the top half of Westbury Lane, want to turn right at the roundabout to access their road, and they tell me they are terrified because of fast traffic coming up the hill. Several times when I have been driving down Palmerston Rd a car has come up the hill, failed to signal until the last minute (or not at all) and has swung across me to enter the lower part of Westbury Road. Locals say it was safer as a plain crossroads before the roundabout was put in.</p> <p>Newly added - (09/12/10) Officers suggest a feasibility study of considered for this site first of all.</p>	<p>The problems here are complementary. There is no reason why vehicles couldn't safely go up Westbury Rd from Russell Rd to access Scotland Rd. It might need a sign to stop people driving up to the junction with Palmerston Rd. (there is already one on Scotland Rd). At Russell Rd/Amberley Rd junction, drivers misunderstand the oblong concrete patch and drive the wrong side of it, so that they end up demolishing a resident's front wall when they swerve to avoid a vehicle coming up Amberley Rd. As for the mini roundabout on Palmerston Rd at jcn with Westbury Rd, there has recently been an accident involving serious injuries. Drivers who do not know the area, driving up Palmerston Rd (often quite fast), will automatically look right for traffic they think may come out of Westbury Rd (but there isn't any because of the one-way in Westbury) and they aren't prepared for vehicles turning right off Palmerston Rd at the roundabout (hence the accident). They need also to look left to check nothing is coming out of the upper part of Westbury Rd or that anyone is using the pedestrian crossing beyond the roundabout</p>	<p>Review of all traffic measures put in place</p>	<p>Westbury Road/Palmerston Road/ Russell Road/Amberly Road</p>	<p>Buckhurst Hill</p>
Feasibility study:£3-4,000 approx.		<p>Nothing ever gets done there, and accidents demolishing walls occur regularly. It is a miracle no-one has been killed there, as there have been a number of collisions/near misses. Traffic travels fast (too fast) on Station Way/Farm Way and there are bends both ways which make it difficult to see if the road is clear to cross or enter from Forest Edge. Traffic calming is needed on Station Way/Farm Way -- at least warning signs or reduced speed limits or VASs-- drivers on those roads think they have a clear run and aren't prepared for the quite busy junction.</p>	<p>Traffic calming on Station Way/Farm Way, junction warning signs or VASs</p>	<p>Farm Way/Forest Edge/Station Way</p>	<p>Buckhurst Hill</p>
VAS Signs: £6,000 approx. per sign. Traffic Calming £20-£30,000	<p>Newly added - (09/12/10)</p>	<p>Ideally parking restrictions should be in place to stop cars parking near to the junction as this is causing an obstruction and interfering with sight lines. However, until this can be done, the Parish are relying on the Police to deal with the issue of obstruction. These are mainly commuters parking their cars and walking to the station so that are there all day. This junction is now an accident waiting to happen</p>	<p>Junction protection</p>	<p>Church Mead junction with High Street</p>	<p>Roydon</p>
Approx £2,000	<p>newly added - (02/12/10)</p>				

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