

Essex County Council



**Epping Forest
District Council**

***ECC/EFDC LOCAL HIGHWAYS PANEL
Thursday, 6th June, 2013***

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

**Committee Room 2, Civic Offices, High Street, Epping
on Thursday, 6th June, 2013
at 7.00 pm .**

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

**Democratic Services
Officer**

Jackie Leither, Democratic Services Assistant
democraticservices@eppingforestdc.gov.uk

Members:

County Councillors:

Mrs R Gadsby, J Knapman, A Jackson, V Metcalfe, Mrs M McEwen, C Pond and
J M Whitehouse

District Councillors:

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

In attendance by invitation: District Councillor G Waller

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

4. MINUTES (Pages 3 - 6)

To confirm the minutes of the last meeting of the Local Highways Panel held on 11 April 2013.

5. MATTERS ARISING

6. S106 UPDATE (Pages 7 - 8)

S106 summary attached.

7. SCHEME PROGRAMME (Pages 9 - 124)

For consideration. The following documents are attached:

- (i) Scheme lists updated by division;
- (ii) Casualty Reduction Scheme reports; and
- (iii) School Crossing Patrol Site reports.

8. HIGHWAY RANGERS (Pages 125 - 126)

Schedule attached.

9. ANY OTHER BUSINESS

10. DATE OF NEXT MEETING

ECC/EFDC LOCAL HIGHWAY PANEL MINUTES

Committee: ECC/EFDC Local Highways Panel **Date:** Thursday, 11 April 2013

Place: Committee Room 2, Civic Offices, High Street, Epping **Time:** 7.00 - 8.01 pm

Members Present: **County Councillors:**

J Knapman, G McEwen, V Metcalfe, 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

Other Councillors: G Waller

Apologies: Councillor P Channer

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

68. **SUBSTITUTE MEMBERS**

No substitute members had been appointed to the meeting.

69. **DECLARATIONS OF INTEREST**

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

70. **MINUTES**

RESOLVED:

That the minutes of the meeting held on Thursday 28 February 2013 be taken as read and signed by the Chairman as a correct record.

71. **MATTERS ARISING**

There were no matters arising.

72. **ANY OTHER BUSINESS**

There was no further business brought forward at the meeting.

73. SCHEME LIST FOR 2013/14

(1) The Chairman advised Members that all Schemes for the current year had to be submitted by 25 April 2013 so they could be initially validated before the next meeting on 6 June 2013.

(2) County Officers explained if a feasibility study came back and advised not to go ahead with the scheme then the monies put aside for that scheme would be lost.

(3) County Officers reported that the budget for 2014/15 would not be available until Autumn 2013.

(4) The Chairman advised the County Officers that a detailed monitoring report of all the new schemes that had been brought forward should be available at the next meeting.

74. SCHEMES 2012 - 2013 - PROGRAMME MONITORING

Members expressed concerns regarding the general lack of progress of the Schemes that had been put forward in September 2012.

It was agreed that the Chairman of the Panel would request that a meeting be arranged between all LHP Chairmen and the County Cabinet Member to be held as soon as possible after the elections.

75. SECTION 106 UPDATE

Members expressed concerns that there were no answers from County as to whether the S106 monies could be used for other schemes in the area, particularly the Buckhurst Hill area.

The Chairman agreed to write to the ECC Cabinet Member about concerns of the speed of delivery of schemes.

Members advised County Officers that they would expect a report at the next meeting to include detailed delivery dates of each scheme with an explanation of why the scheme had not been carried out.

County Officers suggested inviting S106 Officers to the next meeting to discuss the use of S106 monies.

76. HIGHWAYS RANGERS - FORWARD PROGRAMME

The current programme of rangers works was noted.

(1) The Chairman suggested that Parish Councils should become more involved with the Highway Rangers and that County Officers should write again to Parish Councils to advise them of what the Highway Rangers could do for the district.

77. DIRECTION AND SIGN PROBLEMS

Members were advised of signage problems within the district.

(1) Councillor Bassett advised the Panel that the sign for the weight restriction in Dobb's Weir Road, Nazeing was wrong. This had been noticed approximately 2 years ago and to date had not been changed.

It was agreed that County Officers would contact Hertfordshire Highways and report back at the next meeting.

(2) Councillor Lea advised the Panel that the sign on the Crooked Mile Roundabout indicated that the M25 Motorway would be the 2nd turning on the left. This was not correct the 2nd turning on the left was Monkswood Avenue which was a cul-de-sac. Daily HGV lorries turn into Monkswood Avenue and when they had realised it was a cul-de-sac and they could not turn around they would then have to reverse back down the road onto a very busy junction.

It was agreed that County Officers would investigate and report back at the next meeting.

(3) The Chairman asked Highways Officers to circulate a contact list of County Officers sharing the new organisational structure to aid liaison.

78. FUTURE PROGRAMME OF MEETINGS/DATE OF NEXT MEETING

It was agreed that the next meeting would be held on Thursday 6 June 2013 at 7pm in Committee Room 2 at the Civic Offices.

CHAIRMAN

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	Division	Planning Notice	Contribution	BSU	Balance	Scheme's	Scheme Value	Expiry Date	2012/13	2013/14	Total	Scheme Detail
1	BH&LS	EPF-0631-02	Mother Hubbard Public House, Valley Hill	241	5,462	Street Lighting Works at Albert Rd/Roding Lane/Loughton Rd/Palmerston Rd Junction	28,281	27/03/2013	5,462			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
2	BH&LS	EPF-0480-04	Buckhurst Hill Reservoir	379	17,876	High Road, Buckhurst Hill (Bald Face Stag) - Bus Stop upgrades	10,000	10 Year Occupancy (Rec'd 29/1/07)	9,500			Upgrade of 2 bus stops in High Road, Buckhurst Hill (Bald Face Stag) though possibly Parish Council responsibility being resolved
						Stag Lane Tactile Paving	1,000		1,000	Not able to install tactile paving due to width of bell mouth		
3	BH&LS	EPF-0480-04	Buckhurst Hill Reservoir	379	3,607	High Road - Dropped Kerbs and Tactile Paving at Pedestrian Island	6,800		6,800			High Road Buckhurst Hill, install dropped kerbs and tactiles at existing pedestrian island at its junction with North End
3	BH&LS	EPF-0480-04	Buckhurst Hill Reservoir	379	3,607	Parking Restrictions at junction of Stag Lane/High Road	3,607	10 Yr Occ (Rec'd 21/7/05)		3,607		Legal agreement quite specific on location - Scheme now Parking restrictions at junction of Stag Lane/High Road
4	BH&LS	EPF-1696-02	Vicinity of Valley Hill	453	6,604	Valley Hill (Oakwood Hill)- VAS	6,604	04/11/2013		6,604		Possibly to be used to install a VAS - Best location to be determined - proposal to install in Valley Hill junction with Valley Close
5	BH&LS	EPF-1050-05	Albert Road, Loughton	1404	22,819	Street Lighting Works at Albert Rd/Roding Lane/Loughton Rd/Palmerston Rd Junction	22,819			22,819		ECC Street Lighting team progressing scheme - provision of street lighting in Albert Road and at the crossroad junction Albert Road/Roding Lane/Loughton Way/Palmerston Road
6	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 establishing what infrastructure works can be done.
7	C&LB	EPF-0791-07	Rear of The Forge, Sunnynmede, Chigwell	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
8	C&LB	EPF-0635-10	1 Orchard Way, Chigwell	1380	5,023	Orchard Way, Chigwell - upgrade 3 lamp columns	5,023			5,023		Plan for proposed lighting scheme produced, scheme being progressed. - upgrade 3 lamp columns
9	LC	EPF-1244-05	Upper Site EF College Borders Lane, Lou	778	157,744	Rectory Lane, Loughton - Zebra Crossing	40,000	25/03/2013		40,000		Scheme to install a Zebra on Rectory Lane between Newmans Lane & Westall Road across Rectory Lane, Loughton. -
						Imp's to Transport Infrastructure and/or Services (VoS)	117,744		117,744	Local suggestion was to provide an evening bus service, Passenger Transport now looking at bus stop improvements within vicinity of site		
10	LC	EPF-0146-07	1 Church Hill, Loughton, Essex IG10 1QF	1267	40,302	Church Hill - Zebra Crossing	40,302			40,302		Scheme progressing - Zebra crossing and possible TRO's to be advised by Town Council

Division	Planning Notice	Contribution	BSU	Balance	Scheme's	Scheme Value	Expiry Date	2012/13	2013/14	Total	Scheme Detail
11	NW&N EPF-0365-04	Queens Head Public House	498	31,076	Bus Stops, Emberson Way Imp's to Bus Stops Vicinity of site or Enh. Access to Site and its Sustainability	5,000 21,005	15/11/2016	5,000	21,005		Passenger Transport looking at bus stop improvements Crossing installed at this location - Passenger Transport looking potential transport scheme.
12	O&R EPF-0985-00	Braces Timber Yard	100	12,063	Gateways, Extend 30 MPH- The Street, High Ongar Additional Scheme to be identified	5,000 7,063	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 requested 'Fake cattle grid' effect be placed on carriageway (bricks inlaid into carriageway slightly risen).
13	O&R EPF-1752-03	Woolston Manor Golf , Abridge Rd	261	25,869	Abridge Road install footway - north side of c/w to link existing	25,869	01/08/2012	25,869			Footway on north side of Abridge Road to link existing
14	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 - scheme progressing Formal consultation period ended, in light of objections Design Team have now finalised the CMA for a decision
15	O&R EPF-1859-08	Theatre Resource, High Street, Ongar	1144	10,056	Improvements to bus stops in the immediate area		Non Returnable				Passenger Transport progressing works
16	O&R EPF-0504-10	Matthew's Yard, Harlow Road	1279	2,413	Harlow Rd, Moreton - Install Footway	2,413		2,413			Scheme progressing
17	WA EPF-0365-07	Skillet Hill Farm, Waltham Abbey	1120	10,113	TRO Fee; Appropriate Signage; Road Markings to regulate parking (Honey Lane)		Non Returnable		10,113		TRO expired without Lines, TRO amendment no 11 being progressed again.
18	WA EPF-1305-08	Lidl Food store, Waltham Abbey	1151	3,000	Sewardstone Road Bus Stops Cartersfield Road TRO's	47,682 3,000		47,682 3,000			To refurbish one stop and replace another Parking restriction in Cartersfield Road, Waltham Abbey - originally advertised in 2010 but lines not installed
19	WA EPF-0501-07	Gunpowder Mills, Waltham Abbey	1274	25,146	Footpath Improvement Works		03/09/2015				Developer completed footway works under S278 agreement
				529,494							

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

Funds to be drawn down 2013/14

Funding requested - Passenger Transport to progress

ID	Division	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale	RAG
1	BH&LS	Buckhurst Hill	Church Road / Russell Road / A121, High Road, Buckhurst Hill	Junction improvement	Unclear problem (congestion?)	Install give way signs. One serious accident 2011.	Historic scheme list	£2,000	3 months	Amber
2	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. Three roads need to be looked at together.	Feasibility Study Required - To include Speed/Volume surveys and Traffic Counts	Councillor	£3,000, Speed/Volume survey, traffic counts and feasibility study	TBC	Green
3	BH&LS	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	RAG
4	BH&LS	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. Will require degree of Pedestrian Conflict PV ² Survey. Also on the Strategic Network - will require specific sign off and .	Historic scheme list	£170,000+ for the installation of a Puffin Crossing £10,000 feasibility study	9 months	Red
5	BH&LS	Buckhurst Hill	Albert Road j/w Lower queen's Road	Pedestrian Safety Improvements	Pre-school reports that vehicles have mounted footway	Request for consideration of putting in pedestrian guard rail - Scheme Validation results that pedestrian guard rail is not used to prevent vehicles mounting the pavement.	Pre-school	TBC	TBC	Red

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

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 Bus Stop Improvement	Scheme currently identified				
E&TB				No Bus Stop Improvement	Scheme currently identified				
LC				No Bus Stop Improvement	Scheme currently identified				
WA				No Bus Stop Improvement	Scheme currently identified				

Division	Parish /Town Council	Site No	School	Location of patrol	Work required	Problem	Origin of request	Total Estimated Costs	Timescale	RAG	
1	BH&LS	Buckhurst Hill	10418	St John's CE Primary	Church Road	Parking restrictions in at junction with High Road	Parked vehicles affecting crossing point	Patrol	£3,000	TBC	Green
2	BH&LS	Loughton	10417	Oaklands School	A121 High Road nr j/w Spring Grove	Vehicle Activated Sign near j/w Albion Hill	vehicles exceeding speed limit	Patrol	£8,500	TBC	Green

Ref	Division	Parish / Town Council	Location	Measure	Benefit	Budgetary Cost	Mandatory work	RAG
1	BH&LS		No schemes currently identified					
2	C&LB		No schemes currently identified					
3	E&TB		No schemes currently identified					
4	LC		No schemes currently identified					
5	NW&N		No schemes currently identified					
6	O&R		No schemes currently identified					
7	WA		No schemes currently identified					

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

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

Ref No.	Division	Parish / Town Council	Location	Proposed Solution	Timescale	Cost (£)	RAG
	BH&LS			No Casualty reduction Schemes currently identified			
	O&R			No Casualty reduction Schemes currently identified			
	WA			No Casualty reduction Schemes currently identified			

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ID	Division	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale	RAG
6	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
7	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
8	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
9	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

ID	Division	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale	RAG
10	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
11	C&LB	Chigwell	B173 Manor Road j/w Stanwyck Road, Chigwell	Junction improvement/pedestria n 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
12	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	£170,00 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	9 months	Red

ID	Division	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale	RAG
13	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
14	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
15	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
16	C&LB	Chigwell Row	nr Chigwell Row Primary School, Lambourne road	Traffic calming	Speeding vehicles	Scheme validated - Recommendation flashing lights sign to diagram 545 and sub plate with new combination sign 545 plus 'School 20 when lights show' plate part time advisory 20mph limit.	School	£3,500	TBC	Green

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

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	C&LB Chigwell	BUS STOP ID: 150042023007. Bus Stop Name: Station Road, Address: Station Road, Chigwell.	BSI	High Priority; Installation of 23 metre bus cage & no waiting plate. (existing bus cage is not in alignment with the stop and is unenforceable). Consultation with residents & businesses within 25 metres of the stop will be consulted prior to works being implemented.	Entire stretch of road is being used for parking for Chigwell Station, resulting in buses being unable to access the stop and causing congestion problems with no place for oncoming vehicles to pass each other. This is causes significant safety and congestion issues when buses or large vehicles are involved.	Requested by bus operator and bus users.	3 months	£ 600.00	Green
2	C&LB Chigwell	BUS STOP ID: 150042023007. Bus Stop Name: Station Road, Address: Station Road, Chigwell.	BSI	High Priority; Installation of 23 metre bus cage & no waiting plate. (existing bus cage is not in alignment with the stop and is unenforceable). Consultation with residents & businesses within 25 metres of the stop will be consulted prior to works being implemented.	Entire stretch of road is being used for parking for Chigwell Station, resulting in buses being unable to access the stop and causing congestion problems with no place for oncoming vehicles to pass each other. This is causes significant safety and congestion issues when buses or large vehicles are involved.	Requested by bus operator and bus users.	3 months	£ 600.00	Green
3	C&LB Loughton	Loughton Station Bus Stops (ID's: 1500IM358, 150042015006 and 150042015007). Address: Outside Loughton Underground Station, Station approach, Loughton.	BSI	Repaint the faded bus cages and bus markings on the road.	Existing markings and very worn and in need of refreshing.	Requested by TFL	3 months	£1,000	Green

Division	Parish /Town Council	Site No	School	Location of patrol	Work required	Problem	Origin of request	Total Estimated Costs	Timescale	RAG
3	C&LB				No schemes currently identified					
4	E&TB				No schemes currently identified					
5	LC				No schemes currently identified					
6	NW&N				No schemes currently identified					
7	O&R				No schemes currently identified					
8	WA				No schemes currently identified					

Ref	Division	Parish / Town Council	Location	Measure	Benefit	Budgetary Cost	Mandatory work	RAG
1	BH&LS		No schemes	currently identified				
2	C&LB		No schemes	currently identified				
3	E&TB		No schemes	currently identified				
4	LC		No schemes	currently identified				
5	NW&N		No schemes	currently identified				
6	O&R		No schemes	currently identified				
7	WA		No schemes	currently identified				

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

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

Division						
Ref No.	Council	Parish / Town	Location	Proposed Solution	Timescale	Cost (£) RAG
1	C&LB	Chigwell	A1168 Chigwell Lane j/w M11 North-Bound Off-slip (Junction 5)	Reduce A1168 west bound to one lane on approach to M11 slip road, signage improvements and street lighting assessment	TBC	£30,000 Green

ID	Division	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale	RAG
17	E&TB	Epping	Lindsey Street, by War Memorial	Remove carriageway in front of War memorial and improve junction of remaining section	vehicles overrunning the verges and junction improvements	Validated - two options to remove highway rights and carriageway or to keep highway rights and turn carriageway to footway. Both require a feasibility study	Town council	£2000 feasibility study	TBC	Green
18	E&TB	Epping	Bury Lane j/w Lower Bury lane to Cemetery	Provide footway	No footway access to Cemetery	Validated - Insufficient highway land and problems with ditches, cannot accommodate a walkable verge here	Councillor			Red
19	E&TB	Epping	Bower Hill at bridge	Safety measures for pedestrians	Vehicles cutting across footway	Scheme validated - recommendation to look at improvements possibly raised kerbs and lining. Feasibility study required	Councillor	£1,000 Feasibility study	TBC	Green
20	E&TB	Theydon Bois	B172 Abridge Road	Speed reduction measures on viaduct approaching Village	Cars enter village at speed	Scheme validated - Recommendation for new speed survey and feasibility study	Councillor	£2,000 Speed Survey and Feasibility Study	TBC	Green
21	E&TB	Epping	Theydon Road	Residents at Holly cottages having problems accessing their properties	Properties on a bend with limited visibility	Scheme validated - Theydon Road is a Priority Route at this location there are existing SLOW road markings. Any new physical measures could cause noise/vibration issues to neighbouring properties.	Councillor	TBC	TBC	Red

ID	Division	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale	RAG
22	E&TB	Fiddlers Hamlet	Mount Road j/w Coopersale Street	Junction improvements	Vehicles cutting corner when turning from Mount Road into Coopersale Street	Scheme validated - Recommendation new junction road markings and ghost island to define junction. Detailed design required.	Councillor	£2,000 detailed design	TBC	Green
23	E&TB	Epping	Ivy Chimneys nr School	Speed limit reduction	Suggestion of 20 mph zone near School	Scheme validated - Recommendation flashing lights sign to diagram 545 and sub plate with new combination sign 545 plus 'School 20 when lights show' plate part time advisory 20mph limit.	Town council	£3,500	TBC	Green

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

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 Bus Stop Improvement	Scheme currently identified				
E&TB				No Bus Stop Improvement	Scheme currently identified				
LC				No Bus Stop Improvement	Scheme currently identified				
WA				No Bus Stop Improvement	Scheme currently identified				

Division	Parish /Town Council	Site No	School	Location of patrol	Work required	Problem	Origin of request	Total Estimated Costs	Timescale	RAG
3	C&LB				No schemes currently identified					
4	E&TB				No schemes currently identified					
5	LC				No schemes currently identified					
6	NW&N				No schemes currently identified					
7	O&R				No schemes currently identified					
8	WA				No schemes currently identified					

Ref	Division	Parish / Town Council	Location	Measure	Benefit	Budgetary Cost	Mandatory work	RAG
1	BH&LS		No schemes currently identified					
2	C&LB		No schemes currently identified					
3	E&TB		No schemes currently identified					
4	LC		No schemes currently identified					
5	NW&N		No schemes currently identified					
6	O&R		No schemes currently identified					
7	WA		No schemes currently identified					

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

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

Division						
Ref No.	Parish / Town Council	Location	Proposed Solution	Timescale	Cost (£)	RAG
2	Epping	B1393 High Street - Palmers Hill j/w Stonnards Hill	Changes to existing lamp column and signing improvements	TBC	£10,000	Green

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ID	Division	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale	RAG
24	LC	Loughton	Pyrles 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, 25mm spacing's. Tables to finish approx. 20mm from kerb face so as to eliminate drainage remedials and to remove the trip hazard to pedestrians. A street lighting column will also need to be erected at each table location.	New request Town Council	£30k	12 months	Green
25	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. Will require degree of pedestrian conflict PV ² survey and On PR2, will require formal sign off.	Historic scheme list Supported by Councillor	£150,000	9 months	Red

ID	Division	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale	RAG
26	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
27	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
28	LC	Loughton	Alderton Hall Lane, south of junction with The Lindens	"Jockey Rail" to protect verge from parked vehicles		Feasibility Study required	New request Town Council	£1,500 feasibility study	TBC	Green

ID	Division	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale	RAG
29	LC	Loughton	Debden Lane (Ripley View to Ripley Grange)	Reduction in speed limit to 20mph	outside Davenant school	Scheme validation - recommends new speed survey. Road is a priority route so not suitable for traffic calming. Feasibility Study required.	Councillor/ Town Council	£2000 Speed Survey and Feasibility Study	TBC	Green
30	LC	Loughton	Staples Road	Kerbing works	Vehicles turning in emergency access to school	Kerbing to prevent vehicles turning in emergency access, will also need drainage works and replacement of two missing wooden bollards on footway	School	£8,000	TBC	Green

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

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 Bus Stop Improvement	Scheme currently identified				
E&TB				No Bus Stop Improvement	Scheme currently identified				
LC				No Bus Stop Improvement	Scheme currently identified				
WA				No Bus Stop Improvement	Scheme currently identified				

Division	Parish /Town Council	Site No	School	Location of patrol	Work required	Problem	Origin of request	Total Estimated Costs	Timescale	RAG
3	C&LB				No schemes currently identified					
4	E&TB				No schemes currently identified					
5	LC				No schemes currently identified					
6	NW&N				No schemes currently identified					
7	O&R				No schemes currently identified					
8	WA				No schemes currently identified					

Ref	Division	Parish / Town Council	Location	Measure	Benefit	Budgetary Cost	Mandatory work	RAG
1	BH&LS		No schemes	currnetly identified				
2	C&LB		No schemes	currnetly identified				
3	E&TB		No schemes	currnetly identified				
4	LC		No schemes	currnetly identified				
5	NW&N		No schemes	currnetly identified				
6	O&R		No schemes	currnetly identified				
7	WA		No schemes	currnetly identified				

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

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

Ref No.	Division	Parish / Town Council	Location	Proposed Solution	Timescale	Cost (£)	RAG
	BH&LS			No Casualty Reduction Schemes currently identified			
	LC			No Casualty Reduction Schemes currently identified			
	WA			No Casualty Reduction Schemes currently identified			

ID	Division	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale	RAG
31	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.	Chevron warning signs in verges (similar to Chambers Manor Farm) and high friction surfacing at bends. Though search of existing utility apparatus would be required. Suggestion of kerbing and changes to priority of junction at B181/Upland Road to be investigated by feasibility study.	Historic scheme list	£30k, (£2k per sign with 4 signs, £8K plus 100m x 6m High Friction Surfacing per 90 degree bend, 2 number £18/m ² , £22k). Feasibility study £2k to look at junction priority.	6 months (including utility searches)	Amber
32	NW&N	Hastingwood	Mill Street	New footway/lowering of speed limit/Weight limit of 7.5tonnes	Mill street used as an alternative route between Harlow and M11	In many locations there is a walkable verge, there are no Personal injury accidents involving pedestrians in last 3 years. To provide a continuous footway would require land purchase and diversion of utility apparatus. Any speed reduction would require Cabinet Member/Network Management approval. 7.5 tonne weight limit being investigated.	New request Parish Council	£100k (But may also require Stats diversion and land purchase costs).	TBC	Red

ID	Division	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale	RAG
33	NW&N	Nazeing	Middle Street (to link Bumbles green to PROW FP59), Bumbles Green	New footway on south side of road	Narrow road	Limited available space for a new footway, in places there is a narrow (less than 1.5m) grassed verge pedestrians could use. However it is not a formal footway and pedestrians would have to cross the road to keep on the verges. Alternative suggestion two number Pedestrian warning triangles with sub-plate "For xxx yds./miles" this would not require utility diversions and limit any unforeseen land/legal issues. Or land . feasibility's study required to provide costing for walkable verge.	New request Parish Council	Signing option - £3k (two posts/signs/fou ndations). Or feasibility £2k for walkable verge.	3 months (provisional)	Green
34	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	Feasibility study, though there is now a Casualty Reduction Scheme proposed here for 2013/14	New request Parish Council	£1,000	TBC	Green
35	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	Amber
36	NW&N	Sheering	Back Lane	Parking bay improvements	Limited parking	Scheme validated - feasibility study required, removal of parked cars could increase speeds, any apparatus in verge could increase scheme costs and possible drainage issues	New request Parish Council	£1,500 feasibility study	TBC	Green
37	NW&N	Nazeing	Meadgate Road, Sedge Green	Signage improvements	Goods vehicles using road to drive to Nazeing Glass	Signage to advise route is not suitable for goods vehicles - Scheme Validated, feasibility study into "No access to Nazeing Glass Works estate" sign	Local Association	£1,000 feasibility study	TBC	Green

ID	Division	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale	RAG
38	NW&N	Nazeing/Bu mbles Green	Back Lane j/w Nazeing Common	Junction Improvements	Due to the speed of vehicles along Nazeing Common they feel that there is insufficient time for vehicles to pull out of Back Lane safely.	Scheme validated - recommendation not to proceed with scheme no accident history could cause extra signage	Councillor			Red

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

Division	Parish / Town Council	Location	Type of Scheme	Details of Scheme	Issues / Comments / Reason for Scheme	Scheme Origination	Approx. Timescale	Estimated Cost	Priority (RAG)
4	North Weald Bassett	BUS STOP ID: 1500IM2107. Bus Stop Name: Skips Corner. Address: High Road, North Weald (opposite School Green Lane)	BSI	Replace old shelter with new wooden bus shelter.	Existing shelter is very old (30yrs+) and in a very poor condition . Although the condition of the shelter is not an immediate threat, it is anticipated that his shelter will be a serious health and safety issue in the near future. Costs reflect the relocation of existing shelter and the installation of a new one.	Requested by Parish Council	3 months	£ 10,000.00	Green

Division	Parish /Town Council	Site No	School	Location of patrol	Work required	Problem	Origin of request	Total Estimated Costs	Timescale	RAG
3	C&LB				No schemes currently identified					
4	E&TB				No schemes currently identified					
5	LC				No schemes currently identified					
6	NW&N				No schemes currently identified					
7	O&R				No schemes currently identified					
8	WA				No schemes currently identified					

Ref	Division	Parish / Town Council	Location	Measure	Benefit	Budgetary Cost	Mandatory work	RAG
1	BH&LS		No schemes	currnetly identified				
2	C&LB		No schemes	currnetly identified				
3	E&TB		No schemes	currnetly identified				
4	LC		No schemes	currnetly identified				
5	NW&N		No schemes	currnetly identified				
6	O&R		No schemes	currnetly identified				
7	WA		No schemes	currnetly identified				

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

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

Division		Parish / Town Council	Location	Proposed Solution	Timescale	Cost (£)	RAG
Ref No.							
4	NW&N	Nazeing	B194 Marsh Hill - Waltham Road j/w St Leonards Road	Signing and road marking improvements, possible changes to existing lighting column	TBC	£10,000	Green

ID	Division	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale	RAG
39	O&R	Abbees Beauchamp and Berners Roding	B184 Dunmow Road	Vehicle activated sign	Speeding	Vehicle activated sign subject to suitable location being identified.	New request Parish Council	£8,500	6 months	Amber
40	O&R	Stapleford Abbotts	B172, Abridge and Stapleford Abbotts	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
41	O&R	Lambourne	A113 Ongar Road, Abridge	Access to Hillmans Cottages	Junction improvements/verge markers	Hedges cut be cut back to improve sight lines to existing signage and replacement of reflective marker posts would be a maintenance issue.	New request Parish Council			Red
42	O&R	Stanford Rivers	A113 London Road j/w Shonks Mill Road	Junction improvements	Accidents occur at this location	Visibility seems good, carriageway has hatching in the middle for turning traffic. A113 and Shonks Mill Road are Priority Routes to reduce the speed limit would be against policy and would require sign-off by Cabinet Member.	New request Parish Council			Red
43	O&R	Stanford Rivers	A113 Romford Road, Bridge Farm	Flooding at bridge		Feasibility study needed to look at drainage scheme	New request Parish Council	£2k	1 month	Green

ID	Division	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale	RAG
44	O&R	Stanford Rivers	A113 London Road	Vehicles over-taking within village		Suggestion of Vehicle Activated signs at strategic locations to discourage overtaking. Or Double White lines/system throughout village 30 mph zone, but automatically brings no stopping/parking regulation to road.	New request Parish Council	VAS - £8.5k per unit White Lining- £10k	6 months	Green
45	O&R	Moreton, Bobbingworth and the Lavers	Bridge Road, Moreton	HGV restriction on bridge		Scheme validation - feedback from Structures team this bridge is not structurally weak and has no abnormal load ban. If required would need an Environmental Weight Limit on a length of road but any restriction needs to be looked at its effect upon surrounding areas.	New request Parish Council	TBC	TBC	Red
46	O&R	Moreton, Bobbingworth and the Lavers	Pedlars End	New footway		Feasibility study required	New request Parish Council	£1k	1 month	Green
47	O&R	Ongar	Greensted Road, Chipping Ongar	Two Vehicle activated Sign/speed reduction		Vehicle activated signs, subject to suitable locations being found	New request Parish Council	£8.5k per sign	6 months	Amber
48	O&R	High Ongar	A414 Chelmsford Road	Safety review	Accidents at Milestones	Scheme being validated	New request Parish Council	TBC	TBC	
49	O&R	High Ongar	Mill Lane	Relocate Not suitable for HGV's sign to Hallsford Bridge Road	Signage	In order to relocate the weight limit signage the accompanying traffic regulation Order would need to be amended.	New request Parish Council	£500 TBC, if TRO required this could increase.	TBC	Red

ID	Division	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale	RAG
50	O&R	Moreton, Bobbingworth and the Lavers	Bobbingworth Mill, Bovinger	Village Gateway Signage/Speed Signage	Speeding vehicles through community of 17 properties	Feasibility study required to look at village gateways	Residents request	£1k	1 month	Green
51	O&R	Abridge	Bridge over River Roding B172 Abridge Road	Priority working over bridge	Narrow bridge causing congestion at peak periods	Feasibility study recommended to look at road markings options	Councillor and Parish Council	£1k	1 month	Green
52	O&R	Abridge	New Farm Drive opp. j/w Knights Walk	Incorporate verge into carriageway	Narrow carriageway	Carriageway narrow due to section of verge never being incorporated into public highway. Currently establishing if owner happy to give verge over to highway, no response from resident.	Councillor and Parish Council	TBC	TBC	
53	O&R	High Ongar	The Street/Mill Lane	Reduction in speed limit to 20 mph	Vehicle Speed	Scheme validated - Recommendation new speed survey flashing lights sign to diagram 545 and sub plate with new combination sign 545 plus 'School 20 when lights show' plate part time advisory 20mph limit.	Councillor and Parish Council	£3,700 Speed survey and works	TBC	Green
54	O&R	Chipping Ongar	Greensted Road, Chipping Ongar Primary school	Reduction in speed limit to 20 mph	Vehicle Speed	Scheme validated - Recommendation new speed survey and as Priority Route possibility of flashing lights sign to diagram 545 and sub plate with new combination sign 545 plus 'School 20 when lights show' plate part time advisory 20mph limit.	Councillor and Parish Council	£3,700 Speed survey and works	TBC	Green
55	O&R	Chipping Ongar	Milton crescent, Shelly Primary School	Reduction in speed limit to 20 mph	Vehicle Speed	Scheme validated - Recommendation new speed survey and as Priority Route possibility of flashing lights sign to diagram 545 and sub plate with new combination sign 545 plus 'School 20 when lights show' plate part time advisory 20mph limit.	Councillor and Parish Council	£3,700 Speed survey and works	TBC	Green

ID	Division	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale	RAG
56	O&R	Chipping Ongar	The Borough, nr Jewsons Builders Merchant	New footway	Lack of footway on school route	Scheme validated - feasibility study required, checking highway boundary, existing statutory undertakers apparatus and verges	Councillor and Parish Council	£5000, feasibility study	TBC	Green

ID	Division	Parish / Town Council	Location	Scheme	Other issues / comments	Timescale	Requested By	Estimated Cost	RAG
1	O&R	Stapleford Abbots	Passingford Bridge, Stapleford Abbots	Airport sign	Suggest that a sign here would not be appropriate as there is no onward signing			5k for signing review	Amber
2	O&R	Ongar	Moreton Road, Shelley Common, Ongar	Horse warning signs	Specific locations required			0.5k	Amber
3	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
4	O&R	Lambourne	London Road and Ongar Road, Abridge	Village Gateways	Gateway signs - feasibility study required			£1,500	Green
5	O&R	Bobbingworth, Moreton & the Lavers	Bobbingworth Mill, Moreton, Bobbingworth & The Lavers	Village Gateways	Gateway signs - feasibility study required			£1,500	Green

Division	Parish / Town Council	Location	Type of Scheme	Details of Scheme	Issues / Comments / Reason for Scheme	Scheme Origination	Approx. Timescale	Estimated Cost	Priority (RAG)
5	High Ongar	BUS STOP ID: 1500IM701. Bus Stop Name: Church. Address: The Street, High Ongar (outside the Church)	BSI	Install new wooden shelter.	Stop is open to the elements and regularly used by elderly residents. Shelter requested by elderly users of the bus stop.	Requested by bus users	3 months	£ 8,000.00	Green

Division	Parish /Town Council	Site No	School	Location of patrol	Work required	Problem	Origin of request	Total Estimated Costs	Timescale	RAG
3	C&LB				No schemes currently identified					
4	E&TB				No schemes currently identified					
5	LC				No schemes currently identified					
6	NW&N				No schemes currently identified					
7	O&R				No schemes currently identified					
8	WA				No schemes currently identified					

Ref	Division	Parish / Town Council	Location	Measure	Benefit	Budgetary Cost	Mandatory work	RAG
1	BH&LS		No schemes currently identified					
2	C&LB		No schemes currently identified					
3	E&TB		No schemes currently identified					
4	LC		No schemes currently identified					
5	NW&N		No schemes currently identified					
6	O&R		No schemes currently identified					
7	WA		No schemes currently identified					

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

Division	Parish / Town Council	PROW Number	Parish	Status	Scheme	Problem	By	From	Timescale	Cost (£)	Notes	RAG
1	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
2	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
3	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

Ref No.	Division	Parish / Town Council	Location	Proposed Solution	Timescale	Cost (£)	RAG
	BH&LS			No Casualty reduction Schemes currently identified			
	O&R			No Casualty reduction Schemes currently identified			
	WA			No Casualty reduction Schemes currently identified			

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ID	Division	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale	RAG
57	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 at 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. Also PV² Survey required	Petition	N/A	N/A	Red

ID	Division	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale	RAG
58	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. Would also require PV ² Survey	Historic scheme list	N/A	N/A	Red
59	WA	Waltham Abbey	Honey Lane (Stonyshotts), 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
60	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

ID	Division	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale	RAG
61	WA	Waltham Abbey	Hillhouse	Bollards/guardrail	Bollards/guardrail to prevent cars driving over blockpaved verge around car park opposite Hill House School	Scheme awaiting confirmation of extent of highway - feasibility study required	School	£2,000 feasibility study	TBC	Red

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

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 Bus Stop Improvement	Scheme currently identified				
E&TB				No Bus Stop Improvement	Scheme currently identified				
LC				No Bus Stop Improvement	Scheme currently identified				
WA				No Bus Stop Improvement	Scheme currently identified				

Division	Parish /Town Council	Site No	School	Location of patrol	Work required	Problem	Origin of request	Total Estimated Costs	Timescale	RAG
3	C&LB				No schemes currently identified					
4	E&TB				No schemes currently identified					
5	LC				No schemes currently identified					
6	NW&N				No schemes currently identified					
7	O&R				No schemes currently identified					
8	WA				No schemes currently identified					

Ref	Division	Parish / Town Council	Location	Measure	Benefit	Budgetary Cost	Mandatory work	RAG
1	BH&LS		No schemes	currently identified				
2	C&LB		No schemes	currently identified				
3	E&TB		No schemes	currently identified				
4	LC		No schemes	currently identified				
5	NW&N		No schemes	currently identified				
6	O&R		No schemes	currently identified				
7	WA		No schemes	currently identified				

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

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

Ref No.	Division	Parish / Town Council	Location	Proposed Solution	Timescale	Cost (£)	RAG
	BH&LS			No Casualty reduction Schemes currently identified			
	O&R			No Casualty reduction Schemes currently identified			
	WA			No Casualty reduction Schemes currently identified			

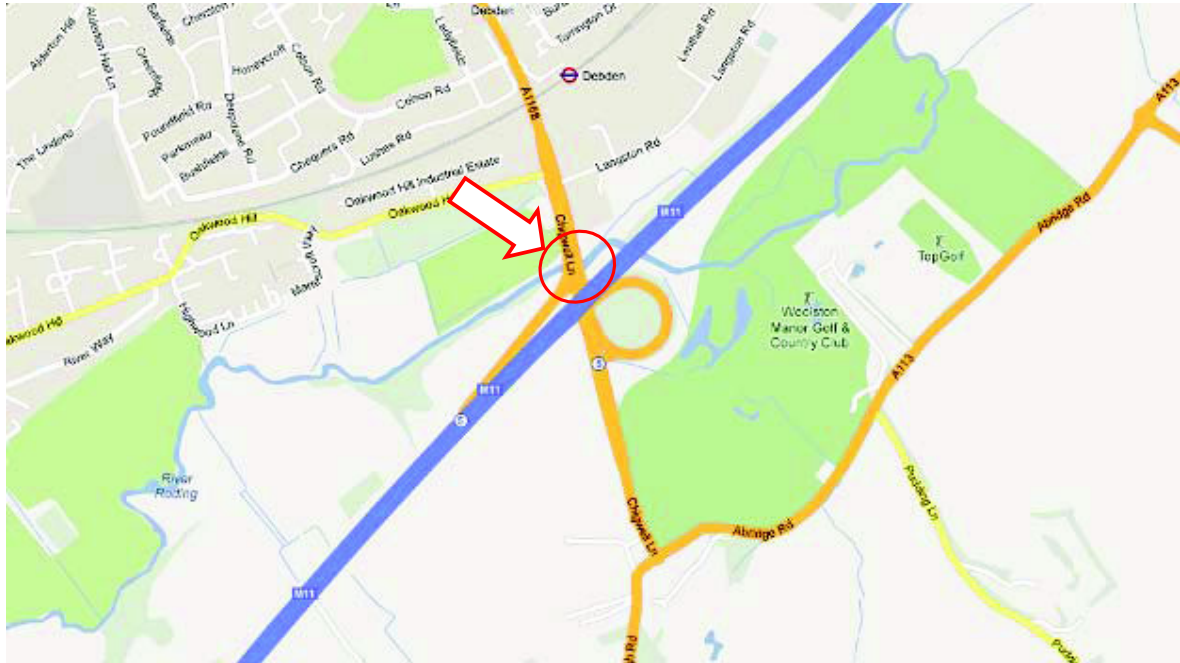
ECC Casualty Reduction Site Investigation 2013/14

Location: A1168 Chigwell Lane J/w M11 North-bound Off Slip, Chigwell (Junction 5)

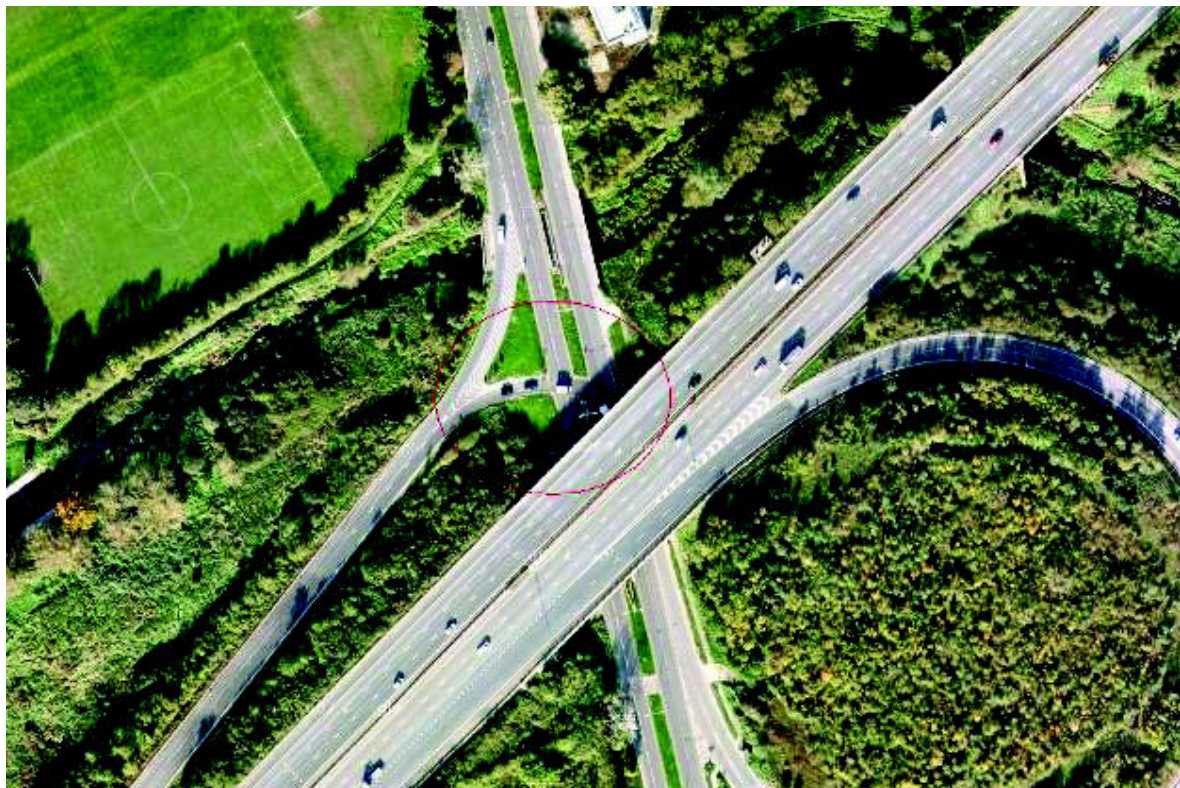
District: Epping

Investigation Period: 01/06/2007 to 31/05/2012 Grid Reference: 544304 195613

1.0 Site Location Plan



2.0 Aerial Photograph



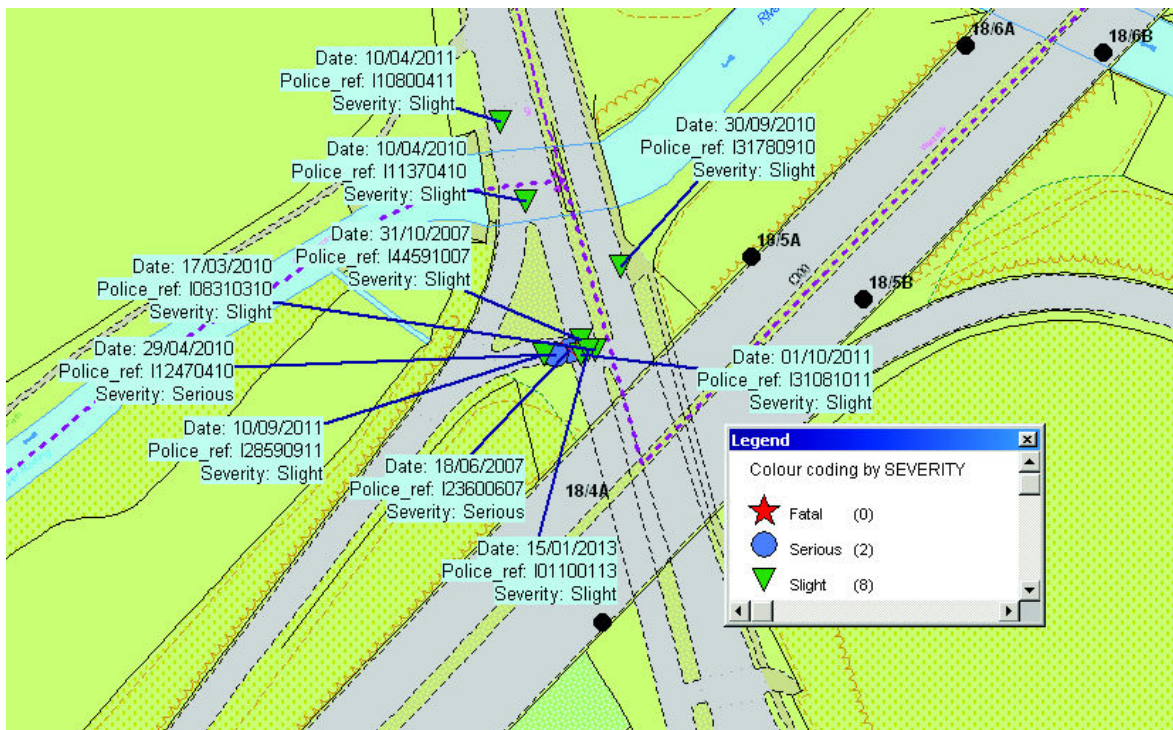
3.0 Site Description

The site under investigation is the priority junction of A1168 Chigwell Lane with the M11 north-bound off slip in Chigwell. (M11 Junction 5)

A1168 Chigwell Lane is a heavily trafficked dual carriageway that provides a link between Chigwell and Loughton and is subject to a 40mph speed limit throughout this section.

The M11 north-bound off slip splits into a left turn and right turn lane divided by an island and is subject to a the national speed limit of 70mph up to the give way lines where it meets A1168 Chigwell Lane. The left turn lane forms a small slip road whilst the right turn lane is more of a conventional T junction layout.

4.0 Personal Injury Collision Analysis (see AccsMap Data & attached stick diagrams)



A study of the Personal Injury Collision (PIC) data for the period from 01/06/2007 to 31/05/2012 at this location shows a problem of failure to give way collisions involving motorists entering A1168 Chigwell Lane from the M11 north-bound off-slip. Six collisions involved motorists turning right from M11 off slip across the path of motorists travelling north-west bound on A1168 Chigwell Lane. Two collisions involved motorists turning left from the M11 north-bound off slip and failing to give way to motorists travelling north-west bound on A1168 Chigwell Lane

The data shows there have been 10 PIC's at this location, 2 Serious and 8 Slight, resulting in 3 Serious and 10 Slight casualties.

20% of the PIC's occurred on a 'Wet/Damp' road surface and 40% occurred during the hours of darkness.

20% of the PIC's involved powered two wheelers.

It should be noted that an additional collision has been reported following the same collision pattern (Motorist turning right from M11 off slip across the path of a motorist travelling north-west bound on A1168 Chigwell Lane). This collision occurred on the 15th January 2013 and resulted in 1 slight casualty.

5.0 Site Observations

- 5.1 During a drive through along the M11 north-bound off-slip it was observed that other than an advanced directional sign there is no warning that you are approaching a give way junction. This is a particular issue for motorists moving into the offside lane to turn right as there is a sharp right hand bend just prior to the give way junction with A1168 Chigwell Lane.
- 5.2 During the site visit it was observed that the nearside 'Give way' sign on the right turn section of the M11 north-bound off slip is partially faded and leaning to one side indicating that it may have previously been struck by a passing vehicle.



Photo 1 – Nearside 'Give way' sign is partially faded and leaning to one side.

- 5.3 It was observed that there is an issue of sign clutter to the traffic island that separates the two traffic lanes on the M11 north-bound off-slip.



Photo 2 – Sign clutter within traffic island on M11 north-bound off slip.

- 5.4 Numerous motorists were observed entering A1168 Chigwell Lane, turning right to travel south-east bound, either partially blocking the offside north-west bound traffic lane as they waited within the small central refuge area, or completely blocking both north-west bound traffic lanes as they waited behind another vehicle already within the small central refuge area.



Photo 3 – Black vehicle blocking the north-west bound traffic lanes as it waits for the silver van to vacate the small central refuge area.



Photo 4 – Vehicle partially blocking the offside north-west bound traffic lane as they are stationary within the small central refuge area, waiting to enter the south-east bound carriageway.

- 5.5 It was observed that where motorists wait at the give way lines to turn right from the M11 north-bound off slip onto the south-east bound carriageway of the A1168 Chigwell Lane, their visibility of motorists approaching from the right may be affected by the variation in light conditions due to the presence of the M11 over bridge and subsequent shadows formed beneath. There are currently older style amber street lighting lanterns located throughout beneath the over bridge which may not provide appropriate levels of luminance. This may also be an issue for north-west bound motorists making it difficult to identify vehicles turning across their path.



Photo 5 – Shadows formed beneath the M11 over bridge may make it difficult to identify approaching motorists.



Photo 6 - Shadows formed beneath the M11 over bridge may make it difficult to identify vehicles turning across the path of north-west bound motorists.

- 5.6 It was observed that the road markings throughout A1168 Chigwell Lane in the vicinity of the junction are badly worn.

6.0 Recommendations

Following the site inspection and an analysis of the previous Personal Injury Collisions, it is recommended that the following measures are undertaken:

- 6.1 It is recommended that the A1168 Chigwell Lane should be reduced down to a single north-west bound traffic lane on the approach to the junction with the M11 north-bound off slip by removing the existing offside traffic lane. This will mean that motorists turning right onto the A1168 Chigwell Lane south-east bound carriageway will only have to turn across one traffic lane and this will also allow space to provide an improved central refuge area for them to safely wait to join the south-east bound carriageway. The offside lane should be removed by use of physical measures and the traffic lanes on the approach should tie in with the right turn filter lane onto the M11 south-bound on slip.
- 6.2 The existing nearside 'Give way' sign assembly to the nearside on the right turn section of the M11 north-bound off slip should be repaired and the sign face should be replaced.
- 6.3 Any sign clutter or redundant traffic signs should be removed or relocated where possible.
- 6.4 A street lighting assessment should be undertaken to determine if it is possible to upgrade the street lighting beneath the M11 over bridge to reduce the variation in lighting levels where shadows occur.
- 6.5 Refresh all worn road markings in the vicinity of the junction.

*** Note that the Highways Agency Area 5 will need to be consulted as they are the highway authority for the M11 off slip. ***

First Year Rate of Return (FYRR) Calculation

$$\% \text{ FYRR} = \frac{\text{Annual Accident Savings} \times 100}{\text{Scheme Cost}}$$

Assumptions:

Average annual accident cost (£)	£104,720.00 (TAG 3.4.1)
Accidents treated	10
Casualties treated	13
Investigation time period (years)	5

Estimated cost of recommended remedial measures (including Design, Audit and Traffic Management)

As per recommendations in Section 6

£30,000.00

£30,000.00

Accident saving produced by proposed treatment (%)

44

%FYRR 307

Number of accidents that would not have occurred had the remedial actions been implemented at the start of the five-year accident period

4.4 or **0.88** each year

Number of casualties that would not have occurred had the remedial actions been implemented at the start of the five-year accident period

5.72 or **1.14** each year

8.0 Scheme Approval & Authorisation

Approvals

Name/role	Tel No.	Signature	Date
<i>Lead Safety Engineer: Gary Webster</i>			
<i>Safety Engineering Manager: Nicola Foster</i>			

Discussed/Agreed with Area Contact

Name/role	Tel No.	Signature	Date
<i>Senior Design Engineer: Matthew Lambert</i>			

Financial Authorisation Code	Date of Authorisation

Contacts

Name/role	Address and/or Tel No.
<i>Essex Police Representative:</i>	
<i>County Councillor:</i>	
<i>Other:</i>	

Comments

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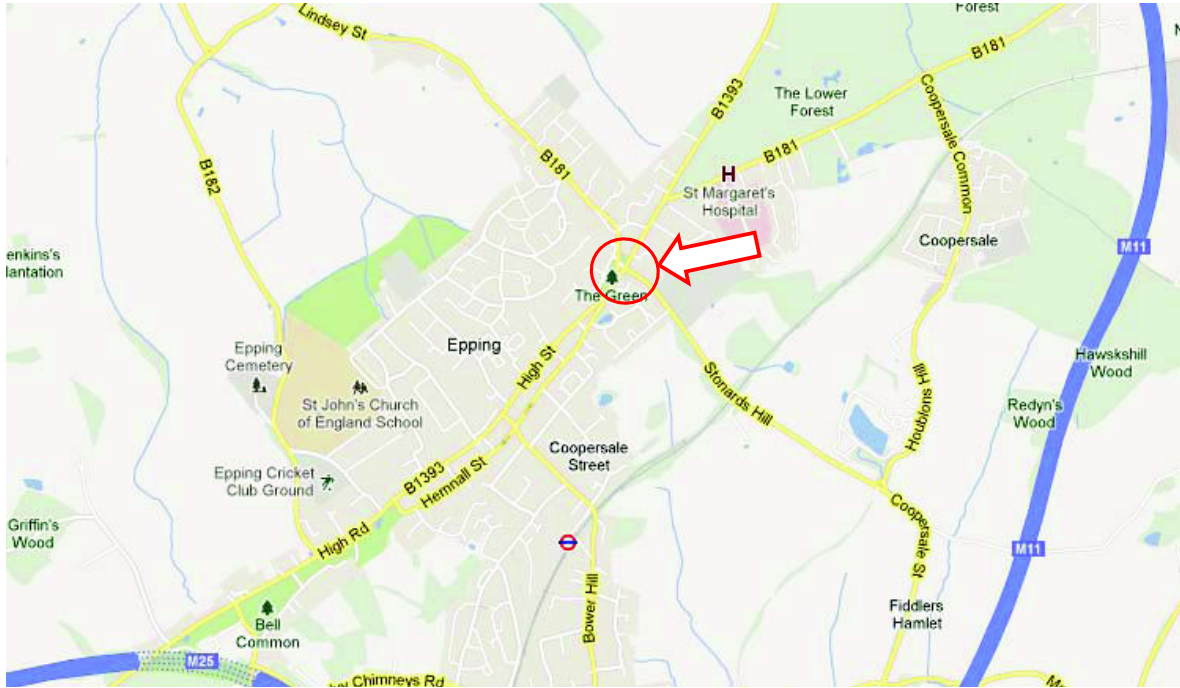
ECC Casualty Reduction Site Investigation 2013/14

Location: B1393 High Street - Palmers Hill J/w Stonnards Hill, Epping

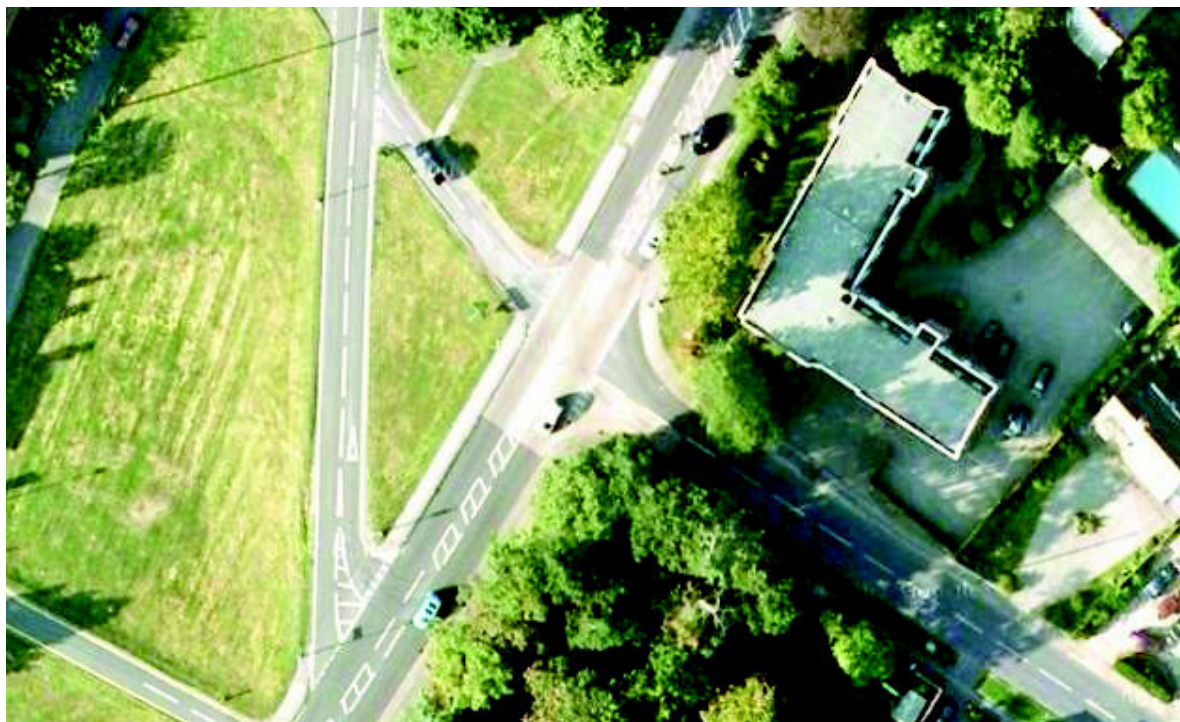
District: Epping

Investigation Period: 01/06/2007 to 31/05/2012 Grid Reference: 546379 202589

1.0 Site Location Plan



2.0 Aerial Photograph

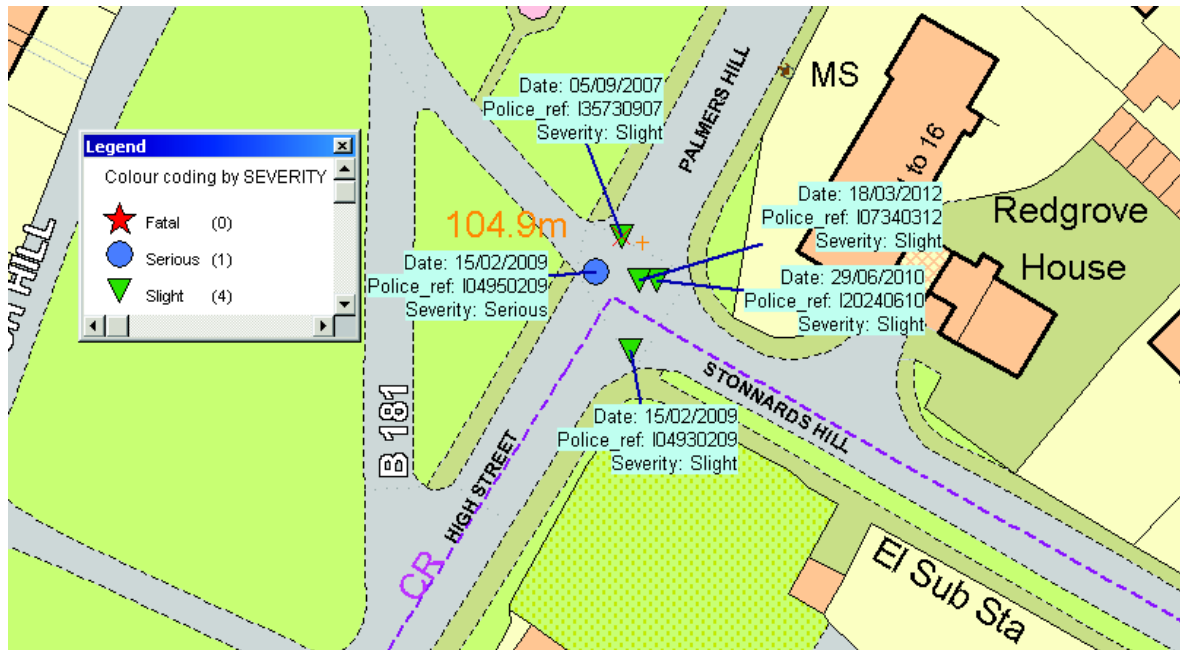


3.0 Site Description

The site under investigation is the priority junction of the B1393 High Street - Palmers Hill with Stonnards Hill in Epping. The B1393 is the main road through Epping Town Centre and has the priority over Stonnards Hill. There is also a narrow single carriageway road link to B181 Lindsey Street located opposite Stonnards Hill effectively creating a crossroads junction.

All roads are single carriageway and are subject to a 30mph speed limit at this location.

4.0 Personal Injury Collision Analysis (see AccsMap Data & attached stick diagrams)



A study of the Personal Injury Collision (PIC) data for the period from 01/06/2007 to 31/05/2012 at this location shows a pattern of collisions involving vehicles entering and exiting Stonnards Hill failing to give way to motorcyclists and cyclists travelling south-west bound on Palmers Hill.

The data shows that overall there have been 5 PIC's at this location, 1 Serious and 4 Slight, resulting in 1 Serious and 5 Slight casualties.

40% of the PIC's occurred on a 'Wet/Damp' road surface and 100% occurred during the hours of daylight.

20% of the PIC's involved powered two wheelers and 60% involved cyclists.

5.0 Site Observations

- 5.1 During a drive through and a visit to the of the site it was observed that visibility to the right is limited for motorists as they wait at the give way lines on Stonnards Hill. The visibility splay is impeded by an existing street lighting column and a section of overgrown boundary hedge that is impeding the footway along the eastern side of B1393 Palmers Hill. This may be a particular issue for viewing approaching pedal cyclists as they tend to stay close to the nearside kerb line.



Photo 1 – Visibility splay impeded by street lighting column and overgrown hedge.



Photo 2 – Narrow footway due to impeding boundary hedge.

- 5.2 It was observed that there is an existing yellow backed 'Staggered junction ahead' warning sign on the B1393 Palmers Hill south-west bound approach to the junction with Stonnards Hill and the link road to the B181 Lindsey Street. This sign is partially obscured by overgrown vegetation, therefore limiting its effectiveness. The sign may also be misleading as there is actually a crossroads junction where Stonnards Hill and the link road to B181 Lindsey Street meet B1393 Palmers Hill.



Photo 3 – Misleading 'Staggered junction ahead' warning sign partially obscured by overgrown vegetation.

- 5.3 It was observed that the narrow single carriageway link road to the B181 Lindsey Street that runs through the green is in poor condition with numerous potholes present. There is also clear evidence that the kerb lines are regularly being over run by passing vehicles due to the fact that this section of road is not wide enough for two opposing vehicles to pass within the kerb lines.



Photo 4 – Link road to the B181 Lindsey Street is in poor condition.



Photo 5 – Kerb being over run as the link road is not wide enough for two opposing vehicles.

- 5.4 It was observed that there is an number if traffic signs all located in the same location on the corner of the junction of B1393 Palmers Hill with the link road to the B181 Lindsey Street resulting in sign clutter and possible information overload for passing/approaching motorists.



Photo 6 – Numerous traffic signs resulting in sign clutter on corner of the junction.

6.0 Recommendations

Following the site inspection and an analysis of the previous Personal Injury Collisions, it is recommended that the following measures are undertaken:

- 6.1 Relocate the street lighting column that is currently located on the north-eastern corner of the junction of B1393 Palmers Hill with Stonnards Hill to be outside of the visibility splay for motorists waiting at the junction.
- 6.2 Substantially cut back the overgrown boundary hedge along the eastern side of B1393 Palmers Hill to the north of the junction with Stonnards Hill. This should be cut back to ensure the highway boundary is kept clear in order to improve the visibility splay for motorists waiting at the nearby junction and also provide a wider footway for pedestrians.
- 6.3 Replace the existing 'Staggered junction ahead' warning sign on the B1393 Palmers Hill south-west bound approach to the junction with Stonnards Hill and the link road to the B181 Lindsey Street with a 'Crossroads ahead' warning sign and substantially cut back any overgrown vegetation that obscures visibility to the sign.
- 6.4 Rationalise the numerous traffic signs on the corner of the junction of B1393 Palmers Hill with the link road to the B181 Lindsey Street to reduce sign clutter.
- 6.5 Whilst not a particular road safety issue this opportunity could be taken to also improve the link road to B181 Lindsey Street by converting it to a one way link road for motorists to travel north-west bound only and repairing any defects such as potholes / damaged kerbs etc. It is noted that the LHP has previously requested the closure of this link road during 2013/14.

First Year Rate of Return (FYRR) Calculation

$$\% \text{ FYRR} = \frac{\text{Annual Accident Savings} \times 100}{\text{Scheme Cost}}$$

Assumptions:

Average annual accident cost (£)	£104,720.00 (TAG 3.4.1)
Accidents treated	5
Casualties treated	6
Investigation time period (years)	5

**Estimated cost of recommended remedial measures
(including Design, Audit and Traffic Management)**

As per recommendations 6.1 to 6.4	£5,000.00
Optional additional works as per recommendation 6.5	£5,000.00
	£10,000.00

Accident saving produced by proposed treatment (%) 44

%FYRR 461

Number of accidents that would not have occurred had the remedial actions been implemented at the start of the five-year accident period

2.2 or **0.44** each year

Number of casualties that would not have occurred had the remedial actions been implemented at the start of the five-year accident period

2.64 or **0.53** each year

8.0 Scheme Approval & Authorisation

Approvals

Name/role	Tel No.	Signature	Date
<i>Lead Safety Engineer: Gary Webster</i>			
<i>Safety Engineering Manager: Nicola Foster</i>			

Discussed/Agreed with Area Contact

Name/role	Tel No.	Signature	Date
<i>Senior Design Engineer: Matthew Lambert</i>			

Financial Authorisation Code

Date of Authorisation

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Contacts

Name/role	Address and/or Tel No.
<i>Essex Police Representative:</i>	
<i>County Councillor:</i>	
<i>Other:</i>	

Comments

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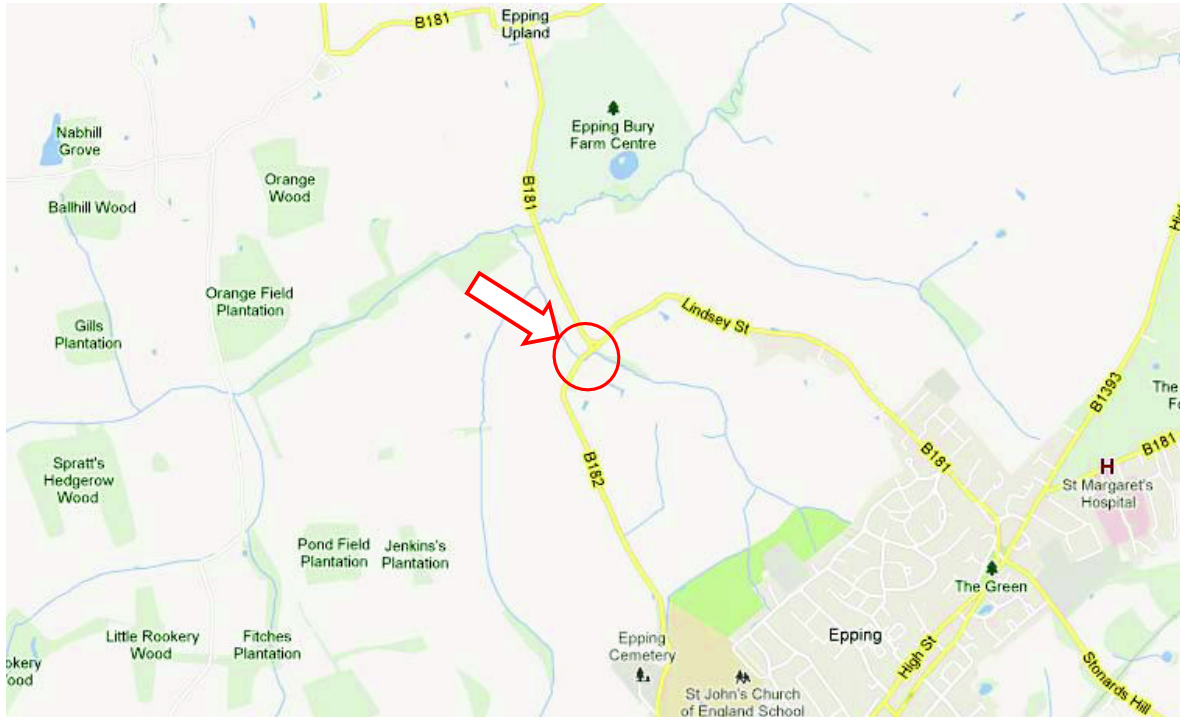
ECC Casualty Reduction Site Investigation 2013/14

Location: B181 Lindsey St – Epping Road J/w B182 Bury Lane, Epping

District: Epping

Investigation Period: 01/06/2007 to 31/05/2012 Grid Reference: 544819 203362

1.0 Site Location Plan



2.0 Aerial Photograph

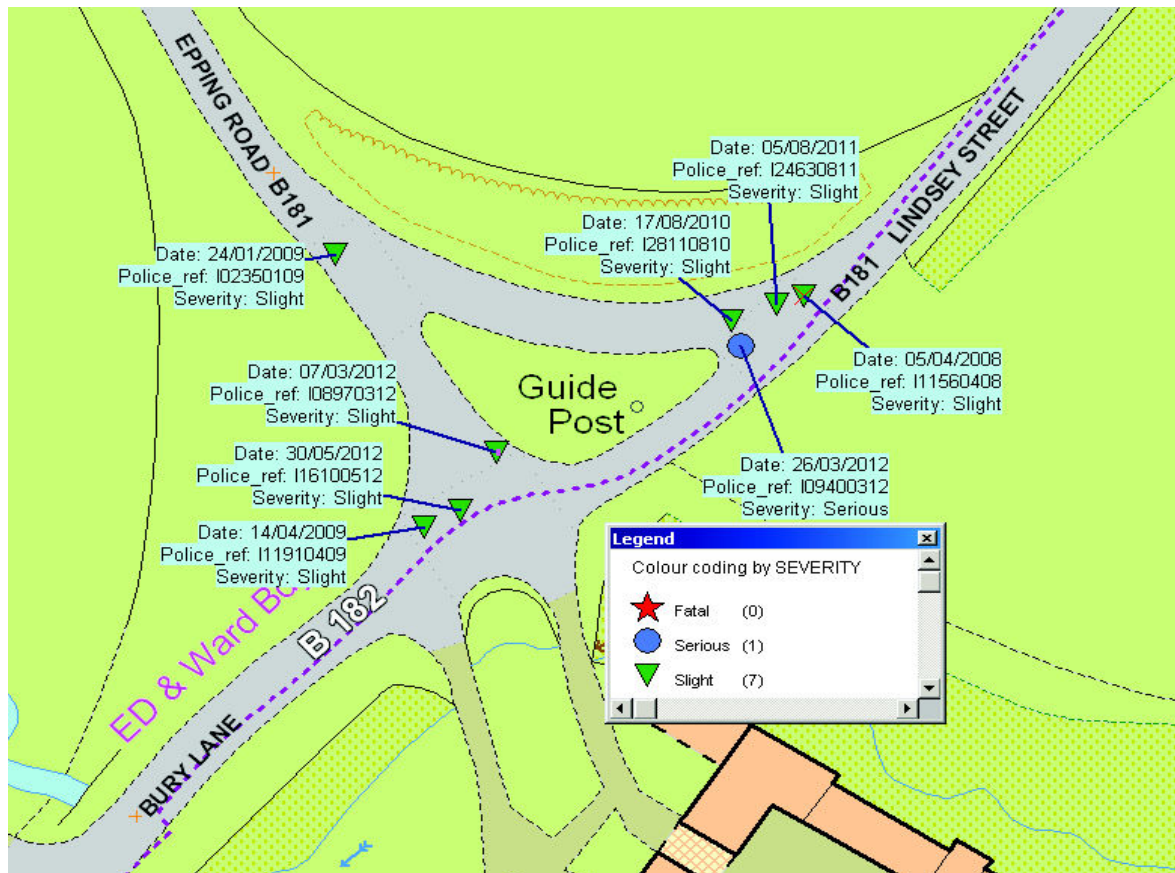


3.0 Site Description

The site under investigation is the Bennett island junction of the B181 Lindsey Street - Epping Road with the B182 Bury Lane in Epping.

The B181 is the priority route with a 90 degree bend at its junctions with the B182. Both roads are single carriageways subject to the National Speed limit of 60mph. There is a large grassed island with two way traffic running on either side of it.

4.0 Personal Injury Collision Analysis (see AccsMap Data & attached stick diagrams)



A study of the Personal Injury Collision (PIC) data for the period from 01/06/2007 to 31/05/2012 at this location shows two patterns. Four collisions involved vehicles on Bury Lane failing to give way to traffic on the B181 (two on each of the two arms of the island). Another two collisions involved nose to tail collisions on the B181 into the back of vehicles waiting to turn right into Bury Lane. There was also a head on collision on the bend on the B181.

The data shows there have been 8 PIC's at this location, 1 Serious and 7 Slight, resulting in 1 Serious and 13 Slight casualties.

12% of the PIC's occurred on a 'Wet/Damp' road surface, 12% occurred on a 'Frosty/Icy' road surface and 37% occurred during the hours of darkness.

12% of the PIC's involved powered two wheelers.

5.0 Site Observations

- 5.1 During a site visit and numerous drives through the site it was observed that the carriageway is in poor condition throughout the extents of the site with numerous potholes and other defects present and the carriageway surface appears to be polished throughout.
- 5.2 Numerous motorists were observed to be hesitating as they negotiated the junction from the various approaches, likely due to the confusing layout.



Photo 1 – B181 Lindsey Street south-west bound approach to junction.



Photo 2 – B182 Bury Lane north-east bound approach to junction.



Photo 3 – B181 Epping Road south-east bound approach to junction.

- 5.3 The road markings throughout the junction are badly worn and a number of traffic signs are damaged or missing.
- 5.4 It was observed that there are variations in the vertical alignment of the carriageway throughout the junction.



Photo 4 – Worn road markings and damaged / missing traffic signs at junction. Also shows the variations in vertical alignment at the junction.

6.0 Recommendations

Following the site inspection and an analysis of the previous Personal Injury Collisions, it is recommended that the following measures are undertaken:

- 6.1 A traffic assessment including traffic counts should be undertaken to determine the predominant route of motorists travelling through the junction.
- 6.2 Subject to the results of the traffic assessment the junctions should be re-designed as either a standard priority junction to cater for the predominant route incorporating a right turn lane where possible.
- 6.3 The carriageway throughout the junction should be resurfaced in association with the capital maintenance team where possible to minimise LHP funding.
- 6.4 All existing traffic signs to be removed / relocated to suit the new layout.

7.0 Economic Analysis

First Year Rate of Return (FYRR) Calculation

$$\% \text{ FYRR} = \frac{\text{Annual Accident Savings} \times 100}{\text{Scheme Cost}}$$

Assumptions:

Average annual accident cost (£)	£104,720.00 (TAG 3.4.1)
Accidents treated	8
Casualties treated	14
Investigation time period (years)	5

Estimated cost of recommended remedial measures (including Design, Audit and Traffic Management)

As per recommendations in Section 6	£36,000.00 Max Available!
	£36,000.00

Accident saving produced by proposed treatment (%)	44
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%FYRR 205

Number of accidents that would not have occurred had the remedial actions been implemented at the start of the five-year accident period

3.52 or **0.70** each year

Number of casualties that would not have occurred had the remedial actions been implemented at the start of the five-year accident period

6.16 or **1.23** each year

8.0 Scheme Approval & Authorisation

Approvals

Name/role	Tel No.	Signature	Date
<i>Lead Safety Engineer: Gary Webster</i>			
<i>Safety Engineering Manager: Nicola Foster</i>			

Discussed/Agreed with Area Contact

Name/role	Tel No.	Signature	Date
<i>Senior Design Engineer: Matthew Lambert</i>			

Financial Authorisation Code

Date of Authorisation

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Contacts

Name/role	Address and/or Tel No.
<i>Essex Police Representative:</i>	
<i>County Councillor:</i>	
<i>Other:</i>	

Comments

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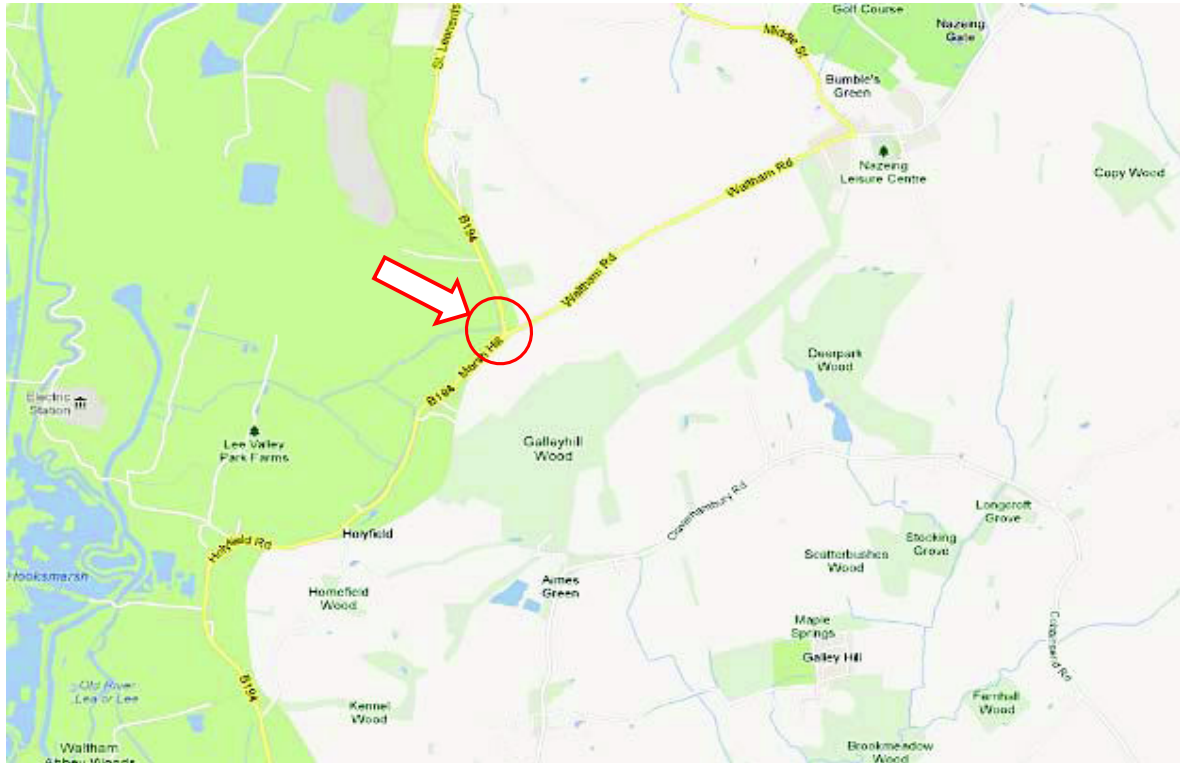
ECC Casualty Reduction Site Investigation 2013/14

Location: B194 Marsh Hill – Waltham Road j/w B194 St Leonards Road, Nazeing

District: Epping

Investigation Period: 01/06/2007 to 31/05/2012 Grid Reference: 539338 204003

1.0 Site Location Plan



2.0 Aerial Photograph

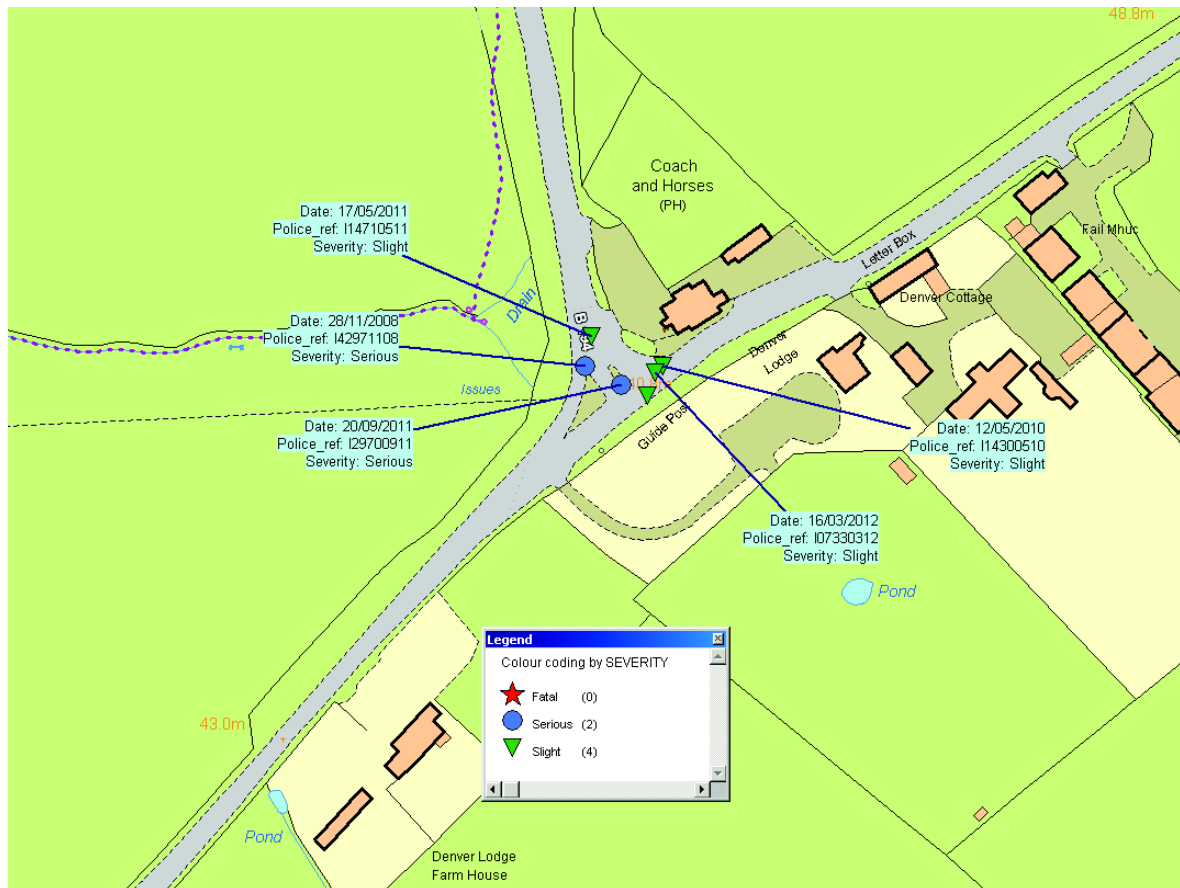


3.0 Site Description

The site under investigation is the priority junction of B194 Marsh Hill – Waltham Road with B194 St Leonards Road in Nazeing.

B194 Marsh Hill - Waltham Road is a single carriageway road subject to a 50mph speed limit and B194 St Leonards Road is a single carriageway road subject to the national speed limit of 60mph at this location.

4.0 Personal Injury Collision Analysis (see AccsMap Data & attached stick diagrams)



A study of the Personal Injury Collision (PIC) data for the period from 01/06/2007 to 31/05/2012 at this location shows a pattern of failure to give way collisions.

Three collisions involved motorists turning right from B194 St Leonards Road in the path of motorists travelling north-east bound on the priority route (B194 Marsh Hill - Waltham Road). One collision involved a motorist turning right from Waltham Road into B194 St Leonards Road across the path of an oncoming vehicle.

The data shows there have been 6 PIC's at this location, 2 Serious and 4 Slight, resulting in 2 Serious and 7 Slight casualties.

33% of the PIC's occurred in 'Wet/Damp' conditions and 16% occurred during the hours of darkness.

16% of the PIC's involved powered two wheelers.

5.0 Site Observations

- 5.1 During a site visit it was observed that visibility to the right is badly restricted by numerous traffic sign posts and a street lighting column located within the traffic island when waiting to turn right from B194 St Leonards Road onto B194 Marsh Hill. (See photo 1)



Photo 1

- 5.2 It was observed that the 'Give way' sign to TSRGD dia.602 and 'National speed limit' terminal sign to TSRGD dia.671 to the offside of the dedicated left turn lane into B194 St Leonards Road are missing. There is also a 'No entry sign' to TSRGD dia.616 missing to the reverse of these signs. There appears to be some resulting damage to the surface of the traffic island at this location, possibly as a result of the sign post being struck. (See photo 2)
- 5.3 It was observed that the existing 'Give way' sign to TSRGD dia.602 and 'National speed limit' terminal sign to TSRGD dia.671 to the nearside of the dedicated left turn lane into B194 St Leonards Road are partially obscured by overgrown vegetation. (See photo 2)
- 5.4 It was observed that road markings throughout the junction including the give way markings are badly worn in places. (See photos 1, 2 & 3)
- 5.5 It was observed that the existing Haldo bollards at the junction are completely covered in detritus. (See photo 3)



Photo 2



Photo 3

6.0 Recommendations

Following the site inspection and an analysis of the previous Personal Injury Collisions, it is recommended that the following measures are undertaken:

- 6.1 Review the existing traffic signs and street lighting column that are currently located on the traffic island and relocate them to ensure that they are not within the visibility splay of motorists waiting to turn out of B194 St Leonards Road. Relocate away from the traffic island where appropriate.
- 6.2 Replace the missing 'Give way' sign to TSRGD dia.602 and 'National speed limit' terminal sign to TSRGD dia.671 to the offside of the dedicated left turn lane into B194 St Leonards Road and the missing 'No entry sign' to TSRGD dia.616 to the reverse. Repair any damaged to the traffic island at this location.
- 6.3 As this site is within a 50mph or 60mph speed limit any new traffic signs or street lighting columns must comply with passive safety regulations.
- 6.4 Ensure that any overgrown vegetation that affects visibility splays or conspicuity of traffic signs is cut back and maintained on a regular basis.
- 6.5 Ensure that traffic bollards are cleaned of detritus.
- 6.6 Refresh all worn road markings throughout the junction and on approaches.

First Year Rate of Return (FYRR) Calculation

$$\% \text{ FYRR} = \frac{\text{Annual Accident Savings} \times 100}{\text{Scheme Cost}}$$

Assumptions:

Average annual accident cost (£)	£104,720.00 (TAG 3.4.1)
Accidents treated	6
Casualties treated	8
Investigation time period (years)	5

Estimated cost of recommended remedial measures (including Design, Audit and Traffic Management)

As per recommendations in Section 6	£10,000.00
	£10,000.00

Accident saving produced by proposed treatment (%)	42
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%FYRR 528

Number of accidents that would not have occurred had the remedial actions been implemented at the start of the five-year accident period

2.52 or **0.50** each year

Number of casualties that would not have occurred had the remedial actions been implemented at the start of the five-year accident period

3.36 or **0.67** each year

8.0 Scheme Approval & Authorisation

Approvals

Name/role	Tel No.	Signature	Date
<i>Lead Safety Engineer: Gary Webster</i>			
<i>Safety Engineering Manager: Nicola Foster</i>			

Discussed/Agreed with Area Contact

Name/role	Tel No.	Signature	Date
<i>Senior Design Engineer: Matthew Lambert</i>			

Financial Authorisation Code

Date of Authorisation

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Contacts

Name/role	Address and/or Tel No.
<i>Essex Police Representative:</i>	
<i>County Councillor:</i>	
<i>Other:</i>	

Comments

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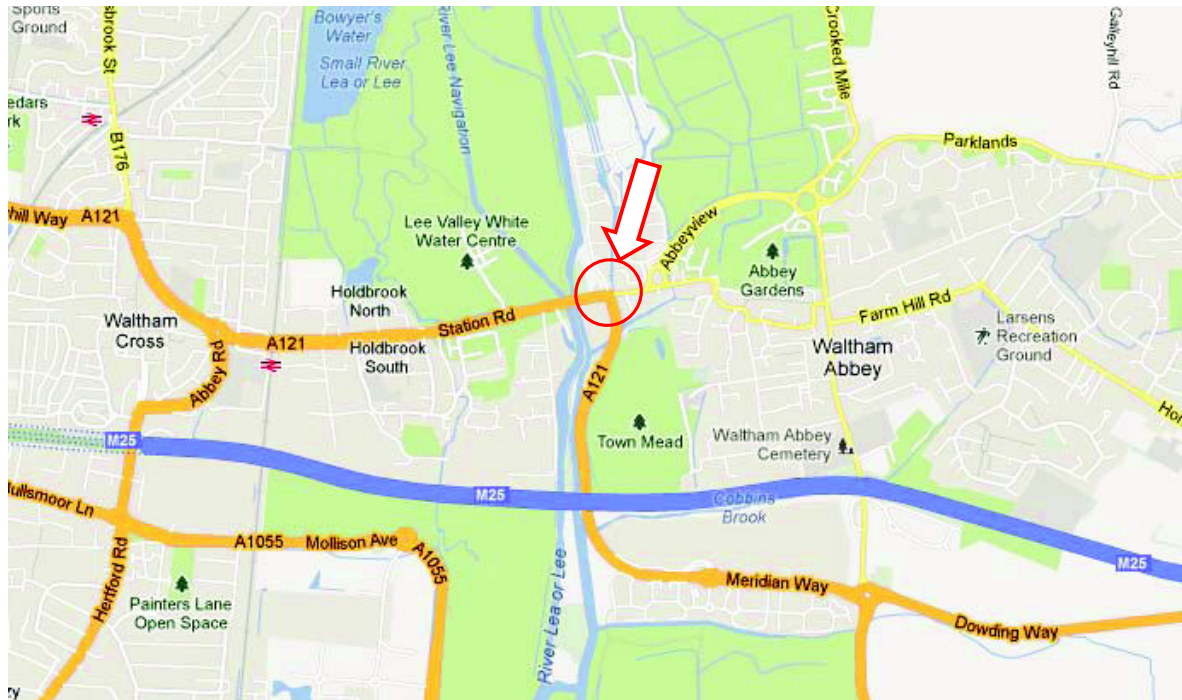
ECC Casualty Reduction Site Investigation 2013/14

Location: A121 Station Rd – Meridian Way J/w B194 Highbridge Street & Beaulieu Dr,
Waltham Abbey

District: Epping

Investigation Period: 01/04/2009 to 31/03/2013 Grid Reference: 537721 200572

1.0 Site Location Plan



2.0 Aerial Photograph



5.0 Site Observations

- 5.1 During numerous site visits and numerous drives through the site travelling in all directions it was observed that the junction gets congested throughout the day. Numerous larger vehicles such as HGVs, LGVs, buses and coaches were observed to be travelling through the junction throughout the day.



Photo 1 – Junction can get congested throughout the day.

- 5.2 The operation of the junction is also impacted by the presence of a small retail park area and a fast food restaurant all located to the south-western corner of the junction with the vehicle access to both located less than 50m away from the traffic signals on the southern arm (A121 Meridian Way).
- 5.3 This junction has been controlled by traffic signals for a number of years and was subject to a traffic signals upgrade scheme in March 2009. The traffic signals were upgraded to a Microprocessor Optimised Vehicle Actuation (MOVA) system. MOVA is a proactive self-optimising control system for Traffic Signals where the signal phases are adjusted to suit prevailing traffic conditions to minimise congestion.
- 5.4 It was observed that the junction has an unusual layout. On the A121 Meridian Way northbound approach to the junction the nearside traffic lane that is directly in-line with the opposing Beaulieu Drive is assigned as a 'left turn only' lane and is subject to its own left turn filter traffic light phase. The offside traffic lane that does not line up with the opposing Beaulieu Drive is assigned as an 'ahead or right turn' lane and is controlled by a full green and accompanying right turn arrow light. It is believed that this unusual arrangement may be leading to confusion for northbound motorists resulting in them travelling straight ahead from either the nearside or offside traffic lane when the traffic signals indicate a green 'left turn only' filter arrow.



Photo 2 – Different traffic signals relate to the nearside and offside traffic lanes.

- 5.5 It was observed that it may not be completely clear to motorists which lane they should be in to travel in each direction as they approach the traffic signals on the A121 Meridian Way northbound approach. The presence of the vehicle access to the small retail park area and a fast food restaurant located to the left hand side just prior to the junction.



Photo 3 – Left turn arrow markings just prior to the vehicle access to the small retail park area and a fast food restaurant may mislead motorists into using the wrong traffic lane at the junction.

- 5.6 There is a large advanced directional sign present on the A121 Meridian Way northbound approach but it does not indicate the presence of the retail park.
- 5.7 The arrangement of the existing bifurcation arrow may also mislead motorists into thinking that they should be in the nearside traffic lane to go straight ahead.
- 5.8 It was observed that some of the stop lines, directional arrow markings and other road markings throughout the junction are partially worn.



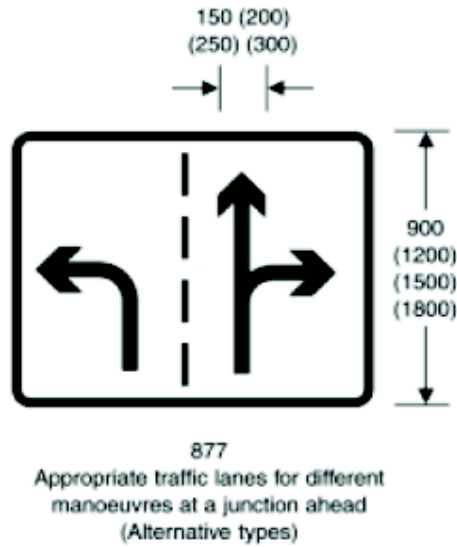
Photo 4 – Advanced directional sign on A121 Meridian Way northbound approach. Also shows worn directional arrow markings.

6.0 Recommendations

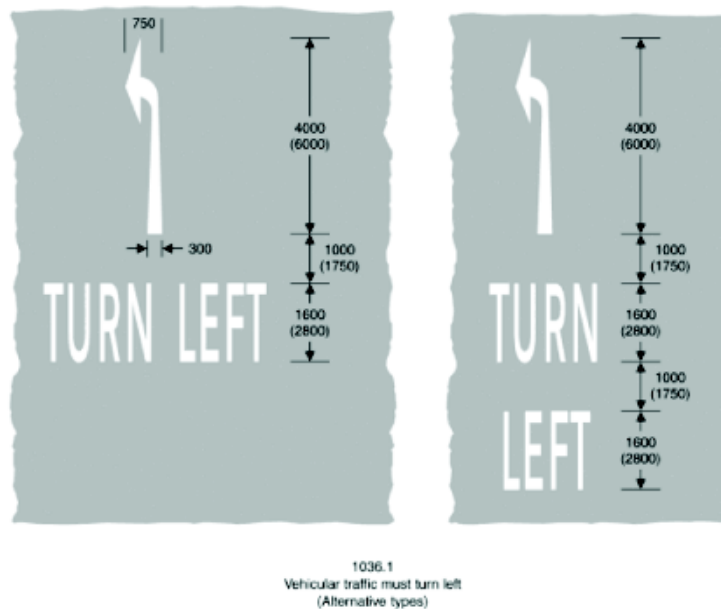
Following the site inspection and an analysis of the previous Personal Injury Collisions, it is recommended that the following measures are undertaken:

- 6.1 Assess the Linsig traffic signals modelling data to identify the impact on congestion of possible changes to signal phases and layout. (E.g. Convert nearside traffic lane on A121 Meridian Way northbound approach to be ahead and left)
- 6.2 Subject to the result of the assessment implement the most suitable changes, if any.
- 6.3 If changes to the signal phases and layout are deemed to be un-suitable then investigate possible options for relocation of traffic signal heads on this approach to reduce confusion for approaching motorists.
- 6.4 Add details of the retail park located to the left hand side just prior to the junction to the large advanced directional sign (New sign plate – existing one has graffiti present anyway).

- 6.5 Provide a traffic lanes directional sign to TSRGD dia.877 on the A121 Meridian Way northbound approach to junction to reflect the road layout (Design dependant on signal phases and layout). Ensure that the sign is located just north of the vehicle access to the retail park to avoid any confusion. Signs will need to be mounted at least 2.3m above the footway and sign posts located to impair visibility splays for motorists exiting the retail park.



- 6.6 Subject to the signal phases and layout being altered, provide two sets of 'Left turn' directional arrow markings and text to TSRGD dia.1036.1 to the nearside traffic lane between the entrance to the retail park and the stop lines at the junction to re-enforce the message that motorists in this lane must turn left.



- 6.7 Subject to the signal phases and layout being altered, replace the existing misleading bifurcation arrow with one that better reflects the junction layout (I.e. Bifurcation to the left).
- 6.8 Refresh all other worn road markings throughout the junction and on approaches.

First Year Rate of Return (FYRR) Calculation

$$\% \text{ FYRR} = \frac{\text{Annual Accident Savings}}{\text{Scheme Cost}} \times 100$$

Assumptions:

Average annual accident cost (£)	£104,720.00 (TAG 3.4.1)
Accidents treated	14
Casualties treated	18
Investigation time period (years)	4

Estimated cost of recommended remedial measures (including Design, Audit and Traffic Management)

As per recommendations in Section 6	£20,000.00
	£20,000.00

Accident saving produced by proposed treatment (%)	42
----------------------------------------------------	----

%FYRR 770

Number of accidents that would not have occurred had the remedial actions been implemented at the start of the five-year accident period

5.88 or **1.47** each year

Number of casualties that would not have occurred had the remedial actions been implemented at the start of the five-year accident period

7.56 or **1.89** each year

8.0 Scheme Approval & Authorisation

Approvals

Name/role	Tel No.	Signature	Date
<i>Lead Safety Engineer: Gary Webster</i>			
<i>Safety Engineering Manager: Nicola Foster</i>			

Discussed/Agreed with Area Contact

Name/role	Tel No.	Signature	Date
<i>Senior Design Engineer: Matthew Lambert</i>			

Financial Authorisation Code	Date of Authorisation

Contacts

Name/role	Address and/or Tel No.
<i>Essex Police Representative:</i>	
<i>County Councillor:</i>	
<i>Other:</i>	

Comments

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School Crossing Patrol - Site Reports

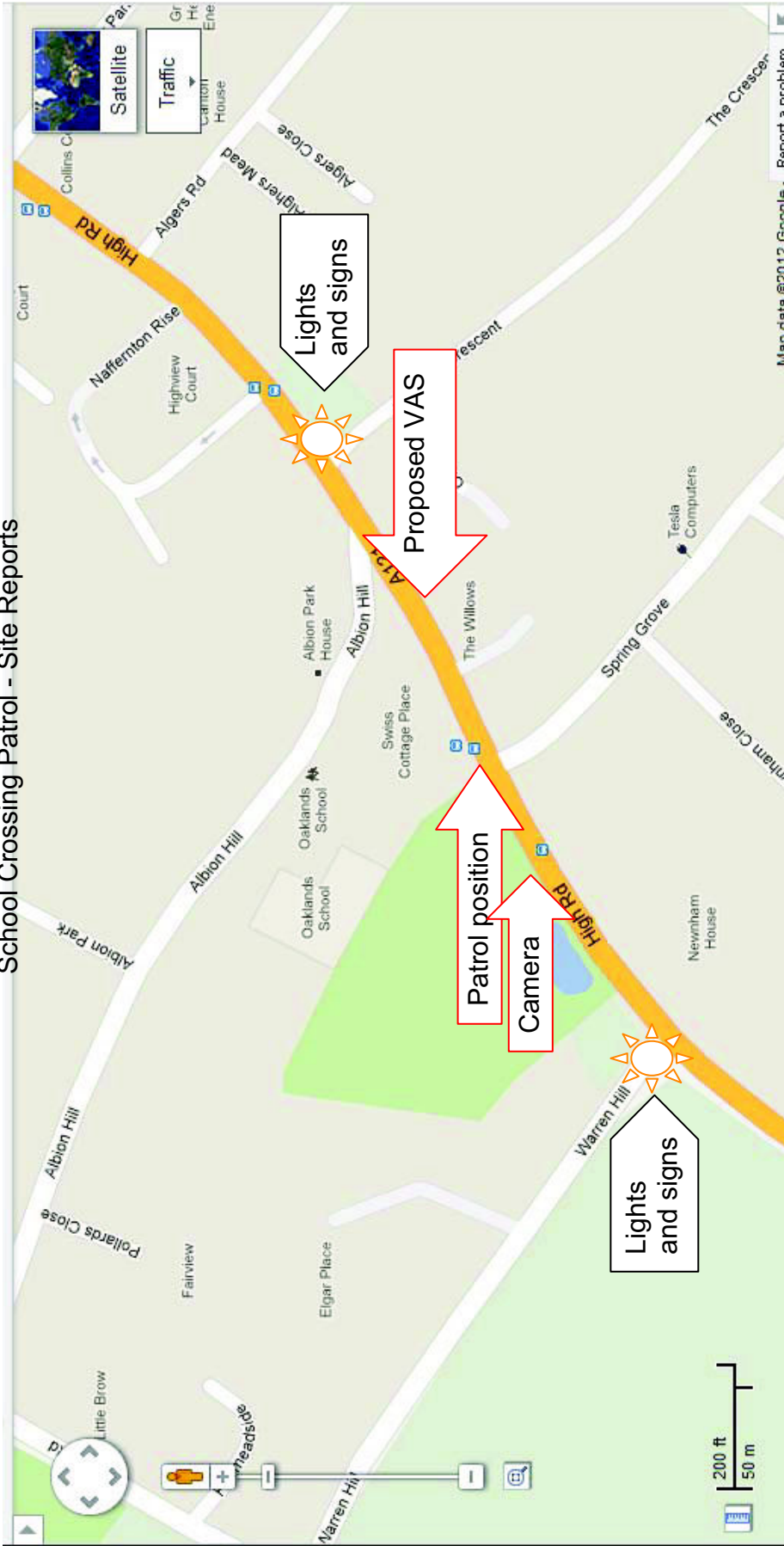
Site No: 10417

School: Oaklands School
A121 High Road, Loughton

Exact location: At the rear school gate, close to the junction with Spring Grove

High Road is a very heavily trafficked road, and the school crossing patrol site is located approximately 65m from a speed camera. The camera has some effect at reducing speeds of eastbound traffic, but westbound traffic speeds are perceived to be in excess of the 30mph limit. Our patrol has regularly requested measures to help reduce these traffic speeds. Although there are flashing amber warning lights and patrol signs on both approaches to the site, we would like to request installation of a vehicle activated sign, positioned facing westbound traffic either indicating that drivers are exceeding the limit, or warning them to slow down.



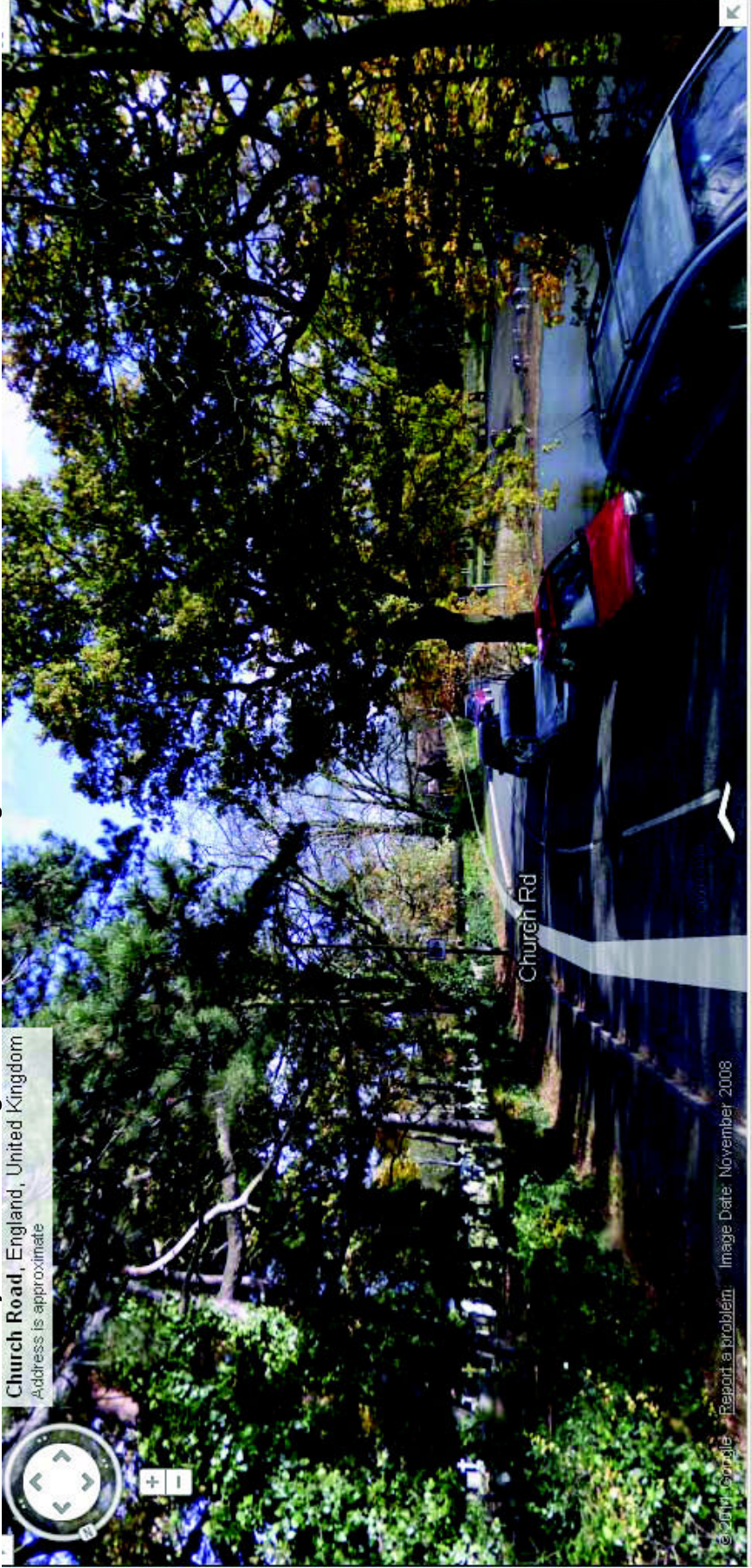


Site No: 10418

School: St John's CE Primary School

Location: Church Road, Buckhurst Hill

Exact location: at the junction with High Road at tactile paving



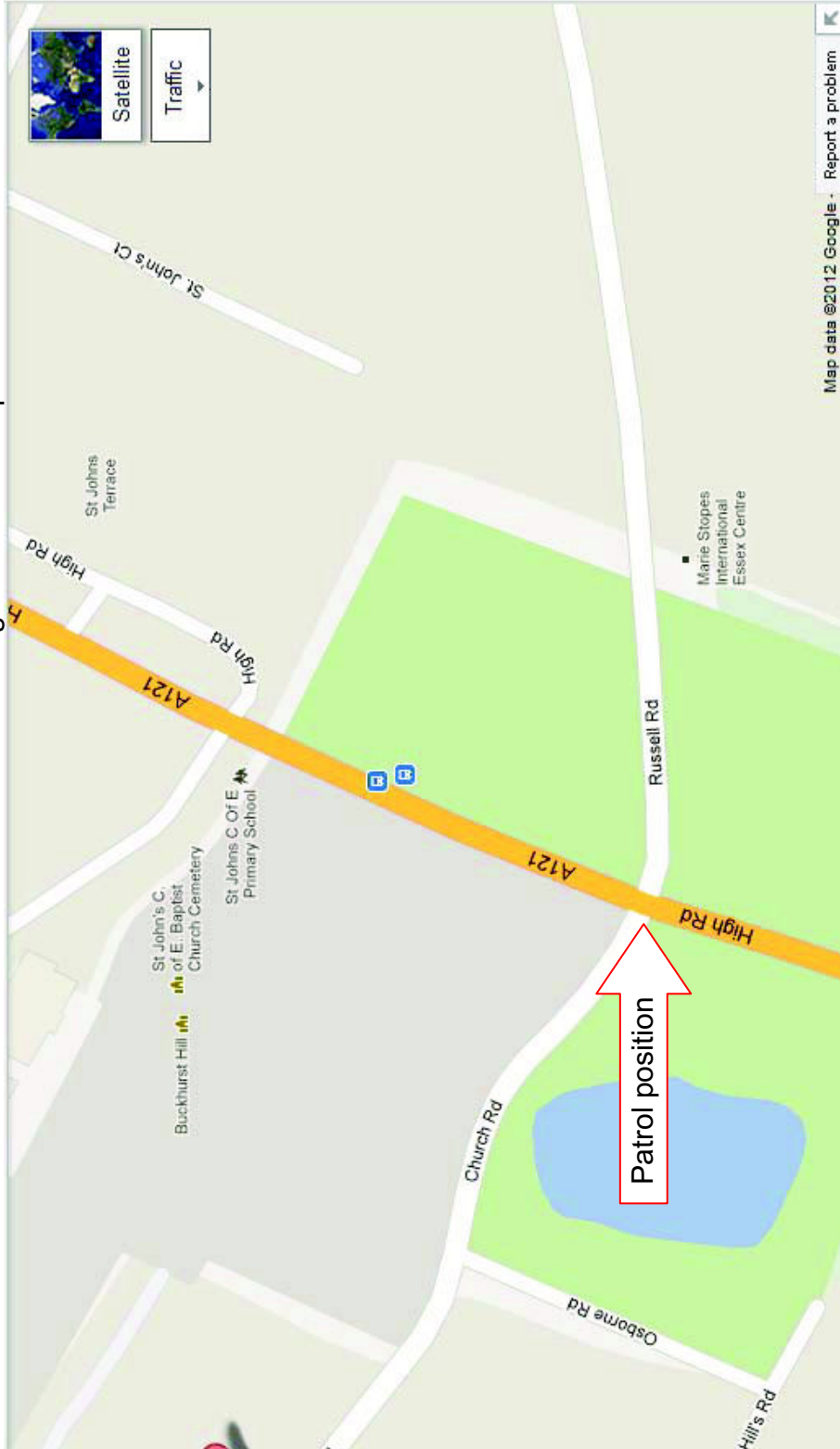
No current parking restrictions. We were advised about 2/3 years ago that double yellow lines were being considered as part of the Epping Parking Review but we understand this was deferred. Traffic at the site becomes extremely congested at school journey times, drivers become frustrated and impatient at this junction and the patrol has been injured whilst on duty. Parking on the already narrow footway forces many pedestrians to cross before reaching the patrol site as they can't use the footway, due to inconsiderate parking

School Crossing Patrol - Site Reports

We would like to request double yellow lines or timed restrictions in the vicinity of the crossing patrol site, particularly on the side opposite the church (next to the duck pond)



School Crossing Patrol - Site Reports



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ECC/Epping Forest District LHP Highway Rangers - Works Summary April 2013

Date	Town/Village	Street/Location	Works
02/04/2013	Theydon Bois	Epping Lane	Minor drainage works
	Nazeing	Hoe Lane	Minor drainage works
	Stapleford Tawney	Tawney Common	Minor drainage works
03/04/2013	Moreton	Mill Lane	Cut grips and washing signs
	Magdeline Laver	Various roads	Cleared ditches and dug out pipe to stop water running onto road
	Waltham Abbey	Sewardstone Road	Siding footway
04/04/2013	Nazeing	Hoe Lane	Minor drainage works, sand bagged headwall/cleared out ditch
	Chipping Ongar	Epping Road	Cleared debris
05/04/2013	Bobbingworth	Moreton Bridge	Minor drainage works
	Willingale	Millers Green Road	Minor drainage works
	Chipping Ongar	Greensted Road	Minor drainage works
08/04/2013	Nazeing	Various roads	Clear debris
	Waltham Abbey	Sewardstone Road	Siding footway
11/04/2013	Waltham Abbey	Upshire Road	Clear debris
	Waltham Abbey	Lucas Court	Sign maintenance
	Harlow Tye to Moreton	Various roads	Cut grips /clear ditches/washing signs
	Chipping Ongar	Toot Hill Road	cut grips/cleared gulleys

Date	Town/Village	Street/Location	Works
11/04/2013	Waltham Abbey	Woodridden Hill	Sign maintenance
22/04/2013	Roydon	Dobbs Weir Road	Re-set edging kerb and sign maintenance
	Epping	Homefield	Re-set kerbs
	Waltham Abbey	Dowding Way	Cleared debris
	Roydon	Sedge Green Road	Sign maintenance
23/04/2013	Chigwell	Vicarage Lane	Sign maintenance
	Theydon Bois	Epping Lane	Sign maintenance
24/04/2013	Lambourne	Abridge Road	Cleared debris
	Waltham Abbey	Homefield	Re-set kerbs
25/04/2013	Waltham Abbey	Homefield	Topsoil to verge and cleared debris
	Loughton	Upper Park	Re-set kerbs and cleared debris
	Epping	High Road	Siding footway and safety hedge cutting
	Waltham Abbey	Crown Hill	Made safe damaged manhole cover
	Waltham Abbey	Woodridden Hill	Minor drainage works
	Waltham Abbey	Pynest Green Lane	Sign maintenance/cleared debris and cut vegetation around signs