

Essex County Council



**Epping Forest
District Council**

***ECC/EFDC LOCAL HIGHWAYS PANEL
Thursday, 20th December, 2012***

You are invited to attend the next meeting of the **Local Highways Panel**, which will be held at:

**Committee Room 1, Civic Offices, High Street, Epping
on Thursday, 20th December, 2012
at 7.00 pm .**

**Glen Chipp
Chief Executive
Epping Forest District Council**

**Democratic Services
Officer**

Simon Hill, Senior Democratic Services Officer
democraticservices@eppingforestdc.gov.uk

Members:

County Councillors:

A Jackson, J Knapman, G McEwen, V Metcalfe, C Pond, Mrs E Webster and
Mrs J H Whitehouse

District Councillors:

R Bassett, K Chana, T Church, P Keska, Mrs J Lea, L Leonard and Ms S Watson

In attendance by invitation: District Councillor G Waller, County Councillor P Channer

PLEASE NOTE THAT THIS MEETING IS ONLY OPEN TO MEMBERS OF THE PANEL

1. APOLOGIES FOR ABSENCE

2. SUBSTITUTE MEMBERS

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

3. DECLARATIONS OF INTEREST

(Chief Executive) To declare interests in any item on the agenda.

4. MINUTES (Pages 3 - 74)

To confirm the minutes of the last meeting of the Local Highways Panel held on 1 November 2012. (attached)

5. MATTERS ARISING

6. NEPP LIAISON

Liz Saville, ECC Head of Network and Safety/Traffic Manager will be attending the meeting to talk about the operation of the NEPP.

7. S106 UPDATE (Pages 75 - 90)

The S106 summary is attached together with the presentation made at the last meeting.

8. SCHEME PROGRAMME (Pages 91 - 136)

For consideration. The following documents are attached:

- (i) Schemes list updated by Division;

9. MAINTENANCE PROGRAMME (Pages 137 - 142)

To consider. A schedule of works is attached.

10. HIGHWAYS RANGERS UPDATE (Pages 143 - 146)

Schedule is attached.

11. ANY OTHER BUSINESS

12. DATE OF NEXT MEETING

The date of the next scheduled meeting is now not possible. Officers will suggest dates for the next meeting.

TO BE CONFIRMED ECC/EFDC LOCAL HIGHWAY PANEL MINUTES

Committee: ECC/EFDC Local Highways Panel **Date:** Thursday, 1 November 2012

Place: Council Chamber, Civic Offices, High Street, Epping **Time:** 7.00 - 9.05 pm

Members Present:

County Councillors:
Councillors A Jackson, J Knapman, G McEwen, V Metcalfe, C Pond, Mrs E Webster and Mrs J H Whitehouse

District Councillors:
Councillors R Bassett, K Chana, T Church, P Keska, Mrs J Lea, L Leonard and Ms S Watson

Other Councillors: Councillors G Waller

Apologies: County Councillor P Channer

Officers Present: K Durrani (Assistant Director (Technical)), S G Hill (Senior Democratic Services Officer), J Simmons (Highways Liaison Officer, ECC) and D Sprunt (Principal Transportation Co-Ordinator - ECC), K Blackburn (ECC)

28. SUBSTITUTE MEMBERS

No substitute members had been appointed to the meeting.

29. DECLARATIONS OF INTEREST

There were no declarations of interest pursuant to the Council's Code of Member Conduct.

30. MINUTES

The Panel declined to approve the notes of the meeting held on 2 October 2012. It was agreed that in future all members would be circulated with the draft notes.

31. MATTERS ARISING

It was agreed that the Essex County Council logo should appear on future agenda and the Panel Renamed the ECC/EFDC Local Highways Panel.

32. S106 UPDATE

The Panel received a presentation from Keith Blackburn, Senior Infrastructure Funding Officer from the County Council regarding the Counties role in allocating S106 monies from development sites.

Section 106 was named after the relevant Section of the Town and Country Planning Act 1990 which allows local authorities to conclude legal agreements with developers as part of the planning process to mitigate the effects of a development. The main County beneficiaries were education and highways.

Following criticism of S106 agreements, the Government had introduced Community Infrastructure Levy which would reduce, but not replace, S106 agreements. Additionally, since April 2010 new contributions were required by law to be 'fair, reasonable and directly related to the site which limited the use of S106 away from the site concerned.

ECC Highways, as at March 2012, was holding approximately £22m in S106 monies with varying lifetimes. Occasionally ECC had to return the S106 funds. This was due to a number of reasons including residual returns, the job not being technically feasible, insufficient funds to complete the job, the lack of top up funding or time expiry.

Mr Blackburn explained that Panels had an interest in S106 schemes in the cases where S106 were insufficient to complete schemes envisaged to consider whether top up funding was appropriate and against the background of limited capital for Highways works over the next few years.

Some members felt that there had been incidences where local members had not been consulted. Additionally that they were unaware of what works were being proposed and implemented. Members also asked how changes to implemented items were agreed.

With the agreement of the Portfolio Holder it was agreed that a further discussion should be held at the District Planning Scrutiny Panel on S106 agreements and how they were implemented.

It was also agreed to circulate Mr Blackburn's presentation to members (attached to these minutes.

Members raised matters relating to specific schemes in Borders Lane, Loughton; High Street, Ongar and Cartersfield Road, Waltham Abbey.

Agreed:

- (1) That S106 agreements be referred to the Planning Scrutiny Panel for further discussion;
- (2) That a report be made to the next meeting on works proposed in Borders Lane, Loughton; and
- (3) That officers clarify the position with schemes at High Road, Ongar (Pedestrian crossing) and Cartersfield Road, Waltham Abbey (Traffic Regulation Order)

33. SCHEME PROGRAMME

The Panel discussed schemes that would be undertaken this financial year and made changes to the schedule as shown in the attached appendix. It was agreed that other schemes would be separated out from the schedule for later consideration.

It was agreed that County Councillor Jackson would take up the matter of design capacity at Essex County Council with the appropriate Cabinet Member.

Officers were asked to give an indication in future schedules of the minimum/maximum cost of schemes.

34. MAINTENANCE PROGRAMME

Maintenance schedule noted.

35. HIGHWAYS RANGERS UPDATE

Schedule of works undertaken by the Rangers noted.

The Panel asked for the addition of a further column to indicate when works had been completed.

The following were raised for Rangers attention:

- (i) Loose kerbing – Woodland Way, Theydon Bois
- (ii) Hedge cutting to rear of pavement – Vicarage Lane, Chigwell

36. ANY OTHER BUSINESS

- (a) Parking Partnership Items/Attendance

It was agreed that Parking Partnership items should be forwarded straight to the North Essex Parking Partnership for their attention. It was noted that it was the intention of the Parking Partnership to attend the next meeting.

- (b) Local Council Liaison

It was noted that Councillor McEwen was attending the next meeting of the Local Council's Liaison Committee to talk about how the new Highways Panels were operating.

- (c) Ongar Lorry Park Site

Councillor Keska indicated that the Parish Council were looking using the old lorry car park in Ongar into a bus turnaround. Noted that this would be fall under the remit of the Local Highways Panel.

37. DATE OF NEXT MEETING

It was agreed that meeting would be held on 20 December 2012 and 10 January 2013 at 7.00 p.m.

CHAIRMAN

This page is intentionally left blank

ID	Division	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale Assuming smooth progress	RAG
1	BH&LS	Buckhurst Hill	Beech Lane, Buckhurst Hill	One way system along Beech Lane, giving traffic flow from A104 to High Road	TBC	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.	Historic scheme list	£25 - 30,000 costs associated with traffic calming, Traffic Regulation Order, signs and lining	9 months	Amber
2	BH&LS	Buckhurst Hill	Roding Lane/Loughton Way, Buckhurst Hill	Pedestrian facilities at signal junction Feasibility study agreed	Difficulty crossing road	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.	Historic scheme list	£5,000 feasibility study agreed ; £200,000 signal design and implementation	9 months	Amber
3	BH&LS	Buckhurst Hill	Westbury Road/Palmerston Road, Buckhurst Hill	Review of all traffic measures put in place	Mini-roundabout is perceived unsafe with one way road. See also Amberley Road / Russell Road.	Local opposition to one way road. High and unequal flows create confusion. 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. 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. May be benefit to review of area.	Historic scheme list	Feasibility study £5,000	6 months	Amber
4	BH&LS	Buckhurst Hill	Farm Way/Forest Edge/Station Way, Buckhurst Hill	Traffic calming on Station Way/Farm Way, junction warning signs or VASs	Collision history / speeding on approaches	Previously AR site - lining improved. Route not on strategic network but no suitable location for traffic calming. Adjacent to County Boundary. Speed of roads does not meet ECC VAS policy (2009). Likely view to VAS restricted by on-street parking. Unclear what engineering solution can be installed (short of signalisation ~150k).	Historic scheme list	VAS Signs: £6,000 approx. per sign. Traffic Calming £20-£30,000. £2K feasibility study Agreed	6 months	Red
5	BH&LS	Buckhurst Hill	Church Road / Russell Road / A121, High Road, Buckhurst Hill	Junction improvement	Unclear problem (congestion?), more information required	Install give way signs? Check accident stats. (pending validation)		2k	3 months	
6	BH&LS	Buckhurst Hill	Church Road/Stag Lane/Beech Lane	Traffic calming measures/One-way system	Narrow residential roads, affected by speeding traffic and parking	Scheme requires validation	New request	TBC	TBC	

ID	Division	Parish / Town Council	Location	Scheme	Other issues / comments	Timescale	Requested By	Estimated Cost	RAG
	BH&LS			No Schemes identified					
	C&LB			No Schemes identified					
	LC			No Schemes identified					
	NW&N			No Schemes identified					
	O&R			No Schemes identified					
	WA			No Schemes identified					

RAG KEY

Green

Amber

Red

Pending validation

Scheme prioritised for funding 2012/13

Division key

BH&LS Buckhurst

C&LB Chigwell &

E&TB Epping &

LC Loughton

NW&N North Weald

O&R Ongar & Rural

WA Waltham Abbey

A high priority scheme against strategic criteria

A low priority scheme against strategic criteria

A scheme which is against Essex Policy or there is no appropriate engineering solution.

Pending validation

Scheme prioritised for funding 2012/13

Division	Parish / Town Council	Location	Type of Scheme	Details of Scheme	Issues / Comments / Reason for Scheme	Scheme Origination	Approx Timescale	Estimated Cost	Priority (RAG)
BH&LS				No scheme identified					
C&LB				No scheme identified					
LC				No scheme identified					
NW&N				No scheme identified					
O&R				No scheme identified					
WA				No scheme identified					

RAG KEY

- A high priority scheme against strategic criteria
- A low priority scheme against strategic criteria
- A scheme which is against Essex Policy or there is no appropriate engineering solution.
- Pending validation
- Scheme prioritised for funding 2012/13

Division Key

- BH&LS Buckhurst Hill & Loughton
- C&LB Chigwell & Loughton
- E&TB Epping & Theydon Bois
- LC Loughton Central
- NW&N North Weald & Nazeing
- O&R Ongar & Rural
- WA Waltham

Division	Parish /Town Council	Site No	School	Location of patrol	Work required	Problem	Origin of request	Total Estimated Costs	Timescale	RAG
	BH&LS				No scheme identified					
	LC				No scheme identified					
	O&R				No scheme identified					

Division Key
 BH&LS Buckhurst Hill &
 C&LB Chigwell & Loughton
 E&TB Epping & Theydon Bois
 LC Loughton Central
 NW&N North Weald & Nazeing
 O&R Ongar & Rural
 WA Abbey

RAG KEY
 Green A high priority scheme against SCP criteria
 Amber A low priority scheme against SCP criteria
 Red Further information required before a decision can be made
 Pending validation
 Scheme prioritised for funding 2012/13

Ref	Division	Parish / Town Council	Location	Measure	Benefit	Budgetary Cost	Mandatory work	RAG
		BH&LS		No schemes identified				
		C&LB		No schemes identified				
		E&TB		No schemes identified				
		LC		No schemes identified				
		NW&N		No schemes identified				
		O&R		No schemes identified				
		WA		No schemes identified				

RAG Key

Green
Amber
Red
General Key

- A high priority scheme against strategic criteria
- A low priority scheme against strategic criteria
- A scheme which is against Essex Policy or there is no appropriate engineering solution.
- Pending validation

General Key
SCOOT

Split Cycle and Offset Optimisation Technique. This calculates the flow of vehicles along each spur of a junction and can then calculate the timings of the signals required to deal with heavier or lighter amounts of traffic during each cycle of the signals. Particularly good for peak and off-peak periods.

OTU

Outstation Transmission Unit. These are in signals and are controlled via the SCOOT system.

RMS

Remote Monitoring System. This allows the signals to report back to the main system in Threadneedle House to say that something is wrong with them.

MOVA

Microprocessor Optimised Vehicle Actuation. Similar to SCOOT but works better for isolated signals rather than larger junctions.

ID	Division	Parish / Town Council	Location	Scheme	Problem	Scheme sponsor	Estimated Cost (£)	Timescale	RAG
	BH&LS		No schemes identified						
	C&LB		No schemes identified						
	E&TB		No schemes identified						
	LC		No schemes identified						
	NW&N		No schemes identified						
	O&R		No schemes identified						
	WA		No schemes identified						

RAG Key

Green	A high priority scheme against strategic criteria
Amber	A low priority scheme against strategic criteria
Red	More information required.
	Pending validation

Division Key
 BH&LS Buckhurst Hill
 C&LB Chigwell &
 E&TB Epping &
 LC Loughton
 NW&N North Weald &
 O&R Ongar & Rural
 WA Waltham

Division	Parish / Town Council	PROW Number	Parish	Status	Scheme	Problem	By	From	Timescale	Cost (£)	Notes	RAG
BH&LS					No schemes identified							
C&LB					No schemes identified							
E&TB					No schemes identified							
LC					No schemes identified							
WA					No schemes identified							

RAG Key

Green	A high priority scheme against strategic criteria
Amber	A low priority scheme against strategic criteria
Red	A scheme which is against Essex Policy or there is no appropriate engineering solution.
White	Pending validation
Grey	Scheme prioritised for funding 2012/13

Division Key	
BH&LS	Buckhurst Hill & Loughton South
C&LB	Chigwell & Loughton Broadway
E&TB	Epping & Theydon Bois
LC	Loughton Central
NW&N	North Weald & Nazeing
O&R	Ongar & Rural
WA	Waltham Abbey

Ref No.	Division	Parish / Town Council	Location	Proposed Solution	Timescale	Cost (£)	RAG
	BH&LS			No schemes identified			
	E&TB			No schemes identified			
	NW&N			No schemes identified			

RAG Key

Green	A high priority based on Collision history
Amber	A medium priority based on Collision History
Red	A scheme which is against Essex Policy or there is no appropriate engineering solution.
White	Scheme pending Validation
Grey	Scheme prioritised for

Division Key

- BH&LS Buckhurst Hill & Loughton South
- C&LB Chigwell & Loughton Broadway
- E&TB Epping & Theydon Bois
- LC Loughton Central
- NW&N North Weald & Nazeing
- O&R Ongar & Rural
- WA Waltham Abbey

ID	Division	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale Assuming smooth progress
7	C&LB	Chigwell	Manor Road, Chigwell	VAS	Speeding	Request for VAS due to current high speeds. Proximity to school and support from local representatives. No adverse comments associated with this proposal, however agreement would need to be sought from the Parish Council for support in funding any future maintenance costs associated with the VAS	Historic scheme list	£3,500 mains powered VAS; £4,500 solar powered VAS	3 months
8	C&LB	Loughton	The Broadway, Loughton	Pedestrian guardrail at Thomas Willingale School	Pupils entering carriageway from new school ext.		Member of Public	2k	3 months
9	C&LB	Chigwell	Manor Road j/w Vicarage Lane, Chigwell	Junction improvement	Turning movements are difficult due to junction arrangement	There are stats in the area. It may be possible to install a mini-roundabout or alter the priority of the junction. Initial designs / liaison with stats companies to be undertaken before the scheme can be confirmed.	Historic scheme list	£6,000 feasibility design. Works ~ £40,000 £30K maximum agreed for scheme	9 months (total)
10	C&LB	Chigwell	A113 High Road; Dolphin Court, Chigwell	Pedestrian refuge	Difficult to cross	It was noted that there were reasonable gaps in traffic to allow pedestrians to cross safely at most times. Vehicle speeds are relatively low, 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 will be difficult. A refuge could be installed prior to the commencement of the filter lane in the area of Dolphin Court. On the Strategic Network - will require specific sign off.	Historic scheme list	£7,500 per pedestrian refuge	6 months
11	C&LB	Chigwell	Chigwell Rise, Chigwell	Traffic Calming on app to zebra crossings	Speeding.	Unclear where zebra crossings are. Chigwell Rise is strategic route - two collisions within residential stretch of route. Against Policy.	Member of Public	N/A	N/A
12	C&LB	Chigwell	Gravel Lane, Chigwell	Speeding Issues traffic calming	Speeding	60mph strategic route. Traffic calming against policy. Site being progressed as Yr. 1 Safety Scheme.	Member of Public	N/A	N/A
13	C&LB	Chigwell	A123 Hainault Road, Chigwell	Traffic calming/speed reduction	Difficult to cross.	The road is too narrow for a refuge. Limited pedestrian flows, formal crossing not appropriate (potentially dangerous). Traffic calming may help but the A123 is a priority 1 route, so traffic calming would be against policy.	Historic scheme list	N/A	N/A
14	C&LB	Chigwell	B173 Manor Road j/w Stanwyck Road, Chigwell	Junction improvement/pedestrian refuge	Junction perceived as dangerous. Difficult to cross road.	(Pedestrian phasing has been installed at the junction of Manor Road and Fencepiece). Road too narrow for refuges. Could accommodate formal crossing, limited pedestrians crossing (park and nursery create demand). Altering the flow at the junction could improve the situation - this would have a knock-on effect so would require investigation. Any junctions changes could incorporate traffic calming elements. Strategic route any measures will require sign off.	Historic scheme list	£170,000 for puffin crossing; 10,000 for investigating flow patterns.	9 months

ID	Division	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale Assuming smooth progress
15	C&LB	Chigwell	B173 Manor Road j/w Tomswood Road, Chigwell	Signal controlled crossing	Difficult to cross road	There is limited available locations due to the presence of crossovers. Not high pedestrian flows, no recorded collisions, perceived as dangerous due to traffic speed and behaviour. Consider signalizing the junction with pedestrian phase. Traffic calming features could reduce the speed and improve safety for drivers. Strategic route, measures will require specific sign off.	Historic scheme list	£170,000 if a suitable location is found for a puffin crossing; £7,500 per refuge is an alternative, should a suitable location not be found; £40,000 zebra crossing	9 months
16	C&LB	Chigwell	Turpins Lane, Chigwell	Signal controlled junction	Difficult to cross road	Request for crossing, however no suitable location. Alternative maybe to signalise Turpin's Road / Manor Road junction. High collision history at junction. Manor Road is on strategic network, so would require sign off.	Historic scheme list	200,000 for signal-controlled junction.	9 months
17	C&LB	Chigwell	Gravel Lane j/w Maypole Drive, Chigwell	Junction improvements	Unclear problem	Already has existing junction protection. Extra signage could confuse drivers and add unnecessary street clutter	Historic scheme list	N/A	N/A
18	C&LB	Chigwell	Oak Lodge/Grange Hill, Chigwell	Traffic calming	Speeding	Introduction of one or two speed humps. Application made in response to complaints received from the residents. Unclear location. More information required.	Historic scheme list	Approx. £15,000	

ID	Division	Parish / Town Council	Location	Scheme	Other issues / comments	Timescale	Requested By	Estimated Cost	RAG
	BH&LS			No Schemes identified					
	C&LB			No Schemes identified					
	LC			No Schemes identified					
	NW&N			No Schemes identified					
	O&R			No Schemes identified					
	WA			No Schemes identified					

RAG KEY

Green

Amber

Red

Pending validation

Scheme prioritised for funding 2012/13

Division key

BH&LS Buckhurst

C&LB Chigwell &

E&TB Epping &

LC Loughton

NW&N North Weald

O&R Ongar & Rural

WA Waltham Abbey

A high priority scheme against strategic criteria

A low priority scheme against strategic criteria

A scheme which is against Essex Policy or there is no appropriate engineering solution.

Pending validation

Scheme prioritised for funding 2012/13

Division	Parish / Town Council	Location	Type of Scheme	Details of Scheme	Issues / Comments / Reason for Scheme	Scheme Origination	Approx Timescale	Estimated Cost	Priority (RAG)
BH&LS				No scheme identified					
C&LB				No scheme identified					
LC				No scheme identified					
NW&N				No scheme identified					
O&R				No scheme identified					
WA				No scheme identified					

RAG KEY

- A high priority scheme against strategic criteria
- A low priority scheme against strategic criteria
- A scheme which is against Essex Policy or there is no appropriate engineering solution.
- Pending validation
- Scheme prioritised for funding 2012/13

Division Key

- BH&LS Buckhurst Hill & Loughton
- C&LB Chigwell & Loughton
- E&TB Epping & Theydon Bois
- LC Loughton Central
- NW&N North Weald & Nazeing
- O&R Ongar & Rural
- WA Waltham

Division	Parish /Town Council	Site No	School	Location of patrol	Work required	Problem	Origin of request	Total Estimated Costs	Timescale	RAG
2	Loughton	10407	Thomas Willingale Primary School	Willingale Rd, Loughton	Extend school keep clear markings to bus stop	Issues raised with site safety assessment	Site safety assessment	1.18k	3 months	Green
3	Loughton	10404	Hereward Primary School	Colebrook Lane, Loughton	Parking restrictions opposite school to prevent parking on patrol site	Issues raised with site safety assessment	Site safety assessment	1.77k	6 months	Green

Ref	Division	Parish / Town Council	Location	Measure	Benefit	Budgetary Cost	Mandatory work	RAG
		BH&LS		No schemes identified				
		C&LB		No schemes identified				
		E&TB		No schemes identified				
		LC		No schemes identified				
		NW&N		No schemes identified				
		O&R		No schemes identified				
		WA		No schemes identified				

RAG Key

Green
Amber
Red

General Key

SCOOT

- A high priority scheme against strategic criteria
- A low priority scheme against strategic criteria
- A scheme which is against Essex Policy or there is no appropriate engineering solution.
- Pending validation

Split Cycle and Offset Optimisation Technique. This calculates the flow of vehicles along each spur of a junction and can then calculate the timings of the signals required to deal with heavier or lighter amounts of traffic during each cycle of the signals. Particularly good for peak and off-peak periods.

OTU Outstation Transmission Unit. These are in signals and are controlled via the SCOOT system.

RMS Remote Monitoring System. This allows the signals to report back to the main system in Threadneedle House to say that something is wrong with them.

MOVA Microprocessor Optimised Vehicle Actuation. Similar to SCOOT but works better for isolated signals rather than larger junctions.

ID	Division	Parish / Town Council	Location	Scheme	Problem	Scheme sponsor	Estimated Cost (£)	Timescale	RAG
	BH&LS		No schemes identified						
	C&LB		No schemes identified						
	E&TB		No schemes identified						
	LC		No schemes identified						
	NW&N		No schemes identified						
	O&R		No schemes identified						
	WA		No schemes identified						

RAG Key

Green	A high priority scheme against strategic criteria
Amber	A low priority scheme against strategic criteria
Red	More information required.
	Pending validation

- Division Key
- BH&LS Buckhurst Hill
 - C&LB Chigwell & Epping & Loughton
 - E&TB Epping & Loughton
 - LC Loughton
 - NW&N North Weald & Ongar & Rural
 - O&R Ongar & Rural
 - WA Waltham

Division	Parish / Town Council	PROW Number	Parish	Status	Scheme	Problem	By	From	Timescale	Cost (£)	Notes	RAG
BH&LS					No schemes identified							
C&LB					No schemes identified							
E&TB					No schemes identified							
LC					No schemes identified							
WA					No schemes identified							

RAG Key

Green	A high priority scheme against strategic criteria
Amber	A low priority scheme against strategic criteria
Red	A scheme which is against Essex Policy or there is no appropriate engineering solution.
White	Pending validation
Grey	Scheme prioritised for funding 2012/13

Division Key	
BH&LS	Buckhurst Hill & Loughton South
C&LB	Chigwell & Loughton Broadway
E&TB	Epping & Theydon Bois
LC	Loughton Central
NW&N	North Weald & Nazeing
O&R	Ongar & Rural
WA	Waltham Abbey

Division		Parish / Town Council	Location	Proposed Solution	Timescale	Cost (£)	RAG
Ref No.							
1	23	C&LB Chigwell	Manor Road j/w Tomswood Road, Chigwell	Signalise junction (by SA2000) £179K, alternative scheme £30K	TBC	479k £30K	Green
2	24	C&LB Chigwell	Gravel Lane, Chigwell	Chevrons, verge markers and lines. Speed limit reduction (£3,000.00, FYRR 1762). Possible resurfacing (£30,000.00, FYRR 176).	TBC	3k	Green
3	26	C&LB Chigwell	Outside Patsalls, Pudding Lane, Chigwell	Improve drainage, Include Pudding Lane in winter gritting programme. Possible resurface.	TBC	30k	Green

RAG Key



A high priority based on Collision history

A medium priority based on Collision History

A scheme which is against Essex Policy or there is no appropriate engineering solution.

Scheme pending Validation

Scheme prioritised for

Division Key

BH&LS Buckhurst Hill & Loughton South

C&LB Chigwell & Loughton Broadway

E&TB Epping & Theydon Bois

LC Loughton Central

NW&N North Weald & Nazeing

O&R Ongar & Rural

WA Waltham Abbey

This page is intentionally left blank

ID	Division	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale Assuming smooth progress	RAG
19	E&TB	Epping	Epping High Street, Southern end	Congestion management	Congestion	Unclear what can be done without more comprehensive investigation. Requires Feasibility Study		10k feasibility study	TBC	Amber
20	E&TB	Epping	Coopersale Common (between Brickfield and Institute Roads), Epping	Pedestrian refuge	Difficult to cross road.	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	Historic scheme list	£8,000 pedestrian refuge	6 months	Amber
21	E&TB	Epping	B1393 High Road/ Theydon Rd., Epping	Junction improvement	Unclear problem (congestion?), more information required	Unclear what issue is. This has recently been designated an Air Quality Management Area.		5k to investigate timings	N/A	Amber
22	E&TB	Epping	Hemhall-Street+Wy Grove Lane, Epping Town	Installation of pedestrian crossing	Difficult to cross road.	Unclear demand. Most appropriate location would require land to be taken from the Corporation of London to construct a new footway as well as possible statutory undertakers diversionary works. Pedestrian refuge may be more appropriate than a crossing. Land issues are likely to make project untenable.	Epping Society	£7,500 per pedestrian refuge; £80,000 for a controlled zebra crossing	1 year	Amber
23	E&TB	Epping	Town Green, Epping Town	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.	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	Historic scheme list	Approx £2,000	3 months	Amber
24	E&TB	Epping	B181 Lindsey Street, Epping	Signal controlled junction	High speeds / difficult to cross.	Too narrow for 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. It must also be noted that the footway is narrow and the grass verge is the property of the Corporation of London. On Strategic network would require sign off.	Historic scheme list	£170,000 puffin crossing	9 months	Red
25	E&TB	Epping	Ivy Chimneys, Epping	Pedestrian refuge	Difficult to cross road	Pedestrian movements associated with school. In these circumstances a school crossing patrol is usually the best way of controlling and protecting these crossing movements. There is reduced visibility due to the road being on an incline with bends and carriageway width may be an issue. Unclear if this meets SCP requirements. On strategic route, will require sign off.	Historic scheme list	£8,000	6 months	Red

ID	Division	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale Assuming smooth progress	RAG
26	E&TB	Epping	Stonards Hill j/w Stewards Green Road, Epping	Junction improvements with Stewards Green Road	Unclear problem	Alignment and signage appear adequate.	Historic scheme list	N/A	N/A	Red
27	E&TB	North Weald Bassett	Woodside junction High Road, North Weald	Weight restriction. An island at the junction of Woodside and NM High Road	HGV's using route / perceived speeding.	Island is proposed to restrict HGV access, however HGV access is required for existing industrial units. Weight restriction / traffic calming not appropriate. PR2 against policy. Does not meet criteria for speed limit reduction.	Historic scheme list	£8,000	3 months	Red

ID	Division	Parish / Town Council	Location	Scheme	Other issues / comments	Timescale	Requested By	Estimated Cost	RAG
1	E&TB	Epping	High Street, Epping	Arrow signs for Leisure Center	If leisure centre requires sign they should fund it. No further action.			TBC	Red
2	E&TB	Epping	High Street / Hemmnall Street, Epping	Vet Hospital sign	No further action (unless paid for by vet).			TBC	Red

Division	Parish / Town Council	Location	Type of Scheme	Details of Scheme	Issues / Comments / Reason for Scheme	Scheme Origination	Approx Timescale	Estimated Cost	Priority (RAG)
1	Epping	Bus Stop: 1500CPSALE1b, Coopersale Turn. Address: Epping Road, Epping.	BSI	Install new wooden bus shelter.	Several bus stop users have requested a shelter for the stop to protect them from the elements. (Hard standing and raised kerbs installed at this stop in 2011/12.)	Requested by members of the public	3 months	£7,500	Amber

RAG KEY

Green	A high priority scheme against strategic criteria
Amber	A low priority scheme against strategic criteria
Red	A scheme which is against Essex Policy or there is no appropriate engineering solution.
Grey	Pending validation
White	Scheme prioritised for funding 2012/13

Division Key
 BH&LS Buckhurst Hill & Loughton
 C&LB Chigwell & Loughton
 E&TB Epping & Theydon Bois
 LC Loughton Central
 NW&N North Weald & Nazeing
 O&R Ongar & Rural
 WA Waltham

Division	Parish /Town Council	Site No	School	Location of patrol	Work required	Problem	Origin of request	Total Estimated Costs	Timescale	RAG
4	Epping	10415	Epping Primary School	Coronation Hill, Epping (zebra)	Parking restrictions to prevent parking on site - <i>check signs</i>	Issues raised with site safety assessment	Site safety assessment	1.77k	3 months	Green
5	Epping	10412	Ivy Chimneys Primary School	Centre Drive, Epping	Parking restrictions at site to prevent parking on site and in immediate vicinity	Issues raised with site safety assessment	Site safety assessment	1.77k	6 months	Green

Ref	Division	Parish / Town Council	Location	Measure	Benefit	Budgetary Cost	Mandatory work	RAG
		BH&LS		No schemes identified				
		C&LB		No schemes identified				
		E&TB		No schemes identified				
		LC		No schemes identified				
		NW&N		No schemes identified				
		O&R		No schemes identified				
		WA		No schemes identified				

RAG Key

Green
Amber
Red

General Key

SCOOT

- A high priority scheme against strategic criteria
- A low priority scheme against strategic criteria
- A scheme which is against Essex Policy or there is no appropriate engineering solution.
- Pending validation

Split Cycle and Offset Optimisation Technique. This calculates the flow of vehicles along each spur of a junction and can then calculate the timings of the signals required to deal with heavier or lighter amounts of traffic during each cycle of the signals. Particularly good for peak and off-peak periods.

OTU Outstation Transmission Unit. These are in signals and are controlled via the SCOOT system.

RMS Remote Monitoring System. This allows the signals to report back to the main system in Threadneedle House to say that something is wrong with them.

MOVA Microprocessor Optimised Vehicle Actuation. Similar to SCOOT but works better for isolated signals rather than larger junctions.

ID	Division	Parish / Town Council	Location	Scheme	Problem	Scheme sponsor	Estimated Cost (£)	Timescale	RAG
	BH&LS		No schemes identified						
	C&LB		No schemes identified						
	E&TB		No schemes identified						
	LC		No schemes identified						
	NW&N		No schemes identified						
	O&R		No schemes identified						
	WA		No schemes identified						

RAG Key

Green	A high priority scheme against strategic criteria
Amber	A low priority scheme against strategic criteria
Red	More information required.
	Pending validation

Division Key
 BH&LS Buckhurst Hill
 C&LB Chigwell &
 E&TB Epping &
 LC Loughton
 NW&N North Weald &
 O&R Ongar & Rural
 WA Waltham

Division	Parish / Town Council	PROW Number	Parish	Status	Scheme	Problem	By	From	Timescale	Cost (£)	Notes	RAG
BH&LS					No schemes identified							
C&LB					No schemes identified							
E&TB					No schemes identified							
LC					No schemes identified							
WA					No schemes identified							

RAG Key

Green	A high priority scheme against strategic criteria
Amber	A low priority scheme against strategic criteria
Red	A scheme which is against Essex Policy or there is no appropriate engineering solution.
White	Pending validation
Grey	Scheme prioritised for funding 2012/13

Division Key	
BH&LS	Buckhurst Hill & Loughton South
C&LB	Chigwell & Loughton Broadway
E&TB	Epping & Theydon Bois
LC	Loughton Central
NW&N	North Weald & Nazeing
O&R	Ongar & Rural
WA	Waltham Abbey

Ref No.	Division	Parish / Town Council	Location	Proposed Solution	Timescale	Cost (£)	RAG
	BH&LS			No schemes identified			
	E&TB			No schemes identified			
	NW&N			No schemes identified			

RAG Key

Green	A high priority based on Collision history
Amber	A medium priority based on Collision History
Red	A scheme which is against Essex Policy or there is no appropriate engineering solution.
White	Scheme pending Validation
Grey	Scheme prioritised for

Division Key

- BH&LS Buckhurst Hill & Loughton South
- C&LB Chigwell & Loughton Broadway
- E&TB Epping & Theydon Bois
- LC Loughton Central
- NW&N North Weald & Nazeing
- O&R Ongar & Rural
- WA Waltham Abbey

This page is intentionally left blank

ID	Division	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale Assuming smooth progress	RAG
28	LC	Loughton	Pyres Lane Service Road	Speed/traffic reduction		Scheme requires validation - Now Validated	New request Town Council	£30k	12 months	Green
29	LC	Loughton	A1168, Rectory Lane/ Borders Lane/ The Broadway, Loughton	Junction improvement	Peak period congestion. 5+ collisions.	Currently two mini-roundabout junctions. Queue survey? Investigate? See IT360. Appears to be an issue with vehicles turning into / out of Barrington Green blocking roundabout - this could be rat-running by vehicles attempting to avoid the Broadway. It may be possible to stop up Barrington Road, or to make it left-turn out only. An Origin-Departure survey would give more information. It may be necessary to review impact on adjacent junctions on Rectory Lane.		7k investigation	1 year	Amber
30	LC	Loughton	A1168, Rectory Lane/ Westiall Road, Loughton	Junction improvement	Congestion.	Review parking restrictions. Parking restrictions required (road used by commuters). Turning count may show need for a mini-roundabout although layout is not ideal (essentially a five-arm junction). Maintenance required. See also IT359		3k investigation	1 year	Amber
31	LC	Loughton	Loughton High Road j/w The Drive, Loughton	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.	Congestion.	All vehicles exiting from Brooklyn Parade should be required to turn left into Brooklyn Avenue. Current speed limit 30mph. This will improve highway safety, reduce congestion and is supported by the Town Council. This project was part of a 2008/2009 'Congestion Busting' scheme, which was widely unsupported by various group because of the proposal to remove parking. Officers have concerns about introducing 'left turn only' from Brooklyn Parade, as this may cause dangerous manoeuvres. Officers suggest an investigation is carried out on the timings of the lights at peak hours to reduce the use of Brooklyn Parade. Until further investigations are carried out it is difficult for Officers to put forward proposals that differ significantly from the 'Congestion busting' scheme proposed in 2008/9	Historic scheme list	£10,000 investigation costs	3 months investigation	Amber
32	LC	Loughton	Barrington Road (j/w Doubleday Road), Loughton	Dropped kerb location x2	Difficult to cross		Historic scheme list	£2000 per pair	3 months	Amber
33	LC	Loughton	Sandford Avenue (j/w Westiall Road), Loughton	Dropped kerb location x2	Difficult to cross		Historic scheme list	£2000 per pair	3 months	Amber
34	LC	Loughton	Colebrook Lane (j/w Westiall Road), Loughton	Dropped kerb location x2 (one of these on 'south' side of Westiall Road)	Difficult to cross		Historic scheme list	£2000 per pair	3 months	Amber
35	LC	Loughton	Harvey Gardens (j/w Colebrook Lane), Loughton	Dropped kerb location x2	Difficult to cross		Historic scheme list	£2000 per pair	3 months	Amber
36	LC	Loughton	Conyers Way (j/w Colebrook Lane), Loughton	Dropped kerb location x2	Difficult to cross		Historic scheme list	£2000 per pair	3 months	Amber

ID	Division	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale Assuming smooth progress	RAG
37	LC	Loughton	Traps Hill/Alderton Hill/Borders Lane	Mini-roundabout and pedestrian refuge islands		Scheme requires validation - Now Validated	New request Town Council	£50k	12 months	Amber
38	LC	Loughton	Earis Path, Loughton	traffic calming Measures after Road Death	Speeding-HGV signage	Investigated by Safety Team following fatality. They could not find an appropriate engineering solution. Speed limit to be altered as part of EF Review. Traffic calming against policy.	Member of Public	Awaiting confirmation of scheme from Area Office	N/A	Red
39	LC	Loughton	A121 High Road (near Spring Grove), Loughton	Signal controlled crossing	High volumes crossing road at school times.	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. On the Strategic Network - will require specific sign off.	Historic scheme list	£170,000+ for the installation of a Puffin Crossing £10,000 feasibility study	9 months	Red
40	LC	Loughton	Church Hill (Northeast of the Uplands), Loughton	Signal controlled crossing	Difficult to cross road	High pedestrian and vehicle flows. Signal-controlled crossing most appropriate at this location. 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. On PR2, will require formal sign off.	Historic scheme list Supported by Councillor Mrs C Pond	£150,000	9 months	Red
41	LC	Loughton	Pyrles Lane, Loughton	Pedestrian refuge	Difficulty crossing road	A crossing near the shops would require removal of parking and receive objections. A crossing elsewhere would be away from the desire line so would not be used. Pedestrian flows are high throughout most of the day, traffic flows are low allowing pedestrians to cross in the gaps without using a formal crossing. Recommended no further action. On Strategic network so would require sign off.	Historic scheme list	£7,500	6 months	Red
42	LC	Loughton	Alderton Hill, Loughton	Pedestrian refuge	Difficult to cross road	Location limited by accesses. Suggest pedestrian refuge be provided on Borders Lane east of The Hawthorns, subject to sufficient road width. An additional pedestrian refuge south of Borders Lane again subject to sufficient road width and visibility. On PR2, so will require formal sign off.	Historic scheme list	£12,000	6 months	Red
43	LC	Loughton	Goldings Hill, Loughton	Pedestrian crossing	Difficult to cross road.	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.	Historic scheme list	£40,000 for zebra crossing	9 months	Red
44	LC	Loughton	Albion Hill, Loughton	One way road	Congestion	Likely to increase speeds / reduce road safety.	Historic scheme list	£3,500 Traffic Regulation Order	N/A	Red

ID	Division	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale Assuming smooth progress	RAG
45	LC	Loughton	Alderton Hall Lane	Pedestrian guard rails		Scheme requires validation Engineer: What are the extents of the request? Can we have a plan showing where guardrail is requested?	New request Town Council	£3,000 TBC	TBC	
46	LC	Loughton	Debden Lane	Speed limits, 30mph/bend priority scheme/ Vehicle Activated Sign		Scheme requires validation Engineer: Additional information required	New request Town Council	TBC	TBC	

ID	Division	Parish / Town Council	Location	Scheme	Other issues / comments	Timescale	Requested By	Estimated Cost	RAG
	BH&LS			No Schemes identified					
	C&LB			No Schemes identified					
	LC			No Schemes identified					
	NW&N			No Schemes identified					
	O&R			No Schemes identified					
	WA			No Schemes identified					

RAG KEY

Green

Amber

Red

Pending validation

Scheme prioritised for funding 2012/13

Division key

BH&LS Buckhurst

C&LB Chigwell &

E&TB Epping &

LC Loughton

NW&N North Weald

O&R Ongar & Rural

WA Waltham Abbey

A high priority scheme against strategic criteria

A low priority scheme against strategic criteria

A scheme which is against Essex Policy or there is no appropriate engineering solution.

Pending validation

Scheme prioritised for funding 2012/13

Division	Parish / Town Council	Location	Type of Scheme	Details of Scheme	Issues / Comments / Reason for Scheme	Scheme Origination	Approx Timescale	Estimated Cost	Priority (RAG)
BH&LS				No scheme identified					
C&LB				No scheme identified					
LC				No scheme identified					
NW&N				No scheme identified					
O&R				No scheme identified					
WA				No scheme identified					

RAG KEY

- A high priority scheme against strategic criteria
- A low priority scheme against strategic criteria
- A scheme which is against Essex Policy or there is no appropriate engineering solution.
- Pending validation
- Scheme prioritised for funding 2012/13

Division Key

- BH&LS Buckhurst Hill & Loughton
- C&LB Chigwell & Loughton
- E&TB Epping & Theydon Bois
- LC Loughton Central
- NW&N North Weald & Nazeing
- O&R Ongar & Rural
- WA Waltham

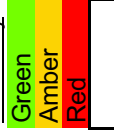
Division	Parish /Town Council	Site No	School	Location of patrol	Work required	Problem	Origin of request	Total Estimated Costs	Timescale	RAG
					No scheme identified					
					No scheme identified					
					No scheme identified					

Division Key
 BH&LS Buckhurst Hill &
 C&LB Chigwell & Loughton
 E&TB Epping & Theydon Bois
 LC Loughton Central
 NW&N North Weald & Nazeing
 O&R Ongar & Rural
 WA Abbey

RAG KEY
 Green A high priority scheme against SCP criteria
 Amber A low priority scheme against SCP criteria
 Red Further information required before a decision can be made
 Pending validation
 Scheme prioritised for funding 2012/13

Ref	Division	Parish / Town Council	Location	Measure	Benefit	Budgetary Cost	Mandatory work	RAG
		BH&LS		No schemes identified				
		C&LB		No schemes identified				
		E&TB		No schemes identified				
		LC		No schemes identified				
		NW&N		No schemes identified				
		O&R		No schemes identified				
		WA		No schemes identified				

RAG Key



- A high priority scheme against strategic criteria
- A low priority scheme against strategic criteria
- A scheme which is against Essex Policy or there is no appropriate engineering solution.
- Pending validation

General Key

SCOOT

Split Cycle and Offset Optimisation Technique. This calculates the flow of vehicles along each spur of a junction and can then calculate the timings of the signals required to deal with heavier or lighter amounts of traffic during each cycle of the signals. Particularly good for peak and off-peak periods.

OTU

Outstation Transmission Unit. These are in signals and are controlled via the SCOOT system.

RMS

Remote Monitoring System. This allows the signals to report back to the main system in Threadneedle House to say that something is wrong with them.

MOVA

Microprocessor Optimised Vehicle Actuation. Similar to SCOOT but works better for isolated signals rather than larger junctions.

ID	Division	Parish / Town Council	Location	Scheme	Problem	Scheme sponsor	Estimated Cost (£)	Timescale	RAG
	BH&LS		No schemes identified						
	C&LB		No schemes identified						
	E&TB		No schemes identified						
	LC		No schemes identified						
	NW&N		No schemes identified						
	O&R		No schemes identified						
	WA		No schemes identified						

RAG Key

Green	A high priority scheme against strategic criteria
Amber	A low priority scheme against strategic criteria
Red	More information required.
Pending validation	Pending validation

- Division Key
- BH&LS Buckhurst Hill
 - C&LB Chigwell &
 - E&TB Epping &
 - LC Loughton
 - NW&N North Weald &
 - O&R Ongar & Rural
 - WA Waltham

Division	Parish / Town Council	PROW Number	Parish	Status	Scheme	Problem	By	From	Timescale	Cost (£)	Notes	RAG
BH&LS					No schemes identified							
C&LB					No schemes identified							
E&TB					No schemes identified							
LC					No schemes identified							
WA					No schemes identified							

RAG Key

Green	A high priority scheme against strategic criteria
Amber	A low priority scheme against strategic criteria
Red	A scheme which is against Essex Policy or there is no appropriate engineering solution.
White	Pending validation
Grey	Scheme prioritised for funding 2012/13

Division Key

BH&LS	Buckhurst Hill & Loughton South
C&LB	Chigwell & Loughton Broadway
E&TB	Epping & Theydon Bois
LC	Loughton Central
NW&N	North Weald & Nazeing
O&R	Ongar & Rural
WA	Waltham Abbey

Division			
Ref No.	Parish / Town Council	Location	Proposed Solution
4	LC Loughton	High Rd jw Forest Rd, Loughton	Parking enforcement, central island and ETP engagement

Division Key

- BH&LS Buckhurst Hill & Loughton South
- C&LB Chigwell & Loughton Broadway
- E&TB Epping & Theydon Bois
- LC Loughton Central
- NW&N North Weald & Nazeing
- O&R Ongar & Rural
- WA Waltham Abbey

RAG Key

Green	A high priority based on Collision history
Amber	A medium priority based on Collision History
Red	A scheme which is against Essex Policy or there is no appropriate engineering solution.
	Scheme pending Validation
	Scheme prioritised for

ID	Division	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale Assuming smooth progress	RAG
47	NW&N	Nazeing	B194 Nazeing New Road/North Street/Middle Street, Lower Nazeing	Junction improvement/Road Markings	Slight misalignment of north/south route Guidance arrows on carriageway to ensure cars turning right in each direction pass behind each other rather than in front	Unclear what issue is.		5k to investigate timings	N/A	Amber
48	NW&N	Nazeing	St Leonard's Road, Nazeing	Village Gateway and repositioning of VAS	Speeding	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 leading to high approach speeds. 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 (may need to be custom made), but should be Parish responsibility.	Historic scheme list	£15,000	6 months	Amber
49	NW&N	Nazeing	Nazeing Road, Nazeing	Installation of pedestrian crossing (zebra) adjacent to the present exits from St Giles car park and Nazeingbury Parade.	Currently users of the Church car park, preschool parents and pupils and residents of Elizabeth Close and Nazeing Road weave their way between traffic. They don't walk to the lights at Nazeingbury crossroads.	One advantage of a crossing would be a reduction of the parking on the verges by heavy lorries while the drivers visits the shops. Officers have concerns with the proximity of a proposed crossing to the existing traffic signals at the Nazeing crossroads	Historic scheme list	£80,000 for a controlled zebra crossing	9 months	Amber
50	NW&N	Epping Upland	B181, Epping Upland	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 involving vehicles leaving the carriageway. Residents are concerned due to the increase in traffic.	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.	Historic scheme list	£2,500 signing/lining scheme; £20,000 anti-skid application on bends	6 months	Amber
51	NW&N	North Weald Bassett	Wellington Road and Hampden Close, North Weald	Traffic calming and parking restrictions	Rat running (and on street parking restricting visibility)	Existing junction protection in force (sections of 'no waiting at any time' restrictions). Difficult to locate traffic calming due to accesses / parking. Will require consultation - unlikely to be popular	Historic scheme list	£40,000 humps	Over 1 year	Amber

ID	Division	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale Assuming smooth progress	RAG
52	NW&N	Matching	Downhall Road/ Little Laver Road/ Watery Lane, Matching	Re-alignment of priority of junction	Inappropriate HGV use on Watery Lane	Erection of signs warning 'Access Only Unsuitable for HGVs' or 'Unsuitable for Sat Navs' at both entrances of Watery Lane. HGVs are using Watery Lane as a through route and it is totally unsuitable for such vehicles. Watery Lane is on strategic network - switching priority will require formal sign off . 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. Altering priority may cause safety issues. 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. Vegetation 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.	Historic scheme list	£5,000-£7,500	3 months	Red
53	NW&N	Sheering	Luxford Place, Sheering	Waiting restrictions	Commercial vehicles parking in Luxford Place	For parking partnership (not panel).	Historic scheme list	£3,500 waiting restrictions	N/A	Red
54	NW&N	Roydon	Church Mead junction with High Street, Roydon	Junction protection	Commuter parking blocking visibility.	LHP Agreed that restriction is required but this should be passed to the parking partnership. However ECC do not install junction protection unless there is a proven safety issue due to maintenance issues.	Historic scheme list	Approx. £3,000 Pass to parking Partnership	6 months	Red
55	NW&N	North Weald Bassett	A414 Canes lane j/w Vicarage Lane	Replace one-way system with a roundabout		Scheme validated	New request Parish Council	£1,000,000 TBC	2 years	red
56	NW&N	Hastingwood	Mill Street	New footway and lowering of speed limit	Mill street used as an alternative route between Harlow and M11	Scheme validated	New request Parish Council	TBC	TBC	red
57	NW&N	Nazeing	Middle Street (Bumbles green to PROW FP59), bumbles Green	New footway	Narrow road	Scheme requires validation Engineer: Additional information required	New request Parish Council	£3k (provisional, depending on answers/further info from LHP)	3 months (provisional)	
58	NW&N	Nazeing	Middle Street/St Leonards Road	Weight restrictions	To limit HGV traffic through Nazeing or could put up more advanced signage for existing weight restrictions on North Street/Nazeing Road	Scheme requires validation Engineer: Additional information required	New request Parish Council	TBC	TBC	
59	NW&N	Hastingwood	Hastingwood Road	HGV restriction 19:30 to 18:30hrs		Scheme requires validation Engineer: Additional information required	New request Parish Council	£10,000 TBC	TBC	
60	NW&N	North Weald Bassett	Wellington Road and Hampden Close, North Weald	Parking restrictions on Saturdays	To alleviate problems from Saturday Market	Scheme requires validation/parking partnership. Engineer: Additional information required	New request Parish Council	TBC	TBC	
61	NW&N	Nazeing	Common Road/Waltham Road, Bumbles Green	Traffic Calming	Busy distributor road, deceptive bends with frequent accidents	Scheme requires validation Engineer: Additional information required	New request Parish Council	TBC	TBC	

ID	Division	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale Assuming smooth progress	RAG
62	NW&N	Epping Upland	B182 j/w B181	Review of signage	Vehicles travel at speed down hill	Scheme requires validation	New request Parish Council	£3,000 TBC	TBC	
63	NW&N	Epping Upland	B181 Cobbins Bridge	Priority working over bridge	Narrow bridge, causing problems when two vehicles try to pass	Scheme requires validation	New request Parish Council	TBC	TBC	
64	NW&N	Sheering	Sheering Lower Road	Traffic calming measures	VAS Sign half way down road and existing speed limit 30 mph this does not seem to be adhered to and the sign is ineffective.	Scheme requires validation	New request Parish Council	TBC	TBC	
65	NW&N	Roydon	Harlow Road nr j/w High Street	Pedestrian Crossing	Difficulties crossing the road	Scheme requires validation	Historic request Parish Council	TBC	TBC	
66	NW&N	Roydon	Hamlet Hill	Relocate Vehicle Activated Sign	request to move to a location further down the hill where vehicles build up speed	Scheme requires validation	New request Parish Council	TBC	TBC	

ID	Division	Parish / Town Council	Location	Scheme	Other issues / comments	Timescale	Requested By	Estimated Cost	RAG
	BH&LS			No Schemes identified					
	C&LB			No Schemes identified					
	LC			No Schemes identified					
	NW&N			No Schemes identified					
	O&R			No Schemes identified					
	WA			No Schemes identified					

RAG KEY

Green

Amber

Red

Pending validation

Scheme prioritised for funding 2012/13

Division key

BH&LS Buckhurst

C&LB Chigwell &

E&TB Epping &

LC Loughton

NW&N North Weald

O&R Ongar & Rural

WA Waltham Abbey

A high priority scheme against strategic criteria

A low priority scheme against strategic criteria

A scheme which is against Essex Policy or there is no appropriate engineering solution.

Pending validation

Scheme prioritised for funding 2012/13

Division	Parish / Town Council	Location	Type of Scheme	Details of Scheme	Issues / Comments / Reason for Scheme	Scheme Origination	Approx Timescale	Estimated Cost	Priority (RAG)
BH&LS				No scheme identified					
C&LB				No scheme identified					
LC				No scheme identified					
NW&N				No scheme identified					
O&R				No scheme identified					
WA				No scheme identified					

RAG KEY

- A high priority scheme against strategic criteria
- A low priority scheme against strategic criteria
- A scheme which is against Essex Policy or there is no appropriate engineering solution.
- Pending validation
- Scheme prioritised for funding 2012/13

Division Key

- BH&LS Buckhurst Hill & Loughton
- C&LB Chigwell & Loughton
- E&TB Epping & Theydon Bois
- LC Loughton Central
- NW&N North Weald & Nazeing
- O&R Ongar & Rural
- WA Waltham

Division	Parish /Town Council	Site No	School	Location of patrol	Work required	Problem	Origin of request	Total Estimated Costs	Timescale	RAG
6	NW&N Roydon	10413	Roydon Primary School	Epping Rd, Roydon	Extend school keep clear markings	Issues raised with site safety assessment	Site safety assessment	1.2k	3 months	Green

Ref	Division	Parish / Town Council	Location	Measure	Benefit	Budgetary Cost	Mandatory work	RAG
		BH&LS		No schemes identified				
		C&LB		No schemes identified				
		E&TB		No schemes identified				
		LC		No schemes identified				
		NW&N		No schemes identified				
		O&R		No schemes identified				
		WA		No schemes identified				

RAG Key

Green
Amber
Red

General Key

SCOOT

- A high priority scheme against strategic criteria
- A low priority scheme against strategic criteria
- A scheme which is against Essex Policy or there is no appropriate engineering solution.
- Pending validation

Split Cycle and Offset Optimisation Technique. This calculates the flow of vehicles along each spur of a junction and can then calculate the timings of the signals required to deal with heavier or lighter amounts of traffic during each cycle of the signals. Particularly good for peak and off-peak periods.

OTU Outstation Transmission Unit. These are in signals and are controlled via the SCOOT system.

RMS Remote Monitoring System. This allows the signals to report back to the main system in Threadneedle House to say that something is wrong with them.

MOVA Microprocessor Optimised Vehicle Actuation. Similar to SCOOT but works better for isolated signals rather than larger junctions.

ID	Division	Parish / Town Council	Location	Scheme	Problem	Scheme sponsor	Estimated Cost (£)	Timescale	RAG
	BH&LS		No schemes identified						
	C&LB		No schemes identified						
	E&TB		No schemes identified						
	LC		No schemes identified						
	NW&N		No schemes identified						
	O&R		No schemes identified						
	WA		No schemes identified						

RAG Key

Green	A high priority scheme against strategic criteria
Amber	A low priority scheme against strategic criteria
Red	More information required.
	Pending validation

- Division Key
- BH&LS Buckhurst Hill
 - C&LB Chigwell &
 - E&TB Epping &
 - LC Loughton
 - NW&N North Weald &
 - O&R Ongar & Rural
 - WA Waltham

Division	Parish / Town Council	PROW Number	Parish	Status	Scheme	Problem	By	From	Timescale	Cost (£)	Notes	RAG
1	North Weald Bassett	36	North Weald Bassett	Byway	Surface and drainage improvements	Heavily rutted and waterlogged. Only passable to skilled off road motorised users	Essex Highways	Internal	6 weeks	30k	Improvements to the sub base, wearing course and improvements to the drainage system to enable the byway to tolerate passage by the various types of users and the increase in volume of traffic.	Green

RAG Key

Green	A high priority scheme against strategic criteria
Amber	A low priority scheme against strategic criteria
Red	A scheme which is against Essex Policy or there is no appropriate engineering solution.
Pending validation	
Scheme prioritised for funding 2012/13	

Division Key

BH&LS	Buckhurst Hill & Loughton South
C&LB	Chigwell & Loughton Broadway
E&TB	Epping & Theydon Bois
LC	Loughton Central
NW&N	North Weald & Nazeing
O&R	Ongar & Rural
WA	Waltham Abbey

Ref No.	Division	Parish / Town Council	Location	Proposed Solution	Timescale	Cost (£)	RAG
	BH&LS			No schemes identified			
	E&TB			No schemes identified			
	NW&N			No schemes identified			

RAG Key

Green	A high priority based on Collision history
Amber	A medium priority based on Collision History
Red	A scheme which is against Essex Policy or there is no appropriate engineering solution.
	Scheme pending Validation
	Scheme prioritised for

Division Key

- BH&LS Buckhurst Hill & Loughton South
- C&LB Chigwell & Loughton Broadway
- E&TB Epping & Theydon Bois
- LC Loughton Central
- NW&N North Weald & Nazeing
- O&R Ongar & Rural
- WA Waltham Abbey

ID	Division	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale Assuming smooth progress	RAG
67	O&R	Fyfield	B184, Fyfield	2 x VAS either end of 30mph zone	Speeding	On the B184 Ongar/Dunmow Road the speed limit was reduced from 40mph to 30mph through the main drag of Fyfield in 2007. Whilst the 30mph limit has made some improvements, residents hope to enhance the scheme within 2 speed activated signs at either end of the 30mph zone. The Parish Council would prefer two solar powered mobile units. The locations will need to be determined by a speed survey to ensure that the proposal meets with Essex County Council criterion.	Historic scheme list	£4,500 for solar powered VAS	3 months	Amber
68	O&R	Moreton, Bobbingworth and the Lavers	Little Laver Road adj Threeways property, Moreton, Bobbingworth & The Lavers	Installation of kerbing to control and divert excess water	Flooding of property from highways land.	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	Historic scheme list	£5,000	3 months	Amber
69	O&R	Stapleford Abbots	B172, Abridge and Stapleford Abbots	Removal of weight restriction	TBC	This is likely to lead to rat running of London traffic towards the A414 via Ongar (however it has also been raised the fact that the Police can't enforce the weight restriction on Hook Lane owing to the signage). Officers have looked at the signage and it can not be signed any differently. ECC Legal Department have looked at the TRO and it appears that old Epping TRO needs to be amended to enable enforcement. Awaiting freight management strategy.	Historic scheme list	N/A	N/A	Red
70	O&R	Stapleford Abbots	Near primary school, Stapleford Abbots	Pedestrian crossing, exact scheme TBC	Difficult to cross road.	On strategic route network - will require sign off.	Historic scheme list	If it is a zebra crossing approx. £20,000. A Puffin would be approx. £90,000 (+£20,000 for design)	9 months	Red
71	O&R	High Ongar	The Street, High Ongar	Parish gateway signs (entering from East)	None	Gateway signs should be parish responsibility. Maintenance issues. No further action.	Historic scheme list	N/A	N/A	Red
72	O&R	Lambourne	A113 Ongar Road, Abridge	Access to Hillmans Cottages		Scheme requires validation/parking partnership. Engineer: Additional information required	New request Parish Council	TBC	TBC	
73	O&R	Lambourne	A113 Ongar Road, Abridge	Access to Stapleford Airfield		Scheme requires validation/parking partnership. Engineer: Additional information required	New request Parish Council	TBC	TBC	
74	O&R	Stanford Rivers	A113 London Road j/w Shonks Mill Road	Junction improvements		Scheme requires validation/parking partnership. Engineer: Additional information required	New request Parish Council	TBC	TBC	
75	O&R	Stanford Rivers	A113 Romford Road, Bridge Farm	Flooding at bridge		Scheme requires validation	New request Parish Council	TBC	TBC	

ID	Division	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale Assuming smooth progress	RAG
76	O&R	Stanford Rivers	A 113 London Road	Vehicles over-taking within village		Scheme requires validation	New request Parish Council	TBC	TBC	
77	O&R	Moreton, Bobbingworth and the Lavers	Bridge Road, Moreton	HGV restriction on bridge		Scheme requires validation	New request Parish Council	TBC	TBC	
78	O&R	Moreton, Bobbingworth and the Lavers	Church Road, Moreton	Vehicle activated sign o/s school		Scheme requires validation	New request Parish Council	£3,500 TBC	TBC	
79	O&R	Moreton, Bobbingworth and the Lavers	Pedlars End	New footway		Scheme requires validation	New request Parish Council	TBC	TBC	
80	O&R	Ongar	Greensted Road, Chipping Ongar	Vehicle activated Sign/speed reduction		Scheme requires validation	New request Parish Council	TBC	TBC	
82	O&R	High Ongar	A414 Chelmsford Road	Safety review	Accidents at Milestones	Scheme requires validation/Parking Partnership	New request Parish Council	TBC	TBC	
83	O&R	High Ongar	Mill Lane	Relocate Not suitable for HGV's sign to Hallsford Bridge Road	Signage	Scheme requires validation	New request Parish Council	£500 TBC	TBC	
83	O&R	Fyfield	B184 Dummow Road	Vehicle activated sign	Speeding	Scheme requires validation	New request Parish Council	£3,500 TBC	TBC	
84	O&R	Moreton, Bobbingworth and the Lavers	Bobbingworth Mill, Bovingor	Village Gateway Signage/Speed Signage	Speeding vehicles through community of 17 properties	Scheme requires validation	Residents request	TBC	TBC	

RAG KEY

Green	A high priority scheme against strategic criteria
Amber	A low priority scheme against strategic criteria
Red	A scheme which is against Essex Policy or there is no appropriate engineering solution.
Grey	Pending validation
Dark Grey	Scheme prioritised for funding 2012/13

Division Key

- BH&LS Buckhurst Hill & Loughton South
- C&LB Chigwell & Loughton Broadway
- E&TB Epping & Theydon Bois
- LC Loughton Central
- NW&N North Weald & Nazeing
- O&R Ongar & Rural
- WA Waltham Abbey

ID	Division	Parish / Town Council	Location	Scheme	Other issues / comments	Timescale	Requested By	Estimated Cost	RAG
3	O&R	Stapleford Abbotts	Passingford Bridge, Stapleford Abbotts	Airport sign	Suggest that a sign here would not be appropriate as there is no onward signing			5k for signing review	Amber
4	O&R	Ongar	Moreton Road, Shelley Common, Ongar	horse warning signs	Specific locations required			0.5k	Amber
5	O&R	Lambourne	Various in Manor Road, Lambourne	Slow Signs	PR2 Road - no obvious hazards / locations for slow markings. Unclear where they would be installed.			0.5k	Amber
6	O&R	Lambourne	London Road and Ongar Road, Abridge	Village gateways	Gateway signs should be parish responsibility			2k	Red
7	O&R	Bobbingworth, Moreton & the Lavers	Bobbingworth Mill, Moreton, Bobbingworth & The Lavers	Village/Gateway signs	Gateway signs should be parish responsibility			2k	Red

Division	Parish / Town Council	Location	Type of Scheme	Details of Scheme	Issues / Comments / Reason for Scheme	Scheme Origination	Approx Timescale	Estimated Cost	Priority (RAG)
BH&LS				No scheme identified					
C&LB				No scheme identified					
LC				No scheme identified					
NW&N				No scheme identified					
O&R				No scheme identified					
WA				No scheme identified					

RAG KEY

- A high priority scheme against strategic criteria
- A low priority scheme against strategic criteria
- A scheme which is against Essex Policy or there is no appropriate engineering solution.
- Pending validation
- Scheme prioritised for funding 2012/13

Division Key

- BH&LS Buckhurst Hill & Loughton
- C&LB Chigwell & Loughton
- E&TB Epping & Theydon Bois
- LC Loughton Central
- NW&N North Weald & Nazeing
- O&R Ongar & Rural
- WA Waltham

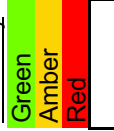
Division	Parish /Town Council	Site No	School	Location of patrol	Work required	Problem	Origin of request	Total Estimated Costs	Timescale	RAG
					No scheme identified					
					No scheme identified					
					No scheme identified					

RAG KEY
 Green A high priority scheme against SCP criteria
 Amber A low priority scheme against SCP criteria
 Red Further information required before a decision can be made
 Pending validation
 Scheme prioritised for funding 2012/13

Division Key
 BH&LS Buckhurst Hill &
 C&LB Chigwell & Loughton
 E&TB Epping & Theydon Bois
 LC Loughton Central
 NW&N North Weald & Nazeing
 O&R Ongar & Rural
 WA Abbey

Ref	Division	Parish / Town Council	Location	Measure	Benefit	Budgetary Cost	Mandatory work	RAG
		BH&LS		No schemes identified				
		C&LB		No schemes identified				
		E&TB		No schemes identified				
		LC		No schemes identified				
		NW&N		No schemes identified				
		O&R		No schemes identified				
		WA		No schemes identified				

RAG Key



- A high priority scheme against strategic criteria
- A low priority scheme against strategic criteria
- A scheme which is against Essex Policy or there is no appropriate engineering solution.
- Pending validation

General Key

SCOOT

Split Cycle and Offset Optimisation Technique. This calculates the flow of vehicles along each spur of a junction and can then calculate the timings of the signals required to deal with heavier or lighter amounts of traffic during each cycle of the signals. Particularly good for peak and off-peak periods.

OTU

Outstation Transmission Unit. These are in signals and are controlled via the SCOOT system.

RMS

Remote Monitoring System. This allows the signals to report back to the main system in Threadneedle House to say that something is wrong with them.

MOVA

Microprocessor Optimised Vehicle Actuation. Similar to SCOOT but works better for isolated signals rather than larger junctions.

ID	Division	Parish / Town Council	Location	Scheme	Problem	Scheme sponsor	Estimated Cost (£)	Timescale	RAG
	BH&LS		No schemes identified						
	C&LB		No schemes identified						
	E&TB		No schemes identified						
	LC		No schemes identified						
	NW&N		No schemes identified						
	O&R		No schemes identified						
	WA		No schemes identified						

RAG Key

Green	A high priority scheme against strategic criteria
Amber	A low priority scheme against strategic criteria
Red	More information required.
	Pending validation

Division Key
 BH&LS Buckhurst Hill
 C&LB Chigwell &
 E&TB Epping &
 LC Loughton
 NW&N North Weald &
 O&R Ongar & Rural
 WA Waltham

Division	Parish / Town Council	PROW Number	Parish	Status	Scheme	Problem	By	From	Timescale	Cost (£)	Notes	RAG
O&R	Moreton	1	Moreton	Byway	Filling ruts and surfacing	Heavily rutted and waterlogged. Only passable to skilled off road motorised users	Essex Highways	Internal	6 weeks	30k	Filling ruts and surface to fix existing damage	Green
O&R	Fyfield	5 / 1	Abbess Roding / Fyfield	Byway	Surface and drainage improvements	Heavily rutted and waterlogged. Only passable to skilled off road motorised users	Essex Highways	Internal	6 weeks	40k	Improvements to the sub base, wearing course and improvements to the drainage system to enable the byway to tolerate passage by the various types of users and the increase in volume of traffic.	Amber
O&R	Ongar / High Ongar	3 / 3	Ongar / High Ongar	Footpath	Bridge widening	Bridge requires widening and provision of slope to replace existing steps, route heavily used by number of elderly users to access shops and other services in Ongar, alternative route is along A414	Essex Highways	MoP	1 year	37k	Bridge requires widening and provision of slope to replace existing steps, route heavily used by number of elderly users to access shops and other services in Ongar, alternative route is along A414	Amber

RAG Key

Green	A high priority scheme against strategic criteria
Amber	A low priority scheme against strategic criteria
Red	A scheme which is against Essex Policy or there is no appropriate engineering solution.
	Pending validation
	Scheme prioritised for funding 2012/13

Division Key

BH&LS	Buckhurst Hill & Loughton South
C&LB	Chigwell & Loughton Broadway
E&TB	Epping & Theydon Bois
LC	Loughton Central
NW&N	North Weald & Nazeing
O&R	Ongar & Rural
WA	Waltham Abbey

Division		Parish / Town Council	Location	Proposed Solution	Timescale	Cost (£)	RAG	
Ref No.								
5	20	O&R	Theydon Garnon	Mount Road j/w Banks Lane, Mount End	Junction re-alignment, signs and lines	TBC	30k	Green

Division Key

- BH&LS Buckhurst Hill & Loughton South
- C&LB Chigwell & Loughton Broadway
- E&TB Epping & Theydon Bois
- LC Loughton Central

- NW&N North Weald & Nazeing
- O&R Ongar & Rural
- WA Waltham Abbey

- RAG Key**
- Green A high priority based on Collision history
 - Amber A medium priority based on Collision History
 - Red A scheme which is against Essex Policy or there is no appropriate engineering solution.
 - Scheme pending Validation
 - Scheme prioritised for

This page is intentionally left blank

ID	Division	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale Assuming smooth progress	RAG
85	WA	Waltham Abbey	A121, Highbridge Street / B194, Beaulieu Drive, Waltham Abbey,	Junction improvement/pedestrian and cyclist refuge	Unclear problem (congestion?), more information required	Unclear what issue is. V. close to Herts border. Engineer's site visit suggested that proposal would not fit within highway constraints. Narrowing strategic route would be against policy. No feasible method for crossing point - cycle routes can be provided along footway.		5k to investigate timings	N/A	Amber
86	WA	Waltham Abbey	Roundhills, Waltham Abbey	Elderly crossing sign-or-read-humps	Perceived speeding	A scheme such as road humps would need to be incorporated throughout the whole estate and not in isolation to ensure the impact of reducing vehicle speeds as desired	Historic scheme list	£1,000-1,500 per sign; £40,000 for humps	Sign 3 months; humps 9 months	Amber
87	WA	Waltham Abbey	Honey Lane, Waltham Abbey	Installation of pedestrian crossing, VAS and additional yellow lines	Speeding. Collision history.	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 as the approach to the crossing and mini-roundabout. The current speed limit is 30mph but is not adhered to and rarely enforced. Appropriate location has yet to be defined. On Strategic Route Network so will require formal sign off.	Petition	N/A	N/A	Red
88	WA	Waltham Abbey	Crooked Mile, North of Saxon Way and / or Crooked Mile, North of Monkswood Avenue, Waltham Abbey	Signal controlled crossing (s) feasibility study	Road safety	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. On Strategic network, will require sign off.	Historic scheme list	£250,000 for the installation of Puffin Crossings either side of the carriageway (Saxon Way). £150,000 for upgrading existing signals (Monkswood Ave) FEASIBILITY study £5k	9 months	Red
89	WA	Waltham Abbey	Crooked Mile (Harold Crescent), Waltham Abbey	Signal-controlled-crossing/pedestrian refuge	Difficulty crossing road	A pedestrian refuge is provided to the north of Harold Cr, desire line is south of the junction. As vehicle speeds are recorded as higher than 35mph a signalised pedestrian crossing would be more appropriate than a Zebra crossing. New crossing should be proposed further North from the existing dropped kerbs, on the traffic island, to avoid vehicle crossovers either side. On Strategic network so would require sign off.	Historic scheme list	£7,500 to amend existing vehicle splitter island where appropriate	6 months	Red

ID	Division	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale Assuming smooth progress	RAG
90	WA	Waltham Abbey	Honey Lane (Wood Green Road), Waltham Abbey	Pedestrian crossing/Speed Control Measures	Difficult to cross road/Speeding	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 is taken. Very fast road with no footway on North side of Honey Lane. Nowhere to cross to. On PR2 against Traffic Management Strategy. 40 mph road - limited frontages several sections might not meet criteria for 40. not cost effective.	Historic scheme list	N/A	N/A	Red
91	WA	Waltham Abbey	Honey Lane (Stonyshots), Waltham Abbey	Pedestrian refuge/traffic calming	Difficult to cross road.	Many of the pedestrians crossing are children who often need further assistance in crossing the road. Careful consideration will need to be taken with regards to the siting of the crossing. On PR2 so will require sign off. Traffic calming would be beneficial for pedestrians but is against policy on strategic route.	Historic scheme list	£9,000 pedestrian refuge only.	6 months	Red
92	WA	Waltham Abbey	Roundhills j/w Honey Lane, Waltham Abbey	Junction protection	On street parking in hazardous location.	Existing DYL junction protection exists	Historic scheme list	N/A	N/A	Red
93	WA	Waltham Abbey	Hillhouse	Bollards/guardrail	Bollards/guardrail to prevent cars driving over blockpaved verge around car park opposite Hillhouse School	Scheme awaiting confirmation of extent of highway	School	£5,000	3-6 months	Red

ID	Division	Parish / Town Council	Location	Scheme	Other issues / comments	Timescale	Requested By	Estimated Cost	RAG
	BH&LS			No Schemes identified					
	C&LB			No Schemes identified					
	LC			No Schemes identified					
	NW&N			No Schemes identified					
	O&R			No Schemes identified					
	WA			No Schemes identified					

RAG KEY

Green

Amber

Red

Pending validation

Scheme prioritised for funding 2012/13

Division key

BH&LS Buckhurst

C&LB Chigwell &

E&TB Epping &

LC Loughton

NW&N North Weald

O&R Ongar & Rural

WA Waltham Abbey

A high priority scheme against strategic criteria

A low priority scheme against strategic criteria

A scheme which is against Essex Policy or there is no appropriate engineering solution.

Pending validation

Scheme prioritised for funding 2012/13

Division	Parish / Town Council	Location	Type of Scheme	Details of Scheme	Issues / Comments / Reason for Scheme	Scheme Origination	Approx Timescale	Estimated Cost	Priority (RAG)
BH&LS				No scheme identified					
C&LB				No scheme identified					
LC				No scheme identified					
NW&N				No scheme identified					
O&R				No scheme identified					
WA				No scheme identified					

RAG KEY

- A high priority scheme against strategic criteria
- A low priority scheme against strategic criteria
- A scheme which is against Essex Policy or there is no appropriate engineering solution.
- Pending validation
- Scheme prioritised for funding 2012/13

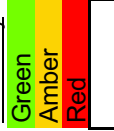
Division Key

- BH&LS Buckhurst Hill & Loughton
- C&LB Chigwell & Loughton
- E&TB Epping & Theydon Bois
- LC Loughton Central
- NW&N North Weald & Nazeing
- O&R Ongar & Rural
- WA Waltham

Division	Parish /Town Council	Site No	School	Location of patrol	Work required	Problem	Origin of request	Total Estimated Costs	Timescale	RAG
7	Waltham Abbey	10408	Upshire Primary School	Upshire Rd, Waltham Abbey	Replace patrol plate with school plate close to school	Issues raised with site safety assessment	Site safety assessment	0.59k	3 months	Green

Ref	Division	Parish / Town Council	Location	Measure	Benefit	Budgetary Cost	Mandatory work	RAG
		BH&LS		No schemes identified				
		C&LB		No schemes identified				
		E&TB		No schemes identified				
		LC		No schemes identified				
		NW&N		No schemes identified				
		O&R		No schemes identified				
		WA		No schemes identified				

RAG Key



- A high priority scheme against strategic criteria
- A low priority scheme against strategic criteria
- A scheme which is against Essex Policy or there is no appropriate engineering solution.
- Pending validation

General Key

SCOOT

Split Cycle and Offset Optimisation Technique. This calculates the flow of vehicles along each spur of a junction and can then calculate the timings of the signals required to deal with heavier or lighter amounts of traffic during each cycle of the signals. Particularly good for peak and off-peak periods.

OTU

Outstation Transmission Unit. These are in signals and are controlled via the SCOOT system.

RMS

Remote Monitoring System. This allows the signals to report back to the main system in Threadneedle House to say that something is wrong with them.

MOVA

Microprocessor Optimised Vehicle Actuation. Similar to SCOOT but works better for isolated signals rather than larger junctions.

ID	Division	Parish / Town Council	Location	Scheme	Problem	Scheme sponsor	Estimated Cost (£)	Timescale	RAG
	BH&LS		No schemes identified						
	C&LB		No schemes identified						
	E&TB		No schemes identified						
	LC		No schemes identified						
	NW&N		No schemes identified						
	O&R		No schemes identified						
	WA		No schemes identified						

RAG Key

Green	A high priority scheme against strategic criteria
Amber	A low priority scheme against strategic criteria
Red	More information required.
Pending validation	Pending validation

- Division Key
- BH&LS Buckhurst Hill
 - C&LB Chigwell &
 - E&TB Epping &
 - LC Loughton
 - NW&N North Weald &
 - O&R Ongar & Rural
 - WA Waltham

Division	Parish / Town Council	PROW Number	Parish	Status	Scheme	Problem	By	From	Timescale	Cost (£)	Notes	RAG
BH&LS					No schemes identified							
C&LB					No schemes identified							
E&TB					No schemes identified							
LC					No schemes identified							
WA					No schemes identified							

RAG Key

Green	A high priority scheme against strategic criteria
Amber	A low priority scheme against strategic criteria
Red	A scheme which is against Essex Policy or there is no appropriate engineering solution.
White	Pending validation
Grey	Scheme prioritised for funding 2012/13

Division Key

BH&LS	Buckhurst Hill & Loughton South
C&LB	Chigwell & Loughton Broadway
E&TB	Epping & Theydon Bois
LC	Loughton Central
NW&N	North Weald & Nazeing
O&R	Ongar & Rural
WA	Waltham Abbey

Ref No.		Division	Parish / Town Council	Location	Proposed Solution	Timescale	Cost (£)	RAG
6	21	WA	Waltham Abbey	Claypit Hill, High Beach	Add more 30mph road markings	TBC	2k	Green
7	25	WA	Waltham Abbey	Sewardstone Road j/w Quaker Lane, Waltham Abbey	Increase intergreen timings and ETP engagement	TBC	4k	Green

RAG Key



A high priority based on Collision history

A medium priority based on Collision History

A scheme which is against Essex Policy or there is no appropriate engineering solution.

Scheme pending Validation

Scheme prioritised for

Division Key

BH&LS Buckhurst Hill & Loughton South

C&LB Chigwell & Loughton Broadway

E&TB Epping & Theydon Bois

LC Loughton Central

NW&N North Weald & Nazeing

O&R Ongar & Rural

WA Waltham Abbey

This page is intentionally left blank

Division	PN	Contribution	BSU	Balance	Scheme	Scheme Value	Expiry Date	2012/13	2013/14	Total	Delivery date to be determined	Scheme Detail (+Reasoning e.g. Why now, Why This)
BH&LS	EPF-1730-03	Monkhams Service Station, 171-179	28	16,683	Imp's to Public Transport Facilities (VoS); inc. raised kerbs at two bus stops		19/02/2017					Scheme Complete and charged to ECC - funds to be reassigned to ECC account
BH&LS	EPF-0631-02	Mother Hubbard Public House, Valley Hill	241	5,453	Street Lighting Works at Albert Rd/Roding Lane/Loughton Rd/Palmerston Rd Junction	28,204	27/03/2013	5,453				ECC street lighting team to progress scheme - provision of street lighting in Albert Road and at the crossroad junction Albert Road/Roding Lane/Loughton Way/Palmerston Road
BH&LS	EPF-0480-04	Buckhurst Hill Reservoir	379	17,876	High Road, Buckhurst Hill (Bald Face Stag) - Bus Stop upgrades Stag Lane Tactile Paving	10,000 1,000	10 Year Occupancy (Rec'd 29/1/07)	9,500 1,000				Upgrade of 2 bus stops in High Road, Buckhurst Hill (Bald Face Stag) Not able to install tactile paving due to width of bell mouth
BH&LS	EPF-0480-04	Buckhurst Hill Reservoir	379	3,602	TRO in relation to the Highway Works	6,800						High Road Buckhurst Hill, install dropped kerbs and tactile paving at existing pedestrian island at its junction with North End
BH&LS	EPF-1696-02	Vicinity of Valley Hill	453	6,594	Valley Hill (Oakwood Hill)- VAS	6,594	10 Yr Occ (Rec'd 21/7/05)	6,594				Liaison with Network Management on restrictions are required Possibly to be used to install a VAS - Best location to be determined - proposal to install in Valley Hill junction with Valley Close
BH&LS	EPF-1050-05	Albert Road, Loughton	1404	22,751	Street Lighting Works at Albert Rd/Roding Lane/Loughton Rd/Palmerston Rd Junction	28,204		22,751				ECC street lighting team to progress scheme - provision of street lighting in Albert Road and at the crossroad junction Albert Road/Roding Lane/Loughton Way/Palmerston Road
C&LB	EPF-1090-05	Langston Road, Loughton	738	41,832	Imp's to Transport Infrastructure and/or PT Services (VoS)		24/07/2017					Passenger Transport to visit site and establish what Infrastructure works can be done.
C&LB	EPF-0635-10	1 Orchard Way, Chigwell	1380	5,007	Orchard Way, Chigwell - upgrade 3 lamp columns	5,007		5,007				Plan for proposed lighting scheme produced, scheme being progressed.
C&LB	EPF-0791-07	Rear of The Forge, Sunnymede, Chigwell Row	1268	11,990	for transportation and highway safety in the locality		26/07/2015					Scheme complete charged to ECC - Funds to be reassigned to ECC account
LC	EPF-1244-05	Upper Site EF College Borders Lane, Loughton	778	157,498	Rectory Lane, Loughton - Zebra Crossing	40,000	25/03/2013	40,000				Use part of funds to install a Zebra on Rectory Lane between Newmans Lane & Westall Road across Rectory Lane, Loughton. - Design team to progress
				117,498	Imp's to Transport Infrastructure and/or Services (VoS)							Local suggestion to provide an evening bus service - Passenger Transport investigating.

Division	PN	Contribution	BSU	Balance	Scheme	Scheme Value	Expiry Date	2012/13	2013/14	Total	Delivery date to be determined	Scheme Detail (+Reasoning e.g. Why now, Why This)
LC	EPF-0146-07	1 Church Hill, Loughton, Essex IG10 1QP	1267	40,239	Church Hill - Zebra Crossing	40,239		40,239				Plan produced, design team to progress scheme
					Bus Stops, Emberson Way	5,000		5,000				Cost Code HB10178 - Teresa Milbourn slipped to 2012/13
NW&N	EPF-0365-04	Queens Head Public House	498	31,076	Imp's to Bus Stops Vicinity of site or Enh. Access to Site and its Sustainability	25,750	15/11/2016	25,750				Crossing installed at this location - charged to ECC - possibly reassign funds to ECC account - Pasanger Transport to confirm that funding can not be used for passenger transport scheme.
O&R	EPF-0985-00	Braces Timber Yard	100	12,063	Gateways, Extend 30 MPH- The Street, High Ongar	5,000	Unknown	5,000				Unable to install VAS The Street speeds too low - Mill Lane VAS on site - Progress with gateways - extension of 30mph limit - Town Council are requesting 'Fake cattle grid' effect be placed on carriageway (bricks inlaid into carriageway slightly risen) awaiting Network Management comments re maintenance
O&R	EPF-1752-03	Woolston Manor Golf , Abridge Rd	261	25,869	Additional Scheme to be identified Abridge Road install footway - north side of c/w to link existing	7,063	01/08/2012	25,869				Install footway on north side of Abridge Road to link existing
O&R	EPF-0856-01	Highway Depot Epping Road	402	45,907	High Street, Chipping Ongar - Zebra Crossing	45,829	16/12/2015	45,829				Zebra Required on High Road, Ongar - initial feasibility done in vicinity of Love Lane - unable to install due to compulsory purchase of land required and construction required - insufficient funds - Local suggestion that Zebra is installed on High Road between Great Lawn and Bowes Drive. Design team progressing scheme
O&R	EPF-1859-08	Theatre Resource, High Street, Ongar	1144	10,056	Improvements to bus stops in the immediate area		Non Returnable					Pasanger transport to check works done on site and to advise about transfer of funds
O&R	EPF-0504-10	Matthew's Yard, Harlow Road	1279	2,413	Harlow Rd, Moreton - Install Footway	2,413		2,413				Plan of proposed footway being produced and scheme being progressed.
WA	EPF-0365-07	Skillit Hill Farm, Waltham Abbey	1120	10,097	TRO Fee; Appropriate Signage; Road Markings to regulate parking (Honey Lane)		Non Returnable	10,097				TRO's in place - Lines not on site - TRO expires 23/9/2012. TRO to be readvertised, works progressing.
				47,682	Sewardstone Road Bus Stops	47,682		47,682				To refurbish one stop and replace another - unable to complete the scheme in 2011/12 - funds slipped to 2012/13
WA	EPF-1305-08	Lidl Food store, Waltham Abbey	1151	3,000	Cartersfield Road TRO's	3,000		3,000				Parking restriction in Cartersfield Road, Waltham Abbey, scheme originally advertised in 2010 but lines not installed and order not sealed therefore to be re-advertised.
WA	EPF-0501-07	Gunpowder Mills, Waltham Abbey	1274	25,146	Footpath Improvement Works		03/09/2015					Developer completed footway works under S278 agreement - Wording of agreement checked to try and identify alternative scheme - no scheme to meet terms of agreement - funds to be reassigned to ECC
				545,744								

Funds requested - Schemes currently undergoing site validation/Design Brief preparation by JTPM

Funds to be drawn down as part 2 of 2012/13 request

Funding requested - Passenger Transport to progress

Section 106 contributions

Keith Blackburn
Senior Infrastructure Funding Officer, ECC



A brief history of Section 106

- Section 106 is named after the relevant Section of the Town and Country Planning Act 1990 which allows local authorities to conclude legal agreements with developers as part of the planning process to mitigate the effects of a development
- It follows on from similar provisions in earlier legislation
- Highways and education are the main beneficiaries in ECC from S106 Districts also seek S106 for affordable housing , open space etc

Current position

- Criticisms of S106 by developers and local authorities eg – too time consuming ,mainly fell on residential sites in South and East, ‘free rider’ problem led to search for alternatives, eg tariffs, PGS, OPC
- Finally Governments decided to bring in Community Infrastructure Levy (CIL) .s106 will be reduced but will not disappear
- As part of CIL introduction restrictions on S106 brought in
- Since April 2010 new contributions must by law not guidance be now ‘fair, reasonable and directly related to the site which limits the use of S106 away from the site

Current position 2

From April 2014 a maximum of five contributions for a single piece of infrastructure backdated to April 2010 will be in force.

ECC Highways holding approx £22m at 31/3/12

Annual Highway receipts approx £3-4 m

Life time of contribution mainly 5 years , occasionally 10 or 15 years

Returns since March 2006 approx £1m of which time expiry approx £400k

Reasons for S106 returns

- Job done – small residual to return
- Job not technically feasible
- Not sufficient S106 money to do job – long time gap between S106 agreed and job being done
- Lack of top up funds – Panels
- Job done but booked to other budgets and impossible to reverse afterwards
- **5** Time expiry

Renegotiating S106

- It is possible to **renegotiate** S106 agreements with developers to extend timescale and/or vary the use of contributions
- Any renegotiation of an S106 agreement concluded before April 2010 would be subject to these three ‘tests’ so is likely to be narrower in scope not wider.
- **But** no requirement on developer to agree variation – can ask for return of contribution with interest

Why should Highways Panels be interested in Section 106?

- Local accountability. LPA has key role in securing contributions
- Limited amounts of capital for Highways over the next few years.- need to ensure that all monies spent as effectively as possible
- Where S106 schemes lack sufficient funds to go ahead Panels could decide to put some of their own funds into those schemes if not, we may be looking at greater returns of S106

How CIL fits in

- District will be the Charging Authority (CA) for CIL. But can contract out administration to another authority etc
- To have a CIL, CA will have to establish an Infrastructure Delivery Schedule showing a gap between cost of infrastructure required by development and the total of all other likely sources of funding.
- A viability assessment all rates /boundaries to be justified by viability
- 2 rounds of consultation on draft CIL Charging Schedule
- Public inquiry

CIL and S106

- CA could start on CIL if its Local Plan is found ‘sound’ after Public Inquiry.
- Can also have Local Plan and CIL Schedule examined in a single PI but dangers in that.
- Reg123 list -what to be funded by S106 and what by CIL – can be changed by CA relatively quickly and easily
- Instalments policy determined by CA as above.

CIL- who's in charge?

- The Charging Authority is ultimately responsible but
- It will have to find a way to allocate the revenues from CIL between competing infrastructure uses and providers
- In commenting on Chelmsford and Colchester's draft Charging Schedules ECC has proposed a two tier structure – a decision making body involving senior Members and officers and an advisory group of officers which makes recommendations to the decision making body

Contact details

Keith Blackburn

Senior Infrastructure Funding Officer

01245 433245

keith.blackburn@essex.gov.uk

EssexWorks.

For a better quality of life

This page is intentionally left blank

ID	Division	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale Assuming smooth progress	RAG
1	BH&LS	Buckhurst Hill	Beech Lane, Buckhurst Hill	One way system along Beech Lane, giving traffic flow from A104 to High Road	TBC	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.	Historic scheme list	£25 - 30,000 costs associated with traffic calming, Traffic Regulation Order, signs and lining	9 months	Amber
2	BH&LS	Buckhurst Hill	Roding Lane/Loughton Way, Buckhurst Hill	Pedestrian facilities at signal junction Feasibility study agreed	Difficulty crossing road	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.	Historic scheme list	£5,000 feasibility study agreed ; £200,000 signal design and implementation	9 months	Amber
3	BH&LS	Buckhurst Hill	Westbury Road/Palmerston Road, Buckhurst Hill	Review of all traffic measures put in place	Mini-roundabout is perceived unsafe with one way road. See also Amberley Road / Russell Road.	Local opposition to one way road. High and unequal flows create confusion. 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. 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. May be benefit to review of area.	Historic scheme list	Feasibility study £5,000	6 months	Amber
4	BH&LS	Buckhurst Hill	Farm Way/Forest Edge/Station Way, Buckhurst Hill	Traffic calming on Station Way/Farm Way, junction warning signs or VASs	Collision history / speeding on approaches	Previously AR site - lining improved. Route not on strategic network but no suitable location for traffic calming. Adjacent to County Boundary. Speed of roads does not meet ECC VAS policy (2009). Likely view to VAS restricted by on-street parking. Unclear what engineering solution can be installed (short of signalisation ~150k).	Historic scheme list	VAS Signs: £6,000 approx. per sign. Traffic Calming £20-£30,000 £2K feasibility study Agreed	6 months	Red
5	BH&LS	Buckhurst Hill	Church Road / Russell Road / A121, High Road, Buckhurst Hill	Junction improvement	Unclear problem (congestion?), more information required	Install give way signs? Check accident stats. (pending validation)		2k	3 months	
6	BH&LS	Buckhurst Hill	Church Road/Stag Lane/Beech Lane	Traffic calming measures/One-way system	Narrow residential roads, affected by speeding traffic and parking	Scheme requires validation	New request	TBC	TBC	

Prioritisation Criteria for LHP



The following criteria have been used to prioritise the schemes across the various disciplines:

Improvement Schemes

All schemes prioritised by the strategic criteria identified within the Local Transport Plan (these have been identified as criteria to enable a simple appraisal of a scheme's alignment to the HST / ICS / EssexWorks objectives).

- Improves connectivity of development / regeneration areas (Weighted)
- Reduces journey times / improves reliability along major urban / inter urban routes (Weighted)
- Reduces the incidence / severity of collisions (Weighted)
- Increases the availability / awareness of travel choice
- Improves interchange between modes / services
- Reduces CO2 emissions
- Improves the management of freight
- Reduces travel impacts on the natural / built / historic environment
- Improves public perception of safety
- Protects the value of existing assets
- Improves asset safety / standard / resillience
- Improves journey experience
- Improves travel options for those with disabilities / mobility constraints
- Improves access to further education / jobs / services for those at risk of isolation
- Promotes healthier lifestyles
- Improves the quality of public spaces
- Improves access to strategic road network / major rail interchange
- Increases role of voluntary / charity sector in transport service provision
- Responds to a priority identified through public consultation

Bus Stop Improvements

Prioritisation ranked by:

- Safety and Security
- Accessibility - physical accessibility and using the bus as a means to access key services (healthcare, education, etc)
- Punctuality & Congestion
- Customer Environment - making bus travel more comfortable for existing and potential customers

Document Version:	A
Control Date:	31/08/12

Form Ref:	Criteria
	Page 1 of 2

EssexITS

Scheme identified and prioritised by Five Year Road Map, based on the following criteria.

- Revenue Cost: Cost of item per annum including communications (and power ?) costs
- Work Type: An indication of the type of work, number does not indicate preference just identification
- Congestion:
- Customer information:
- KSI / Safety:
- Carbon reduction:
- VFM:
- Equipment Reliability: Contribution to the a more reliable asset

Safer Roads

Prioritisation based on quantifiable collision history (intervention level based on four injury collisions in the most recent three-year period).

SCP

Prioritisation based on

- Duty of care to ECC employees working in the road (weighted)
- Volume of pedestrians
- Volume of traffic

PROW

Prioritisation based upon:

- To meet legal criteria such as the Equalities Act or where new routes have been added to the Definitive Map by legal process
- To improve important links in the PROW network and to help access key services
- To have the greatest impact on the greatest number of users, particularly the more vulnerable

Document Version:	A
Control Date:	31/08/12

Form Ref:	Criteria
	Page 2 of 2

This page is intentionally left blank

ID	Division	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale Assuming smooth progress	RAG
7	C&LB	Chigwell	Manor Road, Chigwell	VAS	Speeding	Request for VAS due to current high speeds. Proximity to school and support from local representatives. No adverse comments associated with this proposal, however agreement would need to be sought from the Parish Council for support in funding any future maintenance costs associated with the VAS	Historic scheme list	£3,500 mains powered VAS; £4,500 solar powered VAS	3 months	Amber
8	C&LB	Loughton	The Broadway, Loughton	Pedestrian guardrail at Thomas Willingale School	Pupils entering carriageway from new school exit.		Member of Public	2k	3 months	Amber
9	C&LB	Chigwell	Manor Road j/w Vicarage Lane, Chigwell	Junction improvement	Turning movements are difficult due to junction arrangement	There are stats in the area. It may be possible to install a mini-roundabout or alter the priority of the junction. Initial designs / liaison with stats companies to be undertaken before the scheme can be confirmed.	Historic scheme list	£6,000 feasibility design. Works ~ £40,000 £30K maximum agreed for scheme	9 months (total)	Amber
10	C&LB	Chigwell	A113 High Road; Dolphin Court, Chigwell	Pedestrian refuge	Difficult to cross	It was noted that there were reasonable gaps in traffic to allow pedestrians to cross safely at most times. Vehicle speeds are relatively low, 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 will be difficult. A refuge could be installed prior to the commencement of the filter lane in the area of Dolphin Court. On the Strategic Network - will require specific sign off.	Historic scheme list	£7,500 per pedestrian refuge	6 months	Amber
11	C&LB	Chigwell	Chigwell Rise, Chigwell	Traffic Calming on app to zebra crossings	Speeding.	Unclear where zebra crossings are. Chigwell Rise is strategic route - two collisions within residential stretch of route. Against Policy.	Member of Public	N/A	N/A	Red
12	C&LB	Chigwell	Gravel Lane, Chigwell	Speeding issues traffic calming	Speeding	60mph strategic route. Traffic calming against policy. Site being progressed as Yr. 1 Safety Scheme.	Member of Public	N/A	N/A	Red
13	C&LB	Chigwell	A123 Hainault Road, Chigwell	Traffic calming/speed reduction	Difficult to cross.	The road is too narrow for a refuge. Limited pedestrian flows formal crossing not appropriate (potentially dangerous). Traffic calming may help but the A123 is a priority 1 route, so traffic calming would be against policy.	Historic scheme list	N/A	N/A	Red
14	C&LB	Chigwell	B173 Manor Road j/w Stanwyck Road, Chigwell	Junction improvement/pedestrian refuge	Junction perceived as dangerous. Difficult to cross road.	(Pedestrian phasing has been installed at the junction of Manor Road and Fencepiece). Road too narrow for refuges. Could accommodate formal crossing, limited pedestrians crossing (park and nursery create demand). Altering the flow at the junction could improve the situation - this would have a knock-on effect so would require investigation. Any junctions changes could incorporate traffic calming elements. Strategic route any measures will require sign off.	Historic scheme list	£170,000 for puffin crossing, 10,000 for investigating flow patterns.	9 months	Red

ID	Division	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale Assuming smooth progress	RAG
15	C&LB	Chigwell	B173 Manor Road j/w Tomswood Road, Chigwell	Signal controlled crossing	Difficult to cross road	There is limited available locations due to the presence of crossovers. Not high pedestrian flows, no recorded collisions, perceived as dangerous due to traffic speed and behaviour. Consider signaling the junction with pedestrian phase. Traffic calming features could reduce the speed and improve safety for drivers. Strategic route, measures will require specific sign off.	Historic scheme list	£170,000 if a suitable location is found for a puffin crossing; £7,500 per refuge is an alternative, should a suitable location not be found; £40,000 zebra crossing	9 months	Red
16	C&LB	Chigwell	Turpins Lane, Chigwell	Signal controlled junction	Difficult to cross road	Request for crossing, however no suitable location. Alternative maybe to signalise Turpin's Road / Manor Road junction. High collision history at junction. Manor Road is on strategic network, so would require sign off.	Historic scheme list	200,000 for signal-controlled junction.	9 months	Red
17	C&LB	Chigwell	Gravel Lane j/w Maypole Drive, Chigwell	Junction improvements	Unclear problem	Already has existing junction protection. Extra signage could confuse drivers and add unnecessary street clutter	Historic scheme list	N/A	N/A	Red
18	C&LB	Chigwell	Oak Lodge/Grange Hill, Chigwell	Traffic calming	Speeding	Introduction of one or two speed humps. Application made in response to complaints received from the residents. Unclear location. More information required.	Historic scheme list	Approx. £15,000		Red

Division	Parish /Town Council	Site No	School	Location of patrol	Work required	Problem	Origin of request	Total Estimated Costs	Timescale	RAG
2	Loughton	10407	Thomas Willingale Primary School	Willingale Rd, Loughton	Extend school keep clear markings to bus stop	Issues raised with site safety assessment	Site safety assessment	1.18k	3 months	Green
3	Loughton	10404	Hereward Primary School	Colebrook Lane, Loughton	Parking restrictions opposite school to prevent parking on patrol site	Issues raised with site safety assessment	Site safety assessment	1.77k	6 months	Green

Division						
Ref No.	Division	Parish / Town Council	Location	Proposed Solution	Timescale	Cost (£) RAG
1	C&LB	Chigwell	Manor Road j/w Tomswood Road, Chigwell	Signalise junction (by SA2000) £179K, alternative scheme £30K	TBC	479k £30K Green
2	C&LB	Chigwell	Gravel Lane, Chigwell	Chevrons, verge markers and lines. Speed limit reduction (£3,000.00, FYRR 1762). Possible resurfacing (£30,000.00, FYRR 176).	TBC	3k Green
3	C&LB	Chigwell	Outside Patsalls, Pudding Lane, Chigwell	Improve drainage, Include Pudding Lane in winter gritting programme. Possible resurface.	TBC	30k Green

Prioritisation Criteria for LHP



The following criteria have been used to prioritise the schemes across the various disciplines:

Improvement Schemes

All schemes prioritised by the strategic criteria identified within the Local Transport Plan (these have been identified as criteria to enable a simple appraisal of a scheme's alignment to the HST / ICS / EssexWorks objectives).

- Improves connectivity of development / regeneration areas (Weighted)
- Reduces journey times / improves reliability along major urban / inter urban routes (Weighted)
- Reduces the incidence / severity of collisions (Weighted)
- Increases the availability / awareness of travel choice
- Improves interchange between modes / services
- Reduces CO2 emissions
- Improves the management of freight
- Reduces travel impacts on the natural / built / historic environment
- Improves public perception of safety
- Protects the value of existing assets
- Improves asset safety / standard / resillience
- Improves journey experience
- Improves travel options for those with disabilities / mobility constraints
- Improves access to further education / jobs / services for those at risk of isolation
- Promotes healthier lifestyles
- Improves the quality of public spaces
- Improves access to strategic road network / major rail interchange
- Increases role of voluntary / charity sector in transport service provision
- Responds to a priority identified through public consultation

Bus Stop Improvements

Prioritisation ranked by:

- Safety and Security
- Accessibility - physical accessibility and using the bus as a means to access key services (healthcare, education, etc)
- Punctuality & Congestion
- Customer Environment - making bus travel more comfortable for existing and potential customers

Document Version:	A
Control Date:	31/08/12

Form Ref:	Criteria
	Page 1 of 2

EssexITS

Scheme identified and prioritised by Five Year Road Map, based on the following criteria.

- Revenue Cost: Cost of item per annum including communications (and power ?) costs
- Work Type: An indication of the type of work, number does not indicate preference just identification
- Congestion:
- Customer information:
- KSI / Safety:
- Carbon reduction:
- VFM:
- Equipment Reliability: Contribution to the a more reliable asset

Safer Roads

Prioritisation based on quantifiable collision history (intervention level based on four injury collisions in the most recent three-year period).

SCP

Prioritisation based on

- Duty of care to ECC employees working in the road (weighted)
- Volume of pedestrians
- Volume of traffic

PROW

Prioritisation based upon:

- To meet legal criteria such as the Equalities Act or where new routes have been added to the Definitive Map by legal process
- To improve important links in the PROW network and to help access key services
- To have the greatest impact on the greatest number of users, particularly the more vulnerable

Document Version:	A
Control Date:	31/08/12

Form Ref:	Criteria
	Page 2 of 2

ID	Division	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale Assuming smooth progress	RAG
19	E&TB	Epping	Epping High Street, Southern end	Congestion management	Congestion	Unclear what can be done without more comprehensive investigation. Requires Feasibility Study		10k feasibility study	TBC	Amber
20	E&TB	Epping	Coopersale Common (between Brickfield and Institute Roads), Epping	Pedestrian refuge	Difficult to cross road.	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	Historic scheme list	£8,000 pedestrian refuge	6 months	Amber
21	E&TB	Epping	B1393 High Road/ Theydon Rd., Epping	Junction improvement	Unclear problem (congestion?), more information required	Unclear what issue is. This has recently been designated an Air Quality Management Area.		5k to investigate timings	N/A	Amber
22	E&TB	Epping	Hemnell-Street+4w Lane, Epping Town	Installation of pedestrian crossing	Difficult to cross road.	Unclear demand. Most appropriate location would require land to be taken from the Corporation of London to construct a new footway as well as possible statutory undertakers diversionary works. Pedestrian refuge may be more appropriate than a crossing. Land issues are likely to make project untenable.	Epping Society	£7,500 per pedestrian refuge; £80,000 for a controlled zebra crossing	1 year	Amber
23	E&TB	Epping	Town Green, Epping Town	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.	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	Historic scheme list	Approx. £2,000	3 months	Amber
24	E&TB	Epping	B181 Lindsey Street, Epping	Signal controlled junction	High speeds / difficult to cross.	Too narrow for 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. It must also be noted that the footway is narrow and the grass verge is the property of the Corporation of London. On Strategic network would require sign off.	Historic scheme list	£170,000 puffin crossing	9 months	Red
25	E&TB	Epping	Ivy Chimneys, Epping	Pedestrian refuge	Difficult to cross road	Pedestrian movements associated with school. In these circumstances a school crossing patrol is usually the best way of controlling and protecting these crossing movements. There is reduced visibility due to the road being on an incline with bends and carriageway width may be an issue. Unclear if this meets SCP requirements. On strategic route, will require sign off.	Historic scheme list	£8,000	6 months	Red

ID	Division	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale Assuming smooth progress	RAG
26	E&TB	Epping	Stonards Hill j/w Stewards Green Road, Epping	Junction improvements with Stewards Green Road	Unclear problem	Alignment and signage appear adequate.	Historic scheme list	N/A	N/A	Red
27	E&TB	North Weald Bassett	Woodside junction High Road, North Weald	Weight restriction. An island at the junction of Woodside and NM High Road	HGV's using route / perceived speeding.	Island is proposed to restrict HGV access, however HGV access is required for existing industrial units. Weight restriction / traffic calming not appropriate. PR2 against policy. Does not meet criteria for speed limit reduction.	Historic scheme list	£8,000	3 months	Red

ID	Division	Parish / Town Council	Location	Scheme	Other issues / comments	Timescale	Requested By	Estimated Cost	RAG
1	E&TB	Epping	High Street, Epping	Arrow signs for Leisure Center	If leisure centre requires sign they should fund it. No further action.			TBC	Red
2	E&TB	Epping	High Street / Hemmnall Street, Epping	Vet Hospital sign	No further action (unless paid for by vet).			TBC	Red

Division	Parish / Town Council	Location	Type of Scheme	Details of Scheme	Issues / Comments / Reason for Scheme	Scheme Origination	Approx Timescale	Estimated Cost	Priority (RAG)
1	E&TB Epping	Bus Stop: 1500CPSALE1b, Coopersale Turn. Address: Epping Road, Epping.	BSI	Install new wooden bus shelter.	Several bus stop users have requested a shelter for the stop to protect them from the elements. (Hard standing and raised kerbs installed at this stop in 2011/12.)	Requested by members of the public	3 months	£7,500	Amber

Division	Parish /Town Council	Site No	School	Location of patrol	Work required	Problem	Origin of request	Total Estimated Costs	Timescale	RAG
E&TB	Epping	10415	Epping Primary School	Coronation Hill, Epping (zebra)	Parking restrictions to prevent parking on site - <i>check signs</i>	Issues raised with site safety assessment	Site safety assessment	1.77k	3 months	Green
E&TB	Epping	10412	Ivy Chimneys Primary School	Centre Drive, Epping	Parking restrictions at site to prevent parking on site and in immediate vicinity	Issues raised with site safety assessment	Site safety assessment	1.77k	6 months	Green

Prioritisation Criteria for LHP



The following criteria have been used to prioritise the schemes across the various disciplines:

Improvement Schemes

All schemes prioritised by the strategic criteria identified within the Local Transport Plan (these have been identified as criteria to enable a simple appraisal of a scheme's alignment to the HST / ICS / EssexWorks objectives).

- Improves connectivity of development / regeneration areas (Weighted)
- Reduces journey times / improves reliability along major urban / inter urban routes (Weighted)
- Reduces the incidence / severity of collisions (Weighted)
- Increases the availability / awareness of travel choice
- Improves interchange between modes / services
- Reduces CO2 emissions
- Improves the management of freight
- Reduces travel impacts on the natural / built / historic environment
- Improves public perception of safety
- Protects the value of existing assets
- Improves asset safety / standard / resillience
- Improves journey experience
- Improves travel options for those with disabilities / mobility constraints
- Improves access to further education / jobs / services for those at risk of isolation
- Promotes healthier lifestyles
- Improves the quality of public spaces
- Improves access to strategic road network / major rail interchange
- Increases role of voluntary / charity sector in transport service provision
- Responds to a priority identified through public consultation

Bus Stop Improvements

Prioritisation ranked by:

- Safety and Security
- Accessibility - physical accessibility and using the bus as a means to access key services (healthcare, education, etc)
- Punctuality & Congestion
- Customer Environment - making bus travel more comfortable for existing and potential customers

Document Version:	A
Control Date:	31/08/12

Form Ref:	Criteria
	Page 1 of 2

EssexITS

Scheme identified and prioritised by Five Year Road Map, based on the following criteria.

- Revenue Cost: Cost of item per annum including communications (and power ?) costs
- Work Type: An indication of the type of work, number does not indicate preference just identification
- Congestion:
- Customer information:
- KSI / Safety:
- Carbon reduction:
- VFM:
- Equipment Reliability: Contribution to the a more reliable asset

Safer Roads

Prioritisation based on quantifiable collision history (intervention level based on four injury collisions in the most recent three-year period).

SCP

Prioritisation based on

- Duty of care to ECC employees working in the road (weighted)
- Volume of pedestrians
- Volume of traffic

PROW

Prioritisation based upon:

- To meet legal criteria such as the Equalities Act or where new routes have been added to the Definitive Map by legal process
- To improve important links in the PROW network and to help access key services
- To have the greatest impact on the greatest number of users, particularly the more vulnerable

Document Version:	A
Control Date:	31/08/12

Form Ref:	Criteria
	Page 2 of 2

This page is intentionally left blank

ID	Division	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale Assuming smooth progress	RAG
28	LC	Loughton	Pyres Lane Service Road	Speed/traffic reduction		Scheme validation - Recommend raised speed tables/humps along length of service road (approx 100m). Allow for 3 x speed humps, full width across road, 25m spacings. Tables to finish approx 20mm from kerb face so as to eliminate drainage remedials and to remove the trip hazard to pedestrians. A streetlighting column will also need to be erected at each table location. Cost: £30k including warning signs, electrical connectors, and costs related to consultation. Timescale 12 months – including consultation	New request Town Council	£30k	12 months	Green
29	LC	Loughton	A1168, Rectory Lane/ Borders Lane/ The Broadway, Loughton	Junction improvement	Peak period congestion. 5+ collisions.	Currently two mini-roundabout junctions. Queue survey? Investigate? See IT360. Appears to be an issue with vehicles turning into / out of Barrington Green blocking roundabout - this could be rat-running by vehicles attempting to avoid the Broadway. It may be possible to stop up Barrington Road, or to make it left-turn out only. An Origin-Departure survey would give more information. It may be necessary to review impact on adjacent junctions on Rectory Lane.		7k investigation	1 year	Amber
30	LC	Loughton	A1168, Rectory Lane/ Westall Road, Loughton	Junction improvement	Congestion.	Review parking restrictions. Parking restrictions required (road used by commuters). Turning count may show need for a mini-roundabout although layout is not ideal (essentially a five-arm junction). Maintenance required. See also IT359		3k investigation	1 year	Amber
31	LC	Loughton	Loughton High Road j/w The Drive, Loughton	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.	Congestion.	All vehicles exiting from Brooklyn Parade should be required to turn left into Brooklyn Avenue. Current speed limit 30mph. This will improve highway safety, reduce congestion and is supported by the Town Council. This project was part of a 2008/2009 'Congestion Busting' scheme, which was widely unsupported by various group because of the proposal to remove parking. Officers have concerns about introducing 'left turn only' from Brooklyn Parade, as this may cause dangerous manoeuvres. Officers suggest an investigation is carried out on the timings of the lights at peak hours to reduce the use of Brooklyn Parade. Until further investigations are carried out it is difficult for Officers to put forward proposals that differ significantly from the 'Congestion busting' scheme proposed in 2008/9	Historic scheme list	£10,000 investigation costs	3 months investigation	Amber
32	LC	Loughton	Barrington Road (j/w Doubleday Road), Loughton	Dropped kerb location x2	Difficult to cross		Historic scheme list	£2000 per pair	3 months	Amber
33	LC	Loughton	Sandford Avenue (j/w Westall Road), Loughton	Dropped kerb location x2	Difficult to cross		Historic scheme list	£2000 per pair	3 months	Amber
34	LC	Loughton	Colebrook Lane (j/w Westall Road), Loughton	Dropped kerb location x2 (one of these on 'south' side of Westall Road)	Difficult to cross		Historic scheme list	£2000 per pair	3 months	Amber

ID	Division	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale Assuming smooth progress	RAG
35	LC	Loughton	Harvey Gardens (j/w Colebrook Lane), Loughton	Dropped kerb location x2	Difficult to cross		Historic scheme list	£2000 per pair	3 months	Amber
36	LC	Loughton	Conyers Way (j/w Colebrook Lane), Loughton	Dropped kerb location x2	Difficult to cross		Historic scheme list	£2000 per pair	3 months	Amber
37	LC	Loughton	Traps Hill/Alderton Hill/Borders Lane	Mini-roundabout and pedestrian refuge islands		Scheme requires validation - Now Validated	New request Town Council	£50k	12 months	Amber
38	LC	Loughton	Earls Path, Loughton	traffic calming Measures after Road Death	Speeding-HGV signage	Investigated by Safety Team following fatality. They could not find an appropriate engineering solution. Speed limit to be altered as part of EF Review. Traffic calming against policy.	Member of Public	Awaiting confirmation of scheme from Area Office	N/A	Red
39	LC	Loughton	A121 High Road (near Spring Grove), Loughton	Signal controlled crossing	High volumes crossing road at school times.	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. On the Strategic Network - will require specific sign off.	Historic scheme list	£170,000+ for the installation of a Puffin Crossing £10,000 feasibility study	9 months	Red
40	LC	Loughton	Church Hill (Northeast of the Uplands), Loughton	Signal controlled crossing	Difficult to cross road	High pedestrian and vehicle flows. Signal-controlled crossing most appropriate at this location. 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. On PR2, will require formal sign off.	Historic scheme list Supported by Councillor Mrs C Pond	£150,000	9 months	Red
41	LC	Loughton	Pyrles Lane, Loughton	Pedestrian refuge	Difficulty crossing road	A crossing near the shops would require removal of parking and receive objections. A crossing elsewhere would be away from the desire line so would not be used. Pedestrian flows are high throughout most of the day, traffic flows are low allowing pedestrians to cross in the gaps without using a formal crossing. Recommended no further action. On Strategic network so would require sign off.	Historic scheme list	£7,500	6 months	Red
42	LC	Loughton	Alderton Hill, Loughton	Pedestrian refuge	Difficult to cross road	Location limited by accesses. Suggest pedestrian refuge be provided on Borders Lane east of The Hawthorns, subject to sufficient road width. An additional pedestrian refuge south of Borders Lane again subject to sufficient road width and visibility. On PR2, so will require formal sign off.	Historic scheme list	£12,000	6 months	Red

ID	Division	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale Assuming smooth progress	RAG
43	LC	Loughton	Goldings Hill, Loughton	Pedestrian crossing	Difficult to cross road.	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.	Historic scheme list	£40,000 for zebra crossing	9 months	Red
44	LC	Loughton	Albion Hill, Loughton	One way road	Congestion	Likely to increase speeds / reduce road safety.	Historic scheme list	£3,500 Traffic Regulation Order	N/A	Red
45	LC	Loughton	Alderton Hall Lane, south of junction with The Lindens	"Jockey Rail" to protect verge from parked vehicles		Scheme requires validation - extent of scheme now confirmed.	New request Town Council	£3,000 TBC	TBC	
46	LC	Loughton	Debden Lane	Speed limits 30mph/bend priority scheme/ Vehicle Activated Sign		Scheme requires validation Engineer: Debden Lane is currently 30mph/40mph. The 30mph section is quite tight and narrow, however the road markings are sufficient for the type of road (no centre line, clear edge lines). Which speed limit is requested to be looked at? What is meant by "Bend priority scheme"? Is the VAS to combat speeding traffic (i.e. 30mph legend) or another issue (such as bend warning sign)? Can we have locations/plans/sketches showing the areas of concern please?	New request Town Council	TBC	TBC	

Division		Parish / Town Council	Location	Proposed Solution	Timescale	Cost (£)	RAG
4	Ref No.	LC					
	22	Loughton	High Rd jw Forest Rd, Loughton	Parking enforcement, central island and ETP engagement	TBC	5k	Green

Prioritisation Criteria for LHP



The following criteria have been used to prioritise the schemes across the various disciplines:

Improvement Schemes

All schemes prioritised by the strategic criteria identified within the Local Transport Plan (these have been identified as criteria to enable a simple appraisal of a scheme's alignment to the HST / ICS / EssexWorks objectives).

- Improves connectivity of development / regeneration areas (Weighted)
- Reduces journey times / improves reliability along major urban / inter urban routes (Weighted)
- Reduces the incidence / severity of collisions (Weighted)
- Increases the availability / awareness of travel choice
- Improves interchange between modes / services
- Reduces CO2 emissions
- Improves the management of freight
- Reduces travel impacts on the natural / built / historic environment
- Improves public perception of safety
- Protects the value of existing assets
- Improves asset safety / standard / resillience
- Improves journey experience
- Improves travel options for those with disabilities / mobility constraints
- Improves access to further education / jobs / services for those at risk of isolation
- Promotes healthier lifestyles
- Improves the quality of public spaces
- Improves access to strategic road network / major rail interchange
- Increases role of voluntary / charity sector in transport service provision
- Responds to a priority identified through public consultation

Bus Stop Improvements

Prioritisation ranked by:

- Safety and Security
- Accessibility - physical accessibility and using the bus as a means to access key services (healthcare, education, etc)
- Punctuality & Congestion
- Customer Environment - making bus travel more comfortable for existing and potential customers

Document Version:	A
Control Date:	31/08/12

Form Ref:	Criteria
	Page 1 of 2

EssexITS

Scheme identified and prioritised by Five Year Road Map, based on the following criteria.

- Revenue Cost: Cost of item per annum including communications (and power ?) costs
- Work Type: An indication of the type of work, number does not indicate preference just identification
- Congestion:
- Customer information:
- KSI / Safety:
- Carbon reduction:
- VFM:
- Equipment Reliability: Contribution to the a more reliable asset

Safer Roads

Prioritisation based on quantifiable collision history (intervention level based on four injury collisions in the most recent three-year period).

SCP

Prioritisation based on

- Duty of care to ECC employees working in the road (weighted)
- Volume of pedestrians
- Volume of traffic

PROW

Prioritisation based upon:

- To meet legal criteria such as the Equalities Act or where new routes have been added to the Definitive Map by legal process
- To improve important links in the PROW network and to help access key services
- To have the greatest impact on the greatest number of users, particularly the more vulnerable

Document Version:	A
Control Date:	31/08/12

Form Ref:	Criteria
	Page 2 of 2

ID	Division	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale Assuming smooth progress	RAG
47	NW&N	Nazeing	B194 Nazeing New Road/North Street/Middle Street, Lower Nazeing	Junction improvement/Road Markings	Slight misalignment of north/south route Guidance arrows on carriageway to ensure cars turning right in each direction pass behind each other rather than in front	Staggered junction in North/South direction causing problems for vehicles turning right.		5k to investigate timings/guidance arrows	N/A	Amber
48	NW&N	Nazeing	St Leonard's Road, Nazeing	Village Gateway and repositioning of VAS	Speeding	A VAS was positioned some 100m North of Taisfield 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 leading to high approach speeds. 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 (may need to be custom made), but should be Parish responsibility.	Historic scheme list	£15,000	6 months	Amber
49	NW&N	Nazeing	Nazeing Road, Nazeing	Installation of pedestrian crossing (zebra) adjacent to the present exits from St Giles car park and Nazeingbury Parade.	Currently users of the Church car park, preschool parents and pupils and residents of Elizabeth Close and Nazeing Road weave their way between traffic. They don't walk to the lights at Nazeingbury crossroads.	One advantage of a crossing would be a reduction of the parking on the verges by heavy lorries while the drivers visits the shops. Officers have concerns with the proximity of a proposed crossing to the existing traffic signals at the Nazeing crossroads	Historic scheme list	£80,000 for a controlled zebra crossing. £50,000 for zebra crossing, if feasible	9 months	Amber
50	NW&N	Epping Upland	B181 junction with Upland Road to Chequers, Epping Upland	From Chequers to B181 junction with Upland Road - traffic calming (eg: change priority of B181 and Upland Road junction/road surfaces, rumble strips approaching bend, speed reduction as for the 'Chambers Manor' corner, signing (e.g., bend, ice) and crash barriers, where feasible)	There have been a number of accidents involving vehicles leaving the carriageway. Residents are concerned due to the increase in traffic.	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.	Historic scheme list	£2,500 signing/lining scheme; £20,000 anti-skid application on bends	6 months	Amber
51	NW&N	North Weald Bassett	Wellington Road and Hampden Close, North Weald	Traffic calming and parking restrictions	Rat running (and on street parking restricting visibility). Speed humps not supported need alternative solution.	Existing junction protection in force (sections of 'no waiting at any time' restrictions). Difficult to locate traffic calming due to accesses / parking. Will require consultation - unlikely to be popular	Historic scheme list	TBC	Over 1 year	Amber
53	NW&N	Sheering	Luxford Place, Sheering	Waiting restrictions	Commercial vehicles parking in Luxford Place	For parking partnership (not panel).	Historic scheme list	£3,500 waiting restrictions	N/A	Red
54	NW&N	Roydon	Church Mead junction with High Street, Roydon	Junction protection	Commuter parking blocking visibility.	LHP Agreed that restriction is required but this should be passed to the parking partnership. However ECC do not install junction protection unless there is a proven safety issue due to maintenance issues.	Historic scheme list	Passed to Parking Partnership. (Estimated cost Approx. £3,000)	6 months	Red
55	NW&N	North Weald Bassett	A414 Canes lane j/w Vicarage Lane	Replace one-way system with an alternative solution allowing two-way access		Min RAB scheme validated but high cost £1,000,000, so need to look at alternatives. Scheme require validation.	New request Parish Council	TBC	2 years	red

ID	Division	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale Assuming smooth progress	RAG
56	NW&N	Hastingwood	Mill Street	New footway and lowering of speed limit	Mill street used as an alternative route between Harlow and M11	Scheme validated - fro 500m of 2m footway	New request Parish Council	£100k (But may also require Stats diversion and land purchase costs)	TBC	red
57	NW&N	Nazeing	Middle Street (to link Bumbles green to PROW FP59), Bumbles Green	New footway on south side of road	Narrow road	Scheme requires validation	New request Parish Council	£30k (provisional, depending on answers/further info from LHP)	3 months (provisional)	
58	NW&N	Nazeing	Middle Street/St Leonards Road	Weight restrictions	To limit HGV traffic through Nazeing or could put up more advanced signage for existing weight restrictions on North Street/Nazeing Road	Scheme requires validation Engineer: Additional information required - Are HGV's are getting stuck in the village? Is the village being used as a rat run? Speeding? Require more information please. Nazeing Rd has an existing 7.5T weight restriction. North St, Middle St and St Leonards Rd do not appear to have existing weight restrictions.	New request Parish Council	TBC	TBC	
59	NW&N	Hastingwood	Hastingwood Road	HGV restriction 19:30 to 18:30hrs		Scheme requires validation Engineer: Please clarify times - do you mean 0930 to 1830? What is the issue to be addressed? Is the route a rat run avoiding the M11 junction?	New request Parish Council	£10,000 TBC	TBC	
60	NW&N	North Weald Bassett	Wellington Road and Hampden Close, North Weald	Parking restrictions on Saturdays	To alleviate problems from Saturday Market	Scheme requires validation/parking partnership. Engineer: Estimate rat running to be via Vicarage Ln West/Church Lane, rather than the preferred High Rd route? Does rat-running occur in both directions? If it is an issue in one direction only, then a priority arrangement/small build-out to slow rat-running traffic before it passes the area in question. Build-outs/other calming not utilising humps would be very difficult to install due to the number and proximity of side roads and accesses. Parking restrictions are possible however hard to justify as there is zero 3-year PIA accident record, and it looks like several houses have no off-road parking; further restrictions will force people to park on verges or other less appropriate places. (Unless parking problems are not caused by residents, or are at specific times)	New request Parish Council	TBC	TBC	
61	NW&N	Nazeing	Common Road /Waltham Road, Bumbles Green	Traffic Calming	Busy distributor road, deceptive bends with frequent accidents	Scheme requires validation Engineer: Road appears to have good visibility etc. - lack of lighting may be an issue and require refurbished road markings. Need more information from Panel (what they want and why)? Can we have a plan showing the extents of the request?	New request Parish Council	TBC	TBC	

ID	Division	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale Assuming smooth progress	RAG
62	NW&N	Epping Upland	B182 j/w B181	Review of signage - possible replacement required of missing signs at Bury Farm which is a Maintenance Issue.	Vehicles travel at speed down hill	Scheme requires validation	New request Parish Council	£3,000 TBC	TBC	
63	NW&N	Epping Upland	B181 Cobbins Bridge	Priority working over bridge	Narrow bridge, causing problems when two vehicles try to pass	Could look at Vehicle Activated Signs, but these would require funds for on-going maintenance	New request Parish Council	£3,500 per VAS plus Maintenance costs	TBC	
64	NW&N	Sheering	Sheering Lower Road	Traffic calming measures	VAS Sign half way down road and existing speed limit 30 mph this does not seem to be adhered to and the sign is ineffective.	Scheme requires validation	New request Parish Council	TBC	TBC	
65	NW&N	Roydon	Harlow Road nr j/w High Street	Pedestrian Crossing	Difficulties crossing the road	Scheme requires validation	Historic request Parish Council	TBC	TBC	
66	NW&N	Roydon	Hamlet Hill	Relocate Vehicle Activated Sign	request to move to a location further down the hill where vehicles build up speed	Scheme requires validation	New request Parish Council	TBC	TBC	

Division	Parish /Town Council	Site No	School	Location of patrol	Work required	Problem	Origin of request	Total Estimated Costs	Timescale	RAG
6	Roydon	10413	Roydon Primary School	Epping Rd, Roydon	Extend school keep clear markings	Issues raised with site safety assessment	Site safety assessment	1.2k	3 months	Green

Division	Parish / Town Council	PROW Number	Parish	Status	Scheme	Problem	By	From	Timescale	Cost (£)	Notes	RAG
1	North Weald Bassett	36	North Weald Bassett	Byway	Surface and drainage improvements	Heavily rutted and waterlogged. This is a byway open to all traffic, so vehicles are legally entitled to use it, with resultant damage to the surface, which is completely unhardened. There are ruts throughout the byway, which are approximately 12 – 18 inches deep and in places there are deeper holes. This combined with the side growth makes passage on foot difficult and even harder on horseback.	Essex Highways	Internal	6 weeks	30k	Improvements to the sub base, wearing course and improvements to the drainage system to enable the byway to tolerate passage by the various types of users and the increase in volume of traffic.	Green

Prioritisation Criteria for LHP



The following criteria have been used to prioritise the schemes across the various disciplines:

Improvement Schemes

All schemes prioritised by the strategic criteria identified within the Local Transport Plan (these have been identified as criteria to enable a simple appraisal of a scheme's alignment to the HST / ICS / EssexWorks objectives).

- Improves connectivity of development / regeneration areas (Weighted)
- Reduces journey times / improves reliability along major urban / inter urban routes (Weighted)
- Reduces the incidence / severity of collisions (Weighted)
- Increases the availability / awareness of travel choice
- Improves interchange between modes / services
- Reduces CO2 emissions
- Improves the management of freight
- Reduces travel impacts on the natural / built / historic environment
- Improves public perception of safety
- Protects the value of existing assets
- Improves asset safety / standard / resillience
- Improves journey experience
- Improves travel options for those with disabilities / mobility constraints
- Improves access to further education / jobs / services for those at risk of isolation
- Promotes healthier lifestyles
- Improves the quality of public spaces
- Improves access to strategic road network / major rail interchange
- Increases role of voluntary / charity sector in transport service provision
- Responds to a priority identified through public consultation

Bus Stop Improvements

Prioritisation ranked by:

- Safety and Security
- Accessibility - physical accessibility and using the bus as a means to access key services (healthcare, education, etc)
- Punctuality & Congestion
- Customer Environment - making bus travel more comfortable for existing and potential customers

Document Version:	A
Control Date:	31/08/12

Form Ref:	Criteria
	Page 1 of 2

EssexITS

Scheme identified and prioritised by Five Year Road Map, based on the following criteria.

- Revenue Cost: Cost of item per annum including communications (and power ?) costs
- Work Type: An indication of the type of work, number does not indicate preference just identification
- Congestion:
- Customer information:
- KSI / Safety:
- Carbon reduction:
- VFM:
- Equipment Reliability: Contribution to the a more reliable asset

Safer Roads

Prioritisation based on quantifiable collision history (intervention level based on four injury collisions in the most recent three-year period).

SCP

Prioritisation based on

- Duty of care to ECC employees working in the road (weighted)
- Volume of pedestrians
- Volume of traffic

PROW

Prioritisation based upon:

- To meet legal criteria such as the Equalities Act or where new routes have been added to the Definitive Map by legal process
- To improve important links in the PROW network and to help access key services
- To have the greatest impact on the greatest number of users, particularly the more vulnerable

Document Version:	A
Control Date:	31/08/12

Form Ref:	Criteria
	Page 2 of 2

This page is intentionally left blank

ID	Division	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated smooth progress	RAG
67	O&R	Fyfield	B184, Fyfield	2 x VAS either end of 30mph zone	Speeding	On the B184 Ongar/Dunmow Road the speed limit was reduced from 40mph to 30mph through the main drag of Fyfield in 2007. Whilst the 30mph limit has made some improvements, residents hope to enhance the scheme within 2 speed activated signs at either end of the 30mph zone. The Parish Council would prefer two solar powered mobile units. The locations will need to be determined by a speed survey to ensure that the proposal meets with Essex County Council criterion.	Historic scheme list	£4,500 for solar powered VAS	3 months	Amber
68	O&R	Moreton, Bobbingworth and the Lavers	Little Laver Road adj Threeways property, Moreton, Bobbingworth & The Lavers	Installation of kerbing to control and divert excess water	Flooding of property from highways land.	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	Historic scheme list	£5,000	3 months	Amber
69	O&R	Stapleford Abbots	B172, Abridge and Stapleford Abbots	Removal of weight restriction	TBC	This is likely to lead to rat running of London traffic towards the A414 via Ongar (however it has also been raised the fact that the Police can't enforce the weight restriction on Hook Lane owing to the signage). Officers have looked at the Department have looked at the TR0 and it appears that old Epping TR0 needs to be amended to enable enforcement. Awaiting freight management strategy.	Historic scheme list	N/A	N/A	Red
70	O&R	Stapleford Abbots	Near primary school, Stapleford Abbots	Pedestrian crossing, exact scheme TBC	Difficult to cross road.	On strategic route network - will require sign off.	Historic scheme list	If it is a zebra crossing approx. £20,000. A Puffin would be approx. £90,000 (+£20,000 for design)	9 months	Red
71	O&R	High Ongar	The Street, High Ongar	Parish gateway signs (entering from East)	None	Gateway signs should be parish responsibility. Maintenance issues. No further action.	Historic scheme list	N/A	N/A	Red
72	O&R	Lambourne	A113 Ongar Road, Abridge	Access to Hillmans Cottages		Scheme requires validation/parking partnership. Engineer: Additional information required	New request Parish Council	TBC	TBC	
73	O&R	Lambourne	A113 Ongar Road, Abridge	Access to Stapleford Airfield		Scheme requires validation/parking partnership. Engineer: Additional information required	New request Parish Council	TBC	TBC	
74	O&R	Stanford Rivers	A113 London Road j/w Shonks Mill Road	Junction improvements		Scheme requires validation/parking partnership. Engineer: Additional information required	New request Parish Council	TBC	TBC	
75	O&R	Stanford Rivers	A113 Romford Road, Bridge Farm	Flooding at bridge		Scheme requires validation	New request Parish Council	TBC	TBC	

ID	Division	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale Assuming smooth progress	RAG
76	O&R	Stanford Rivers	A113 London Road	Vehicles over-taking within village		Scheme requires validation	New request Parish Council	TBC	TBC	
77	O&R	Moreton, Bobbingworth and the Lavers	Bridge Road, Moreton	HGV restriction on bridge		Scheme requires validation	New request Parish Council	TBC	TBC	
78	O&R	Moreton, Bobbingworth and the Lavers	Church Road, Moreton	Vehicle activated sign o/s school		Scheme requires validation	New request Parish Council	£3,500 TBC	TBC	
79	O&R	Moreton, Bobbingworth and the Lavers	Pedlars End	New footway		Scheme requires validation	New request Parish Council	TBC	TBC	
80	O&R	Ongar	Greensted Road, Chipping Ongar	Vehicle activated Sign/speed reduction		Scheme requires validation	New request Parish Council	TBC	TBC	
81	O&R	High Ongar	A414 Chelmsford Road	Safety review	Accidents at Milestones	Scheme requires validation/Parking Partnership	New request Parish Council	TBC	TBC	
82	O&R	High Ongar	Mill Lane	Relocate Not suitable for HGV's sign to Hallsford Bridge Road	Signage	Scheme requires validation	New request Parish Council	£500 TBC	TBC	
83	O&R	Fyfield	B184 Dummow Road	Vehicle activated sign	Speeding	Scheme requires validation	New request Parish Council	£3,500 TBC	TBC	
84	O&R	Moreton, Bobbingworth and the Lavers	Bobbingworth Mill, Bovingier	Village Gateway Signage/Speed Signage	Speeding vehicles through community of 17 properties	Scheme requires validation	Residents request	TBC	TBC	

ID	Division	Parish / Town Council	Location	Scheme	Other issues / comments	Timescale	Requested By	Estimated Cost	RAG
3	O&R	Stapleford Abbotts	Passingford Bridge, Stapleford Abbotts	Airport sign	Suggest that a sign here would not be appropriate as there is no onward signing			5k for signing review	Amber
4	O&R	Ongar	Moreton Road, Shelley Common, Ongar	horse warning signs	Specific locations required			0.5k	Amber
5	O&R	Lambourne	Various in Manor Road, Lambourne	Slow Signs	PR2 Road - no obvious hazards / locations for slow markings. Unclear where they would be installed.			0.5k	Amber
6	O&R	Lambourne	London Road and Ongar Road, Abridge	Village gateways	Gateway signs should be parish responsibility			2k	Red
7	O&R	Bobbingworth, Moreton & the Lavers	Bobbingworth Mill, Moreton, Bobbingworth & The Lavers	Village/Gateway signs	Gateway signs should be parish responsibility			2k	Red

Division	Parish / Town Council	PROW Number	Parish	Status	Scheme	Problem	By	From	Timescale	Cost (£)	Notes	RAG
2	O&R	Moreton	Moreton	Byway	Filling ruts and surfacing	Heavily rutted and waterlogged. Only passable to skilled off road motorised users	Essex Highways	Internal	6 weeks	30k	Filling ruts and surface to fix existing damage	Green
3	O&R	Fyfield	Abbess Roding/ Fyfield	Byway	Surface and drainage improvements	Heavily rutted and waterlogged. Only passable to skilled off road motorised users	Essex Highways	Internal	6 weeks	40k	Improvements to the sub base, wearing course and improvements to the drainage system to enable the byway to tolerate passage by the various types of users and the increase in volume of traffic.	Amber
4	O&R	Ongar / High Ongar	Ongar / High Ongar	Footpath	Bridge widening	Bridge requires widening and provision of slope to replace existing steps, route heavily used by number of elderly users to access shops and other services in Ongar, alternative route is along A414	Essex Highways	MoP	1 year	37k	Bridge requires widening and provision of slope to replace existing steps, route heavily used by number of elderly users to access shops and other services in Ongar, alternative route is along A414	Amber

Division		Parish / Town Council	Location	Proposed Solution	Timescale	Cost (£)	RAG	
Ref No.								
5	20	O&R	Theydon Garmon	Mount Road j/w Banks Lane, Mount End	Junction re-alignment, signs and lines	TBC	30k	Green

Prioritisation Criteria for LHP



The following criteria have been used to prioritise the schemes across the various disciplines:

Improvement Schemes

All schemes prioritised by the strategic criteria identified within the Local Transport Plan (these have been identified as criteria to enable a simple appraisal of a scheme's alignment to the HST / ICS / EssexWorks objectives).

- Improves connectivity of development / regeneration areas (Weighted)
- Reduces journey times / improves reliability along major urban / inter urban routes (Weighted)
- Reduces the incidence / severity of collisions (Weighted)
- Increases the availability / awareness of travel choice
- Improves interchange between modes / services
- Reduces CO2 emissions
- Improves the management of freight
- Reduces travel impacts on the natural / built / historic environment
- Improves public perception of safety
- Protects the value of existing assets
- Improves asset safety / standard / resillience
- Improves journey experience
- Improves travel options for those with disabilities / mobility constraints
- Improves access to further education / jobs / services for those at risk of isolation
- Promotes healthier lifestyles
- Improves the quality of public spaces
- Improves access to strategic road network / major rail interchange
- Increases role of voluntary / charity sector in transport service provision
- Responds to a priority identified through public consultation

Bus Stop Improvements

Prioritisation ranked by:

- Safety and Security
- Accessibility - physical accessibility and using the bus as a means to access key services (healthcare, education, etc)
- Punctuality & Congestion
- Customer Environment - making bus travel more comfortable for existing and potential customers

Document Version:	A
Control Date:	31/08/12

Form Ref:	Criteria
	Page 1 of 2

EssexITS

Scheme identified and prioritised by Five Year Road Map, based on the following criteria.

- Revenue Cost: Cost of item per annum including communications (and power ?) costs
- Work Type: An indication of the type of work, number does not indicate preference just identification
- Congestion:
- Customer information:
- KSI / Safety:
- Carbon reduction:
- VFM:
- Equipment Reliability: Contribution to the a more reliable asset

Safer Roads

Prioritisation based on quantifiable collision history (intervention level based on four injury collisions in the most recent three-year period).

SCP

Prioritisation based on

- Duty of care to ECC employees working in the road (weighted)
- Volume of pedestrians
- Volume of traffic

PROW

Prioritisation based upon:

- To meet legal criteria such as the Equalities Act or where new routes have been added to the Definitive Map by legal process
- To improve important links in the PROW network and to help access key services
- To have the greatest impact on the greatest number of users, particularly the more vulnerable

Document Version:	A
Control Date:	31/08/12

Form Ref:	Criteria
	Page 2 of 2

This page is intentionally left blank

ID	Division	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale Assuming smooth progress	RAG
85	WA	Waltham Abbey	A121, Highbridge Street / B194, Beaulieu Drive, Waltham Abbey,	Junction improvement/pedestrian and cyclist refuge	Unclear problem (congestion?), more information required	Unclear what issue is. V. close to Herts border. Engineer's site visit suggested that proposal would not fit within highway constraints. Narrowing strategic route would be against policy. No feasible method for crossing point - cycle routes can be provided along footway.		5k to investigate timings	N/A	Amber
86	WA	Waltham Abbey	Roundhills, Waltham Abbey	Elderly crossing sign-or-read-humps	Perceived speeding	A scheme such as road humps would need to be incorporated throughout the whole estate and not in isolation to ensure the impact of reducing vehicle speeds as desired	Historic scheme list	£1,000-1,500 per sign; £40,000 for humps	Sign 3 months; humps 9 months	Amber
87	WA	Waltham Abbey	Honey Lane, Waltham Abbey	Installation of pedestrian crossing, VAS and additional yellow lines	Speeding. Collision history.	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 as the approach to the crossing and mini-roundabout. The current speed limit is 30mph but is not adhered to and rarely enforced. Appropriate location has yet to be defined. On Strategic Route Network so will require formal sign off.	Petition	N/A	N/A	Red
88	WA	Waltham Abbey	Crooked Mile, North of Saxon Way and / or Crooked Mile, North of Monkswood Avenue, Waltham Abbey	Signal controlled crossing (s) feasibility study	Road safety	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/carrageway realignment to maintain the current traffic lane capacity. Further investigation will be required to access the impact and safe location of such a facility. On Strategic network, will require sign off.	Historic scheme list	£250,000 for the installation of Puffin Crossings either side of the carrageway (Saxon Way). £150,000 for upgrading existing signals (Monkswood Ave) FEASIBILITY study £5k	9 months	Red
89	WA	Waltham Abbey	Crooked Mile (Harold Crescent), Waltham Abbey	Signal-controlled-crossing/pedestrian refuge	Difficulty crossing road	A pedestrian refuge is provided to the north of Harold Cr, desire line is south of the junction. As vehicle speeds are recorded as higher than 35mph a signalised pedestrian crossing would be more appropriate than a Zebra crossing. New crossing should be proposed further North from the existing dropped kerbs, on the traffic island, to avoid vehicle crossovers either side. On Strategic network so would require sign off.	Historic scheme list	£7,500 to amend existing vehicle splitter island where appropriate	6 months	Red

ID	Division	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale Assuming smooth progress	RAG
90	WA	Waltham Abbey	Honey Lane (Wood Green Road), Waltham Abbey	Pedestrian crossing/Speed Control Measures	Difficult to cross road/Speeding	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 is taken . Very fast road with no footway on North side of Honey Lane. Nowhere to cross to. On PR2 against Traffic Management Strategy. 40 mph road - limited frontages several sections might not meet criteria for 40. not cost effective.	Historic scheme list	N/A	N/A	Red
91	WA	Waltham Abbey	Honey Lane (Stonyshots), Waltham Abbey	Pedestrian refuge/traffic calming	Difficult to cross road.	Many of the pedestrians crossing are children who often need further assistance in crossing the road. Careful consideration will need to be taken with regards to the siting of the crossing. On PR2 so will require sign off. Traffic calming would be beneficial for pedestrians but is against policy on strategic route.	Historic scheme list	£9,000 pedestrian refuge only.	6 months	Red
92	WA	Waltham Abbey	Roundhills j/w Honey Lane, Waltham Abbey	Junction protection	On street parking in hazardous location.	Existing DYL junction protection exists	Historic scheme list	N/A	N/A	Red
	WA	Waltham Abbey	Hillhouse	Bollards/quartrail	Bollards/quartrail to prevent cars driving over blockpaved verge around car park opposite Hillhouse School	Scheme awaiting confirmation of extent of highway	School	£5,000	3-6 months	Red

Division	Parish /Town Council	Site No	School	Location of patrol	Work required	Problem	Origin of request	Total Estimated Costs	Timescale	RAG
7	Waltham Abbey	10408	Upshire Primary School	Upshire Rd, Waltham Abbey	Replace patrol plate with school plate close to school	Issues raised with site safety assessment	Site safety assessment	0.59k	3 months	Green

Division		Parish / Town Council	Location	Proposed Solution	Timescale	Cost (£)	RAG
6	Ref No.						
	21	Waltham Abbey	Claypit Hill, High Beach	Add more 30mph road markings	TBC	2k	Green
7	25	Waltham Abbey	Sewardstone Road j/w Quaker Lane, Waltham Abbey	Increase intergreen timings and ETP engagement	TBC	4k	Green

Prioritisation Criteria for LHP



The following criteria have been used to prioritise the schemes across the various disciplines:

Improvement Schemes

All schemes prioritised by the strategic criteria identified within the Local Transport Plan (these have been identified as criteria to enable a simple appraisal of a scheme's alignment to the HST / ICS / EssexWorks objectives).

- Improves connectivity of development / regeneration areas (Weighted)
- Reduces journey times / improves reliability along major urban / inter urban routes (Weighted)
- Reduces the incidence / severity of collisions (Weighted)
- Increases the availability / awareness of travel choice
- Improves interchange between modes / services
- Reduces CO2 emissions
- Improves the management of freight
- Reduces travel impacts on the natural / built / historic environment
- Improves public perception of safety
- Protects the value of existing assets
- Improves asset safety / standard / resillience
- Improves journey experience
- Improves travel options for those with disabilities / mobility constraints
- Improves access to further education / jobs / services for those at risk of isolation
- Promotes healthier lifestyles
- Improves the quality of public spaces
- Improves access to strategic road network / major rail interchange
- Increases role of voluntary / charity sector in transport service provision
- Responds to a priority identified through public consultation

Bus Stop Improvements

Prioritisation ranked by:

- Safety and Security
- Accessibility - physical accessibility and using the bus as a means to access key services (healthcare, education, etc)
- Punctuality & Congestion
- Customer Environment - making bus travel more comfortable for existing and potential customers

Document Version:	A
Control Date:	31/08/12

Form Ref:	Criteria
	Page 1 of 2

EssexITS

Scheme identified and prioritised by Five Year Road Map, based on the following criteria.

- Revenue Cost: Cost of item per annum including communications (and power ?) costs
- Work Type: An indication of the type of work, number does not indicate preference just identification
- Congestion:
- Customer information:
- KSI / Safety:
- Carbon reduction:
- VFM:
- Equipment Reliability: Contribution to the a more reliable asset

Safer Roads

Prioritisation based on quantifiable collision history (intervention level based on four injury collisions in the most recent three-year period).

SCP

Prioritisation based on

- Duty of care to ECC employees working in the road (weighted)
- Volume of pedestrians
- Volume of traffic

PROW

Prioritisation based upon:

- To meet legal criteria such as the Equalities Act or where new routes have been added to the Definitive Map by legal process
- To improve important links in the PROW network and to help access key services
- To have the greatest impact on the greatest number of users, particularly the more vulnerable

Document Version:	A
Control Date:	31/08/12

Form Ref:	Criteria
	Page 2 of 2

**Epping Forest District
Programme of works 2012/13**



PARISH/WARD	LOCATION	SCHEME/EXTENT OF WORKS	BUDGET	INDICATIVE PROGRAMME												PROGRESS/COMMENTS	COMPLETE ✓	
				Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar			
HIGHWAY MAINTENANCE INITIATIVE // ROADS																		
North Weald Bassett	Four Wantz Roundabout	Whole junction Carriageway - Inlay															Completed	✓
Abridge	A113 Market Place	Market Place j/w B172 & Hoe Lane Carriageway - Inlay		X													Completed	✓
Abridge	A113 Ongar Road	J/w B172 Eastwards Carriageway - Inlay		X													Completed	✓
Waltham Abbey	Sewardstone Road	Godwin Close to Daws Hill - Surface Dressing			X												Completed	✓
Waltham Abbey	Sewardstone Road	Fire Station to M25 bridge Carriageway - Inlay				X											Completed	✓
Waltham Abbey	Farm Hill Road	J/w Rochford Avenue to J/w Joyce Court - Inlay					X										Planned start date	
Thornwood	High Road	Weald Hall Lane to j/w Rye Hill Road - Surface Dressing			X												Completed	✓
Thornwood	High Road	Wintry Park Cottages to Woodside - Surface Dressing			X												Completed	✓
Abridge	Abridge Road	J/w A113 over bridge North-westwards Carriageway - Inlay			X												Completed	✓
Chigwell	Manor Road	Manford Way to Oak Lodge Road Carriageway - Inlay		X													Partially completed, section on bridge still left	
Chigwell	Lambourne Road/Manor Road	J/w Romford Road to J/w Manford Way - Surface Dressing			X												Completed	✓
Nazeing	Sedge Green	District Boundary SW for 461 metres Carriageway - Inlay				X											Completed	✓
Roydon	Sedge Green	District boundary for 304 metres Carriageway - Inlay				X											Completed	✓
Chigwell Row	Lambourne Road	Coopers Close to Chigwell boundary Carriageway - Inlay		X													Completed	✓
Roydon	Water Lane	Epping Road to Harlow Boundary - Surface Dressing			X												Completed	✓
Waltham Abbey	Roundhills	J/w Rochford Avenue to number 66 - Joint repair and Surface Dressing								X							Planned start date	
Loughton	Marjorams Avenue	Carriageway - Inlay								X							Planned start date	
Waltham Abbey	Ninefields	Paternoster Hill/Hillhouse Carriageway - Inlay					X										Completed	✓
Waltham Abbey	Ninefields	Hill House to Upshire Road Carriageway - Microasphalt															Postponed until March 2013	
Loughton	Harwater Drive	Entry and northern loop Carriageway - Microasphalt															Indicative Programme only	
Loughton	Mills Mead Way	Carriageway - Microasphalt															Indicative Programme only	
Loughton	Sedley Rise	Carriageway - Microasphalt							X								Completed	✓
Epping	Houbbons Hill	Carriageway - Inlay		X													Completed	✓
Hastingwood	Mill Street	Carriageway - Haunch/Overlay							X								Planned start date	
Coopersale	Garnon Mead	Carriageway - Inlay							X								Completed	✓
Chipping Ongar	Glebe Road	Carriageway - Microasphalt							X								Completed	✓
Chipping Ongar	Fairfield Road	The Borough to Fairfield Close Carriageway - Microasphalt							X								Completed	✓
Epping	Beaconsfield	Shaftesbury Road to Coronation Hill - Joint repair and Surface dressing										X					Planned start date	
Roydon	Reeves Lane	Carriageway haunch/overlay										X					Planned start date	
Abbess/Berners Rodding	Dukes Lane	Birds Green Road to Dukes Cottage - Surface Dressing					X										Completed	✓
Waltham Abbey	Darby Drive	Carriageway - Inlay						X									Indicative Programme only	
Chipping Ongar	Greensted Road	Carriageway - Inlay/Overlay			X												Completed	✓
High Laver	Workers Road	Carriageway - Inlay/Overlay			X												Completed	✓
Epping	Great Gregories Lane	Surface Dressing				X											Completed	✓
Waltham Abbey	Farm Hill Road	carriageway surfacing					X										Completed	✓

**Epping Forest District
Programme of works 2012/13**



PARISH/WARD	LOCATION	SCHEME/EXTENT OF WORKS	BUDGET	INDICATIVE PROGRAMME												PROGRESS/COMMENTS
				Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	
HIGHWAY MAINTENANCE INITIATIVE // FOOTWAY MAINTENANCE																
Waltham Abbey	Sewardstone Road	Leading to Beechfield Walk - Footway reconstruction & embankment														Indicative Programme only
North Weald Bassett	Queens Road	High Road to number 88 - Footway surfacing & kerbs						X	X							Completed
Theydon Bois	The Hornbeams	Loughton Lane for 150 metres - Footway surfacing & kerbs						X	X							Completed
Chigwell	Stanwyck Drive	Manor road west side for 150 metres - Footway surfacing & kerbs														Indicative Programme only

LOCAL HIGHWAYS PANEL - BUCKHURST HILL & LOUGHTON SOUTH DIVISION

Minor Schemes																
Buckhurst Hill	Roding Lane/ Loughton Lane	Pedestrian facilities at signal junction - Feasibility Study	£5,000													Awaiting feedback from design team
Buckhurst Hill	Westbury Road/ Palmerston Road	Review of all traffic measures put in place - feasibility study	£5,000													Awaiting feedback from design team
Buckhurst Hill	Farm Way/Forest Edge/Station Way	Traffic calming on Station Way/Farm Way, junction warning signs or VAS - Feasibility Study	£2,000								X					Design team to report back end of January 2013
			£12,000													

Total recommendations for BH&LS Division

£12,000

LOCAL HIGHWAYS PANEL - CHIGWELL & LOUGHTON BROADWAY DIVISION

Minor Schemes																
Loughton	The Broadway - Thomas Willingale School	Pedestrian guard rail	£2,000											X		Planned installation date
Chigwell	Manor Road/Vicarage Lane	Junction improvement	£30,000													Maximum funding agreed for a scheme
			£32,000													

School Crossing Patrol Sites

Loughton	Thomas Willingale Primary School, Willingale Road	Extend school keep clear markings to bus stop	£1,180													Awaiting feedback from design team
Loughton	Hereward Primary School, Colebrook Lane	Parking restrictions opposite school to prevent parking on patrol site	£1,770													Awaiting feedback from design team
			£2,950													

Casualty Reduction Schemes

Chigwell	Manor Road/Tomswood Road	Improve visibility at junction and installation of traffic islands on Manor Road approaches	£30,000													Awaiting feedback from design team
Chigwell	Gravel Lane	Chevrons, verge markers and lines.	£3,000													Awaiting feedback from design team
Chigwell	Pudding Lane	Improve drainage/possible resurfacing	£30,000													Awaiting feedback from design team
			£63,000													

Total recommendations for C&LB Division

£97,950

**Epping Forest District
Programme of works 2012/13**



PARISH/WARD	LOCATION	SCHEME/EXTENT OF WORKS	BUDGET	INDICATIVE PROGRAMME												PROGRESS/COMMENTS
				Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	
LOCAL HIGHWAYS PANEL - EPPING & THEYDON BOIS DIVISION																
Minor Schemes																
Coopersale Common	Between Brickfield and Institute Road	Pedestrian refuge island	£8,000												X	Design/plans due end of March 2013, implementation April/May 2013
Epping	B1393 High Road/Theydon Road	Junction improvement - investigation	£5,000													Awaiting feedback from design team
			£13,000													
Bus Stop/Route Improvements																
Epping	Coopersale Turn, Epping Road	Install new wooden shelter	£7,500													Awaiting feedback from design team
			£7,500													
Scholl Crossing Patrol Sites																
Epping	Epping Primary School, Coronation Hill	Parking restrictions to prevent parking on site	£1,770													Awaiting feedback from design team
Epping	Ivy chimneys Primary School, Centre Drive	Parking restrictions opposite school to prevent parking on patrol site	£1,770													Awaiting feedback from design team
			£3,540													
			£24,000													

U
a
o

Total recommendations for E&TB Division

LOCAL HIGHWAYS PANEL - LOUGHTON CENTRAL DIVISION																
Minor Schemes																
Loughton	A1168 Rectory Lane/Westall Road	Junction improvement - investigation	£3,000												X	Design team to report back end of March 2013
Loughton	Loughton High Road/The Drive	Improvements to signalised junction - investigation	£10,000													Awaiting feedback from design team
Loughton	Barrington Road j/w Doubleday Road	Two dropped kerbs	£2,000													Awaiting feedback from design team
Loughton	Sandford Avenue j/w Westall Road	Two dropped kerbs	£2,000													Awaiting feedback from design team
Loughton	Colebrook Lane j/w Westall Road	Two dropped kerbs	£2,000													Awaiting feedback from design team
Loughton	Harvey Gardens j/w Colebrook Lane	Two dropped kerbs	£2,000													Awaiting feedback from design team
Loughton	Conyers Way j/w Colebrook Lane	Two dropped kerbs	£2,000													Awaiting feedback from design team
Loughton	Traps Hill/Alderton Hill/Borders Lane	Mini-roundabout and pedestrian refuge islands	£50,000													Awaiting feedback from design team
Loughton	A121 High Road nr Spring Grove	Signalised controlled crossing - feasibility study	£10,000													Awaiting feedback from design team
Loughton	Alderton Hill	Pedestrian refuge island	£12,000												X	Design/plans due end of March 2013, implementation April/May 2013
			£95,000													

**Epping Forest District
Programme of works 2012/13**



PARISH/WARD	LOCATION	SCHEME/EXTENT OF WORKS	BUDGET	INDICATIVE PROGRAMME												PROGRESS/COMMENTS	
				Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar		
Loughton	High Road j/w Forest Road	Parking enforcement, centre island and ETP engagement	£5,000														Awaiting feedback from design team
			£5,000														
Total recommendations for LC Division			£100,000														

LOCAL HIGHWAYS PANEL - NORTH WEALD & NAZEING DIVISION																
Minor Schemes																
Nazeing	B194 Nazeing new Road/North Street/Middle Street	Junction improvement/road markings	£5,000													Awaiting feedback from design team
Nazeing	St Leonard's Road	Village gateway and repositioning of Vas	£15,000													Awaiting feedback from design team
			£20,000													
School Crossing Patrol Sites																
Roydon	Roydon Primary School, Epping Road	Extend school keep clear markings	£1,200													Awaiting feedback from design team
			£1,200													
Total recommendations for NW&N Division			£21,200													

140

LOCAL HIGHWAYS PANEL - ONGAR & RURAL DIVISION																
Minor Schemes																
Fyfield	B184	Two solar powered VAS	£4,500													Awaiting feedback from design team
Moreton	Little Laver Road	Kerbing to control/divert excess water	£5,000													Awaiting feedback from design team
			£9,500													
Casualty Reduction Schemes																
Theydon Garnon	Mount Road/Banks Lane	Junction re-alignment, signs/lines	£30,000													Awaiting feedback from design team
			£30,000													
Total recommendations for O&R Division			£39,500													

LOCAL HIGHWAYS PANEL - WALTHAM ABBEY DIVISION																
Minor Schemes																
Waltham Abbey	A121 Highbridge Street/B194 Beaulieu Drive	Junction improvements/pedestrian and cyclist refuge - investigation	£5,000													Awaiting feedback from design team
Waltham Abbey	Roundhills	Elderly crossing sign	£1,500													Awaiting feedback from design team
Waltham Abbey	Crooked Mile, North of Saxon Way and North of Monkswood Avenue	Signal controlled crossing - feasibility study	£5,000													Awaiting feedback from design team

Epping Forest District
Programme of works 2012/13



PARISH/WARD	LOCATION	SCHEME/EXTENT OF WORKS	BUDGET	INDICATIVE PROGRAMME												PROGRESS/COMMENTS	
				Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar		
Waltham Abbey	Crooked Mile nr Harold Crescent	Pedestrian refuge island - amend existing splitter island	£7,500													X	Design/plans due end of March 2013, implementation June/July 2013
School Crossing Patrol Sites			£19,000														
Waltham Abbey	Upshire Primary School, Upshire Road	Replace patrol plate with school plate	£590														Awaiting feedback from design team
Casualty Reduction Schemes			£590														
Waltham Abbey	Claypit Hill	Additional 30mph road markings	£2,000														Awaiting feedback from design team
Waltham Abbey	Sewardstone Road/Quaker Lane	Increase intergreen timings and ETP engagement	£4,000														Awaiting feedback from design team
			£6,000														

Total recommendations for WA **£25,590**

This page is intentionally left blank

Date	Town/Village	Street	Location	Works
02/11/2012	Waltham Abbey	Woodgreen Road		Clean out drain
	Nazeing	Middle Street		Cut drainage grips
	Epping	High Street		Relay slabs
08/11/2012	Loughton	Sedley Rise		Install new post, paint and rebed kerb
	Waltham Abbey	Congreve Road		Reset post
	Loughton area	Various		Remove signs/barriers/cones
	Epping	Hemnal Street		Back fill hole
	North Weald Bassett	Epping Road	Under M11 overbridge	Clean out gulleys
13/11/2012	Chipping Ongar	Green Walk		rebuild gully pot and kerb works
14/11/2012	Chipping Ongar	Dukes Lane		Recut drainage grips
	Waltham Abbey	Farm Hill Road		Remove barriers/cones
	Theydon Bois	Elizabeth Drive		Remove signs
		Theydon Park Road		Remove signs
	Loughton	Meadow Road		Letter drop
15/11/2012	Loughton	Meadow Road		Put out cones
	Chipping Ongar	Moreton Road		Cut drainage grips
		Fyfield Road		Clean gulleys

15/11/2012	Epping	High Street		Drainage repairs to ACO drains
19/11/2012	Stapleford Abbotts	The Paddocks		Remove barriers/cones
	Waltham Abbey	Meridian Way		Cut back vegetation
20/11/2012	Waltham Abbey	Honey Lane		Remove temporary signage
	Waltham Abbey	Meridian Way		Cut back vegetation
	North Weald Bassett	Hampden Close		Cut back vegetation
	North Weald Bassett	A414 Canes Lane		Put up barriers
	North Weald Bassett	A414 j/w B181		Maintenance to pedestrian guard rail
21/11/2012	Chipping Ongar	Birds Green		Lay planings and cut drainage grips
	Waltham Abbey	Mott Street		Clear around gully
	Epping	B181 The Plain		Remove debris
22/11/2012	Loughton	Spring Grove		Remove debris
26/11/2012	Fiddlers Hamlet	Various		Clear blocked gullies
	Epping	Various		Clear blocked gullies
	Coopersale	Various		Clear blocked gullies
	North Weald Bassett	Weald Bridge Road		Clear blocked gullies/cut drainage grips
27/01/1900	Coopersale	Various		Clear blocked gullies
	North Weald Bassett	Various		Clear blocked gullies/cut drainage grips

Date	Town/Village	Street	Location	Works
27/11/2012	Chipping Ongar	Various		Clear blocked gullies/cut drainage grips
	Toot Hill	Various		Clear blocked gullies/cut drainage grips
28/11/2012	Waltham Abbey	Honey Lane		Cut back vegetation and side footway
		Crooked Mile		Remove debris
		Meridian Way		Cut back vegetation
	Chipping Ongar	Ongar Bridge		Remove debris
	Epping	High Street		Put up barriers
	Hastingwood	A414		Remove debris

This page is intentionally left blank