

MEDIUM PRIORITY

Applicant priority	Officer Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Estimated costs
1	Med	Abridge	Market Place	Junction improvements		There are currently no feasible engineering options at this time	
1	Med	Buckhurst Hill	Beech Lane	One way road	A historical request for a one way system along Beech Lane, giving traffic flow from A104 to High Road	Approval will need to be sought from Essex County Police. Please note that such a scheme may increase vehicle speeds	£2,000 costs associated with Traffic Regulation Order, signs and lining
1	Med	Buckhurst Hill	Stag Lane	One way road	A historical request for a one way system along Beech Lane, giving traffic flow from High Road to A104	Approval will need to be sought from Essex County Police. Please note that such a scheme may increase vehicle speeds	£2,000 costs associated with Traffic Regulation Order, signs and lining
1	Med	Buckhurst Hill	Buckhurst Way	Pedestrian refuge	A historical request for a pedestrian crossing.	In view of the speed of traffic over 30mph 85th percentile and in view of the number of elderly/children crossing and that there has been one slight injury to a pedestrian within the last 5 years, consideration could be given for an additional pedestrian refuge facility north of Station Way. The use of passively safe products such as flexible bollards. The precise location of any island will need to be carefully considered in a final design to ensure the nearby junction and accesses of not compromise the safety of pedestrians.	£7,500 per pedestrian refuge
1	Med	Buckhurst Hill	Roding Lane	Pedestrian facilities at signal junction	A historical request for a pedestrian crossing.	It is not considered entirely necessary that a crossing is installed at this location, as a facility already exists on the desire line. However, pedestrians to the east of Loughton Way are still required to cross Loughton Way to reach the existing pedestrian crossing. It is therefore suggested that pedestrian facilities are considered as part of the signal controlled junction on Loughton Way and possibly Roding Lane. However further investigation would be necessary to ensure that the provision of a pedestrian phase would not cause excessive delay and congestion at the signals.	£5,000-10,000 feasibility study; £200,000 signal design and implementation
1	Med	Buckhurst Hill West	Brook Road	Creation of footpath	A) Brook Road links with Buckhurst Hill with the London Borough of Waltham Forest. It is heavily used by vehicles and pedestrians. Without a footpath, pedestrians, children and elderly are at risk. B) Request to create a footpath at Buckhurst Hill end of Brook Road to join up with existing footpath at the Waltham Forest End. Brook Road runs between Epping New Road and Whitehall Road, where there is a bus stop and Bancroft's school is within walking distance. There are possible land purchase issues with Corporation of London and the scheme may require moving a ditch or building a raised path over the ditch. Local residents have made representations to local Councilors. Supported by Cllr Ann Haigh and Cllr Jill Sutcliffe, Chairman Joyce Darby and Cllr Angela Cass.	The land is the property of the Corporation of London, and it is unlikely that they will be willing to sell. A possible way leave will be needed to create the footpath. Further discussions will be needed with the Corporation of London	£25,000-50,000 footpath construction
1	Med	Chigwell	Manor Road	VAS	Request for VAS due to current high speeds. Proximity to school and support from local representatives	No adverse comments associated with this proposal, however agreement would need to be sought from the Parish Council for support in funding any future maintenance costs associated with the VAS	£3,500 mains powered VAS; £4,500 solar powered VAS

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1	Med	Chigwell	A113 High Road	Pedestrian refuge	A historical request for a pedestrian crossing.	It was noted that there were reasonable gaps in traffic to allow pedestrians to cross safely at most times. Vehicle speeds are relatively low, but consideration should be given to those crossing, including elderly and unaccompanied children. Plus there has been slight injury to one pedestrian in the last 5 years. For these reasons a crossing may be considered. However there is a crossing at the south of the site. The existence of the right turn lane means that positioning a refuge in that area may be difficult to achieve. Alternatively a refuge may be considered prior to the commencement of the filter lane in the area of Dolphin Court.	£7,500 per pedestrian refuge
1	Med	Chigwell	B173 Manor Road j/w Stanwyck Road	Junction improvement/pedestrian refuge	A historical request for a pedestrian crossing, however since the survey was carried out pedestrian phasing has been installed at the junction of Manor Road and Fencepiece	At this site the width of the road would preclude a refuge, but provides space for a crossing facility. The site is considered hazardous due to the speed and volume of the traffic suddenly turning in and out of the cut-through and the number of pedestrian casualties over the past 5 years. Although there are not a large number of pedestrians crossing, there is a need to cross for the park and nursery. It is felt that changes to the junction itself would greatly improve the safety of this site. Consideration could be given to converting the cut through to one way operation, or altered to become a left turn filter for traffic turning left from Hainault Road westbound in to Manor Road. This may transfer traffic flow, loading other junctions, and the effect of this would need to be further assessed. However, any such junction changes could incorporate traffic calming elements to address the relatively high 85th percentile and could also possible include a refuge facility to aid pedestrian usage.	£170,000 for puffin crossing
1	Med	Chigwell	B173 Manor Road E of Tomswood Road	Signal controlled junction	A historical request for a pedestrian crossing, however there is limited available locations due to the presence of crossovers.	Although there are not a high number of pedestrians at these two crossing locations, there have not been any pedestrian injuries in the last five years, yet due to traffic speed and behavior, these locations are potentially very dangerous. There is a case to consider signaling the junction itself with pedestrian phase option where appropriate. This would have the benefit of assisting pedestrians to cross safely and to provide some sort of traffic control, which with traffic calming features could reduce the speed and improve safety for drivers.	£170,00 if a suitable location is found for a puffin crossing; £7,500 per refuge is a alternative options should a suitable location not be found
1	Med	Chigwell	B173 Manor Road W of Tomswood Road	Signal controlled junction		See B173 Manor Road E of Tomswood Road	£170,00 if a suitable location is found for a puffin crossing; £7,500 per refuge is a alternative options should a suitable location not be found
1	Med	Epping	Coopersale Common	Pedestrian refuge		Although pedestrians crossing is relatively high, traffic flows are low. The existence of lay-bys by the shops means that the construction of a pedestrian refuge in the vicinity of the shops is not feasible without some loss of the lay-by and due to the low traffic flow this is not recommended. However it is suggested that a pedestrian refuge could be considered south of Institute Road, to assist pedestrians accessing the school from the west of Coppersale Common	£7,500 pedestrian refuge

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1	Med	Epping Town		Cutting back and maintaining mile post		Would recommend that this be included in a recommendation for works allocated to the Highway Rangers	£500
1	Med	Epping Town	Town Green	Replacement of aluminum signage	This location is part of a conservation area. The aluminum signage is very poorly placed in respect of the town greens and detracts from the otherwise pleasant visual aspect. Consideration of the signage in terms of its impact on the visual environment may be able to come up with a better scheme of signage perhaps incorporating a wooden fingerpost at the location of the existing signs	Unable to achieve this. Regulations dictate that traditional fingerpost designs should only be used on unnumbered rural roads where traffic speeds are low.	
1	Med	Epping Upland	Jack's Hatch	Introduction of 40mph speed limit	A historical request for introducing a 40mph speed limit to address speeding issues on this stretch of road which is currently the national speed limit (60mph). There are numerous safety concerns associated with the speeding traffic along this stretch of road.	The initial proposal is sound. A speed survey and assessment would be required to ensure that it meets with specific speed management policy	£3,000 costs associated with Traffic Regulation Order and signs
1	Med	Epping Upland	B181	Outside Greenwood and Chequers - traffic calming in the form of different road surfaces, rumble strips approaching bend, speed reduction as for the 'Chambers Manor' corner, signing (e.g., bend, ice) and crash barriers	There have been a number of accidents whereby cars have gone into the front garden of Chequers and the land fronting Greenwood. Recently a car crashed into the garage of Greenwood, ending up on the garage roof; police estimated the car was traveling at 60/70mph. Although Greenwood is set back from the road, Chequers is not. It is understood that some accidents are caused by drivers not knowing the road. There is also the effect of frost/ice on the surface where vehicles skid and lose control. Proximity to All Saints Parish Church and the Parish Council Burial Ground. It is of concern to Parish councilors and local residents, particularly as the B181 has become a 'rat run' for the M11 and M25. There has been a major increase in traffic on the road and it is not unknown for lorries to have difficulty negotiating the bends causing traffic congestion on a road that has previously been free flowing.	Officer advises that the installation of rumble strips too close to residential properties would conflict with current guidelines. However road surfacing treatment would be possible, but would have maintenance implications and high initial installation costs. Signing can be reviewed. At first consideration there appears to be insufficient space for crash barriers. Information plates with warning signs could be incorporated in a scheme.	£2,500 signing/lining scheme; £20,000 anti-skid application on bends
1	Med	Loughton	Rectory Lane	Pedestrian refuge	A historical request for a pedestrian crossing.	Pedestrian flows on Rectory Lane are fairly low, with the exception of the AM peak. The number of vulnerable pedestrians was also low and it is not considered that there is currently a large latent demand to cross the road. A signaled crossing is therefore not recommended at this location. However, traffic flows and speeds were high throughout much of the day making it difficult to cross. It is therefore suggested that the installation of a pedestrian refuge just south of Newman's Lane and associated narrowing of the carriageway, possibly on the bend, is considered. This would assist pedestrians in crossing the road while reducing vehicle speeds. A similar facility has already been installed further south on Rectory Lane.	£7,500 pedestrian refuge.

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1	Med	Loughton	Pyrles Lane	Pedestrian refuge	A historical request for a pedestrian crossing.	In the vicinity of the shops a crossing could only be installed by removing some of the parking on both sides of the road. As parking is well used throughout the day, it is assumed that this is not a preferred option. A crossing could be installed further south slow Pyrles Lane, but drop kerbs and driveway would have to be avoided. This may also be away from the pedestrian desire line. Although pedestrian flows are high throughout most of the day, traffic flows are low. Therefore pedestrians are likely to cross in the gaps without using a formal crossing. It is therefore recommended that no further action with regards to a pedestrian crossing be taken at this site. There is currently a school crossing patrol at the junction of Hillyfields and Chester Road	
1	Med	Loughton	Alderton Hill	Pedestrian refuge	A historical request for a pedestrian crossing.	Due to the low traffic levels and speeds it is suggested that a pedestrian refuge is installed on Borders Lane east of The Hawthorns, subject to sufficient road width. An additional pedestrian refuge south of Borders Lane again subject to sufficient road width an visibility. This would reduce the distance pedestrian from Alderton Hill have to walk to reach the school. The proximity of the school means there are a higher than average proportion of vulnerable pedestrians crossing the road. However, due to the presence of crossovers, the location of a pedestrian refuge will be very difficult	
1	Med	Loughton	Barrington Road (j/w Doubleday Road)	Dropped kerb location x2			£1000 per pair
1	Med	Loughton	Sandford Avenue (j/w Westall Road)	Dropped kerb location x2			£1000 per pair
1	Med	Loughton	Colebrook Lane (j/w Westall Road)	Dropped kerb location x2 (one of these on 'south' side of Westall Road)			£1000 per pair
1	Med	Loughton	Harvey Gardens (j/w Colebrook Lane)	Dropped kerb location x2			£1000 per pair
1	Med	Loughton	Conveyers Way (j/w Colebrook Lane)	Dropped kerb location x2			£1000 per pair
1	Med	Matching	Downhall Road/Little Laver Road/Water Lane	Re-alignment of priority of junction	Realignment of priority junction of Downhall Road/Little Laver Road/water Land, Matching. Erection of signs warning Access Only Unsuitable for HGVs or unsuitable for Sat Navs at both entrances of Water Lane. HGVs are using Water lane as a through route and is totally unsuitable for such vehicles. The junction layout is straight through from Downhall Road to Water Lane, although the signage points to Little Laver Road this only encourages the use of Water Lane.	This may be possible to achieve, however Officers express concerns that the change in alignment after a great number of years historical use may increase speeds in Little Laver Road. Furthermore the geometry will need further investigation for sightlines and other construction and driver issues.	£5,000-£7,500

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1	Med	Matching	Hastingwood Road, Mill Street and Harlow Common	30mph speed limit change		Assessments and design work carried out within 2009/10 programme, however due to the timeframe associated with processing the Traffic Regulation Order, it has not been possible to complete this scheme. Officers would recommend that this scheme be considered as a high priority due to Officer time already involved in this scheme. Furthermore the scheme can be implemented relatively quickly once funding for the scheme has been confirmed.	£2,000 for implementation of Traffic Regulation Order and installation of signage
1	Med	Moreton, Bobbingworth & The Lavers	Little Laver Road and Watery Lane	Alter priority marking at the junction	A request has already been made to alter the priority markings at this junction to make Little Laver the main through road and to deter vehicles from using Watery Lane as this is unsuitable for large vehicles.	This application has already been received (9)	
1	Med	North Weald	B173 High Road	Zebra crossing	A historical request for a pedestrian crossing.	If agreement can be made with the landowner of the adjacent car park, further investigation of the site can be carried out. However the landowner has not been amenable to the proposals previously.	£100,000 zebra crossing
1	Med	Waltham Abbey		Installation of pedestrian crossing, VAS and additional yellow lines This has been applied via CIF also	On this section of Honey lane, there is a short but steep gradient in the road, which emphasises the speed of traffic. Because of the gradient and associated speeds, there have been a considerable number of accidents along the road. Residents within the area have accrued a large amount of evidence detailing incidents and have produced a petition. The proposed scheme is the installation of a pedestrian crossing where the current centre refuge is located, and the installation of a VAS at the bottom of the hill adjacent the shop. There may also be a requirement for further double yellow lines along this stretch of road, but resident needs must also be taken into account. The pedestrian crossing would slow traffic down, provide a safer means of crossing for the school and provide improved sightlines for traffic, due to no parking on the zigzags. The VAS would increase drivers awareness regarding their speed a the approach to the crossing and mini-roundabout. There have been a considerable amount of RTAs at this location. The current speed limit is 30mph but is not ad	The location of the pedestrian crossing will not be viable as it does not meet current criteria, an alternative location may be more suitable. This area has already been raised by Road Safety for possible inclusion in the 2010/11 Route Safety Improvement Programme	

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1	Med	Waltham Abbey	Crooked Mile (Harold Crescent)	Signal controlled crossing/pedestrian refuge	A historical request for a pedestrian crossing.	Although a pedestrian refuge is provided to the north of junction with Harold Crescent, data shows the desire to cross south of the junction closer to the roundabout. A crossing facility is suggested between Harold Crescent and the roundabout. This would either need to be installed to the north of the junction with Mile Close or on the approach to the roundabout. As vehicle speeds are recorded as higher than 35mph a signalised pedestrian crossing would be more appropriate than a Zebra crossing. It is therefore recommended that further investigation is undertaken into the provision of a signal-controlled crossing between Mile Close and Harold Crescent. The visibility exceeds minimum requirements for a formal crossing and so it is recommended that anti-skid surfacing is provided. Although pedestrian crossing data was not collected from the Parklands and Sewardstone Road arms of the roundabouts, it is suggested that the provision of crossings are also investigated to assist pedestrians travelling to the schools and town centres.	£7,500 to amend existing vehicle splitter island where appropriate
1	Med	Waltham Abbey	Honey Lane (Stonysotts)	Pedestrian refuge/traffic calming		Many of the pedestrians crossing are children who often need further assistance in crossing the road. Although traffic flow remains fairly constant throughout the day, there is a peak in vehicle flows at similar time periods to the peak in pedestrian traffic. It is therefore suggested that the installation of a pedestrian refuge be considered together with associated traffic calming measure to slow vehicle speeds. Careful consideration will need to be taken with regards to the siting of the crossing.	£7,500 pedestrian refuge
2	Med	Loughton	Chester Road	Chicanes and pedestrian crossings	Speed reduction measures for Chester Road to include the installation of Chicanes and a pedestrian crossing. Current speed limit 30mph. History of a serious accident involving a child, petition has been organized by residents, reports of speeding traffic including buses on this section of Chester Road despite the existing speed humps, the width of the road encourages vehicles to increase speed, Police have undertaken speed camera checks, initial suggestions of the installation of a VAS or SID was not thought to be sufficiently effective in this location, the use of Chicanes as in Willingale Road appears to be more effective way of calming traffic, support from local residents and Town Councillors	It may be possible to achieve chicanes, however a detailed survey will need to be undertaken to find a suitable location, given the presence of vehicle crossovers and junctions. There may be no need for a controlled crossing, however a pedestrian refuge may be a better alternative. In either case a survey will be required to establish the most suitable location and type of crossing.	£12,000 per chicane; £80,000 for a controlled, zebra crossing; £7,500 per pedestrian refuge
2	Med	Moreton, Bobbingworth & The Lavers	Little Laver Road adj Threeways property	Installation of kerbing to control and divert access water	The property at this junction Threeways, has regularly suffered from flooding and due to verge erosion alongside the property in Little Laver Road the situation has deteriorated. Proposal has been made for the installation of kerbing to control and divert the excess water		£ 5,000

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2	Med	Nazeing	Nazeing Road	Installation of pedestrian crossing (zebra)	It seems that the best location would be adjacent to the present exits from St Giles car park and Nazeingbury Parade. Possibly a small portion of the bushes in front of the Parade might have to be removed. Currently users of the Church car park, preschool parents and pupils and residents of Elizabeth Close and Nazeing Road weave their way between traffic. They don't walk to the lights at Nazeingbury crossroads. There are obvious risks of accidents between the vehicles and pedestrians, because of the speeding and misjudgment. One advantage of a crossing would be a reduction of the parking on the verges by heavy lorries while the drivers visit the shops. There is wide support for a crossing here.	Detailed investigations would be required to determine the pedestrian desire lines (i.e. where pedestrians are likely to cross/cross appropriately)	£80,000 for a controlled zebra crossing
3	Med	Lambourne	Hoe Lane	Replacement of fence	There has been a stretch of fencing along from Market Place end of Hoe Lane up to the Primary School that has been damaged for many years. Temporary repairs have been undertaken intermittently but the fence remains damaged and is hazardous		£12,000
3	Med	Loughton	Oakwood Hill j/w Chigwell Lane	Additional lining, bollards and additional planting	The restoration and protection of the grass verge in Oakwood Hill from the junction with Chigwell Lane adjacent to the Roding Valley Nature Reserve on one side and the Oakwood Hill Industrial Estate on the other to create a 'gateway' entrance into this part of Loughton. Current speed limit 30mph. Suggested solutions including parking restrictions (double yellow lines), installation of timber bollards, and additional planting, trees and bulbs to create an attractive 'avenue' similar to the Remembrance Avenue in Colchester approached from the A12. The grass verge adjacent to the Nature Reserve is used for commuter parking from Debden station. The verge permanently shows the impact of vehicles and deposits mud onto the road. As parts of the verge become impassable, vehicles park further from the junction, continuing the problem. The introduction of the Debden parking scheme, following the recent review is likely to exacerbate the problem, to the detriment of the area. The scheme is supported by the residents and town councillors	The planting suggestion may not be included in scheme by ECC, however the installation of bollards will prevent footway/verge parking and maybe sufficient without the need for additional waiting restrictions	£600 per standard bollard; £800 per wooden bollard

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4	Med	Lambourne	Ongar Road	VAS	The speed limit along Ongar road reduces from 60mph to 30mph outside the village hall. There are currently signs located here to warn traffic of the reduction in speed limit. However as these signs are placed along the roadside where there is foliage and trees, these signs are often obscured by overgrown trees. The newly introduced children's playground on Ongar Road at the Abridge Village Hall is within the 30mph speed limit zone and due to the presence of children in this locality is now more imperative for vehicles to be aware that they must reduce their speed to 30mph at the village gateway. The current signs are often obscured by trees, which are the responsibility of the residents and so are sometimes obscured for a length of time before they are cut back. A VAS would ensure that the traffic are aware of the reduction in speed. The wall at the entrance at the village hall has been knocked down twice and the house opposite has also had its wall knocked down at least three times.	Appropriate locations will need to be sought and agreement will need to be obtained from the Parish Council for support of future maintenance costs associated with the VAS	£4,500 for solar powered VAS
4	Med	Loughton	Loughton High Road j/w The Drive	Removal of traffic lights and re-direction of traffic	Improvements to the traffic lights junction of Loughton High Road with Brooklyn Avenue/The Drive. Include the removal of the additional phase of the traffic lights that controls the egress of vehicles from Brooklyn Parade into Brooklyn Avenue, which causes unnecessary congestion into the High Road and The Drive. All vehicles exiting from Brooklyn Parade should be required to turn left into Brooklyn Avenue. Current speed limit 30mph. This will improve highway safety, reduce congestion and is supported by the Town Council.	This project was part of a 2008/2009 congestion busting scheme, which was widely unsupported by various group because of the proposal to remove parking. Officers have concerns about introducing 'left turn only' from Brooklyn Parade, as this may cause dangerous maneuvers. Officers suggest an investigation is carried out on the timings of the lights at peak hours to reduce the use of Brooklyn Parade.	£5,000-10,000 investigation costs
5	Med	Loughton	Roding Road	Rephasing of traffic lights and additional lining to enable a left and right filter lane at the lights	Currently the traffic queue for the junction of Roding Road at the junction with Valley Hill/Oakwood Hill and often backs up from the traffic lights beyond the underground bridge, causing congestion at the mini roundabout at the junction with Alderton Hill. This problem is not isolated to peak periods. There is also insufficient road width for two lines of traffic, however the road is regularly obstructed by parked vehicles on the inside lane and the introduction of additional 'No waiting' restrictions on Roding Road, north west of Hill on the easterly side of the road, whilst enabling two lines of vehicles to wait for the change of traffic lights at the junction. This is likely to prove unpopular with and be vetoed by the residents/shopkeepers. However this will reduce congestions, provide environmental improvements through reduced pollution. It is proximity of Roding Valley High School and is supported by the Town Council	Rephasing of the signals and the provision of 'right turn' and 'left turn' filter arrows would require investigation into the changes of capacity.	£5,000-10,000 investigation costs; should the investigation prove the proposal is feasible the project costs would be in the region of £50,000-150,000