

HIGH PRIORITY

Applicant priority	Officer Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Estimated costs
1	High	Buckhurst Hill	Westbury Road	Build-outs	A request identified through the Buckhurst Hill parking review. Build out will assist in reducing the current non-compliance with the one way system along this stretch of road	A speed survey carried out on this road identified that in excess of 10 cars were recorded as traveling the wrong way along the one way system in a 2 day period. These raised concerns, not only with Essex County Council, but also Essex County Police.	£30,000
1	High	Buckhurst Hill	Church Lane and Brook Road	Pedestrian phasing		A feasibility survey will be required to establish pedestrian movements to ensure an appropriate scheme	£5,000-10,000 investigation costs
1	High	Chigwell	Manor Road j/w Vicarage Lane	Junction improvement		A more detailed investigation into turning movements would be required	£30,000
1	High	Epping	Station Road	Signal controlled crossing/pedestrian refuge	A historical request for a pedestrian crossing.	Pedestrian flows were fairly high and remains fairly constant throughout the day. There were however very few vulnerable pedestrians recorded crossing the road and no pedestrian accidents have been reported in the last 5 years. It is suggested that a further feasibility study could be carried out into the location of a crossing, due to the proximity of junctions, residents driveways and bus stops. As Station Road is a priority 1/2 route, traffic calming will not be permitted at this location. Locations are limited near to the underground station	£170,000 puffin crossing
1	High	Epping Town	Hemnall Street j/w Grove Lane	Installation of pedestrian crossing	A crossing is required on Hemnall Street and the junction with Grove Lane. Supported by Epping Society	This proposal will be subject to the footway width being sufficient to accommodate a crossing and pedestrian desire lines identified through survey and assessments. It must also meet with the pedestrian crossing regulations. Consideration could be given to installing pedestrian refuges which may reduce vehicle speeds. However a detailed survey will be required.	£7,500 per pedestrian refuge; £80,000 for a controlled zebra crossing
1	High	Loughton	A121 High Road	Signal controlled crossing	A historical request for a pedestrian crossing.	In view that this site has a high vehicle/pedestrian conflict ratio, it is recommended that a signalized facility is considered at this location. The width of the road may preclude a refuge, but there is good visibility at the site for a crossing. Although the 85th percentile speeds of traffic in below 30mph northbound, it is faster southbound and may not be deemed suitable for a zebra crossing. The volume of traffic is quite high at this location, but the majority of pedestrian activity is to and from the school. Assuming there is not a school crossing patrol solution to the peak hour demands, the interruption to traffic flow with a computerized signalized crossing would be restricted to these periods only.	£170,000+ for the installation of a Puffin Crossing
1	High	Loughton	Church Hill	Signal controlled crossing	A historical request for a pedestrian crossing.	The number of pedestrians crossing Church Hill was relatively high and flows remained constant through the day. Similarly the recorded traffic flows were high. It is therefore suggested that a signal-controlled crossing is installed at this location. It is recommended that anti-skid surfacing is provided also as visibility requirements exceed the minimum for a signal-controlled crossing. A suitable location has been identified North East of the Uplands for a possible zebra crossing installation, however this may affect the Traps Hill junction. No other suitable location has been identified.	£80,000 zebra crossing

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1	High	Nazeing	St Leonard's Road	Village Gateway and repositioning of VAS	A VAS was positioned some 100m North of Tatsfield Avenue in St Leonards Road, Nazeing. This is about 300m after the entry point of the 30mph zone. It has no impact for the 300m and the pedestrian walkway is inadequate and narrow. Therefore a request has been made for the sign to be supplemented by a village gateway erected at the beginning of the built-up area on both sides. The B194 (St Leonards Road) is a busy route and is de-restricted immediately prior to the urban area. Entry speeds are typically in the 40/60mph range. It is important that these speeds are quickly reduced because of the pedestrian flow to the school and local shops. There is no road crossing until the lights at Nazeingbury. Many residents feel threatened by the speeding traffic.	The original VAS was located at a point that met Essex County Council criteria. Gateways are possible, providing sufficient verge width is available.	£1,200 per gateway; £300 speed survey
1	High	Shearing and Matching	Shearing Lower Road	Introduction of 30mph speed limit	A historical request for introducing a 30mph speed limit to address speeding issues on this stretch of road which is currently the national speed limit (60mph).	A speed assessment will be required on a 30/40mph speed limit proposal to determine the appropriate speed limit	£3,000 costs associated with Traffic Regulation Order and signs
1	High	Waltham Abbey	Crooked Mile, N of Saxon Way	Signal controlled crossing	A historical request for a pedestrian crossing.	There have been 24 casualties, 1 serious involving a motorcycle rider and 23 slight involving 13 drivers and 2 motorcyclists, 1 cyclist and 1 pedestrian in the last 5 years. If a choice for only one crossing is to be considered for this site, then the position north of Saxon Way would seem to be the most appropriate. Although the road is single carriageway it broadens nearing the roundabout and there is already a central refuge/carriageway divider. A pelican crossing is already located south of Monkswood Ave signalised junction. Subject to design considerations, a new signalised crossing facility could be considered in the area north of Saxon Way. However because of the road width in this area there may be a need for staggered crossing facility which would require road widening/carriageway realignment to maintain the current traffic lane capacity. Further investigation will be required to access the impact and safe location of such a facility.	£250,000 for the installation of Puffic Crossings either side of the carriageway
1	High	Waltham Abbey	Crooked Mile, N of Monkswood Avenue	Signal controlled crossing	A historical request for a pedestrian crossing.	See Crooked Mile N of Saxon Way	£150,000 for upgrading existing signals
2	High	Fyfield	B184	2 x VAS either end of 30mph zone	On the B184 Ongar/Dunmow Road the speed limit was reduced from 40mph to 30mph through the main drag of Fyfield in 2007. This followed years of campaigning by residents who suffered the consequences of speeding traffic, including a proliferation of motorbikes (the B184 is a designated route by biker clubs). Whilst the 30mph limit has made some improvements, residents hope to enhance the scheme within 2 speed activated signs at either end of the 30mph zone. The Parish Council would prefer two solar powered mobile units	The locations will need to be determined by a speed survey to ensure that the proposal meets with Essex County Council criterion. Agreement will also need to be obtained from the Parish Council for support of future maintenance costs associated with the VAS	£4,500 for solar powered VAS