

LOW PRIORITY

Applicant priority	Officer Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Estimated costs
1	Low	Chigwell	A123 Hainault Road	Traffic calming/speed reduction	A historical request for a pedestrian crossing.	The width of the road does not favor a refuge. This site would provide space for an alternative crossing facility. There is a relatively low pedestrian crossing figure at this site, which is on a fairly busy and fast road. However there are a number of elderly people crossing and a small number of children at peak times only. Accident figures show that one pedestrian has been slightly injured over the past 5 years. The speed of traffic is higher than desirable and initially it is recommended that traffic calming be considered to help reduce speeds and thus make crossing opportunities easier. However as the A123 is a priority 1 route, no traffic calming will be permitted	
1	Low	Chigwell	Turpins Lane	Signal controlled junction	A historical request for a pedestrian crossing.	Pedestrians crossing were relatively low, as are the vehicle flows. There is no particular delay in crossing the road. However it must be born in mind that there have been 21 casualties, including 2 fatal, on this road over the past 5 years. It is advised that signaling the junction with the inclusion of pedestrian phasing, would benefit pedestrians and perhaps contribute to traffic calming with a view to minimizing accidents. Yet Officers advise that there are not suitable locations for a crossing to be installed.	
1	Low	Chigwell	Tomswood Road	Signal controlled junction	A historical request for a pedestrian crossing.	There were only a relatively small number of pedestrian movements recorded and the speed of traffic was generally fairly slow on this arm of the junction. Also, no injuries for pedestrians have been recorded in the past 5 years. The conditions at this location were not considered to be difficult for pedestrians to cross. In view of this, it is not felt necessary to provide a separate crossing facility at this location, but safety at the junction could be greatly improved if a signaled arrangement was introduced. A signaled phase may not be required on this leg, however the traffic control across the whole junction could provide improved regular headway gaps in traffic flow and thus provide greater crossing opportunities in Tomswood Road. Officers advise that a refuge at the junction may be possible.	£7,500 pedestrian refuge.
1	Low	Epping	B181 Lindsey Street	Traffic claming/speed reduction	A historical request for a pedestrian crossing.	The width of the road does not favor a refuge, but potentially provide space for a crossing facility. Although the site is a cut through for traffic at peak hours, it is a fairly quite site and no children were noted to cross, nor have there been any recorded pedestrian casualties n the past 5 years. As the 85th percentile speed of traffic is 34 and 36mph, consideration could be given to some for of traffic calming. However there does not appear to be any difficulty in crossing the road. It must also be noted that the footway is narrow and the grass verge is the property of the Corporation of London	£170,000 puffin crossing
1	Low	Epping	Ivy Chimneys	Pedestrian crossing	A historical request for a pedestrian crossing.	The pedestrian count illustrates high volumes of parents and children crossing are concentrated in the morning and afternoon with very little pedestrian movement of the remainder of the day. In these circumstances a school crossing patrol is usually the best way of controlling and protecting these crossing movements.	

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1	Low	Loughton	Traps Hill	Revised parking restrictions, signing and lining	A fast track solution to highway safety problems resulting from current parking arrangements in Traps Hill. Current speed limit 30mph. Suggest revised parking restrictions, lining/signing. Significant support for improvement at this location from local residents and Town Councillors. Proximity of children's nursery, exit from Loughton Library and Leisure Centre.	This project is already being looked at with other amendments and revocations.	
1	Low	Loughton	Goldings Hill	Pedestrian crossing		The pedestrian flow recorded was very low and although traffic levels are high, it is not felt that there is latent demand to cross at this location. It appears that the main reason to cross the road is for the bus stop on either side of the road. It is therefore recommended that no further action be taken with regards to a pedestrian crossing.	
1	Low	Stanford Rivers	Passingford	Various	1.) Triangle the end of Mill Lane, Toot Hill - kerb the triangle, landscape either flowerbed or flower tubs, to clean up eyesore, stop obtrusive parking and create a focal point 2.) Gateways at Toot Hill, 6no (3 lots of 2): One pair on Epping Road, one pair on School Road and one pair on Toot Hill Road. Could be decorative and would slow traffic as they are made aware they are entering a village area. 3.) Mini roundabout on A113 Stanford Rivers at junction with Church Road. reconstruction of a mini roundabout at this increasingly busy junction. Would reduce speed. 4.) Re-open lay-by at A113 by White bear. Remove the mounds of earth blocking the path. Landscape the walk through to White Bear houses, fence the entrance and install a lovers gate. To create access to footpaths which cannot be used at present, would give back access to the footpath by the side of the White Bear which leads to one of the only two river crossings in the area. It would also enable residents to talk to the Woodman Public House without walking along a stretch of the busy A113 which has no pavement.	1.) The exact location would need to be identified with the Parish Council. 2.) The gateways are a sound proposal, however would be subject to there being sufficient verge width. 3.) A min-roundabout on the A113, which is a primary route is very unlikely to meet Essex County Council criteria	1.) £5,000-7,500. 2.) £1.200 per gateway
1	Low	Waltham Abbey	Honey Lane (Wood Green Road)	Pedestrian crossing		The pedestrian flows are very low and although traffic levels are high it is not felt that there is a latent demand to cross at this location. It is therefore recommended that no further action to is taken.	
1	Low	Waltham Abbey	Sewardstone Road	Pedestrian crossing		The pedestrian flows recorded at this site are very low, and although traffic levels are high it is not felt that there is a latent demand to cross at this location. It is therefore recommended that no further action be taken at this site.	

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2	Low	Lambourne	Hoe Lane	Weight restriction	Hoe Lane is a small winding rural road with a speed limit of 60mph. There are points which are not wide enough for vehicles to pass each other at speed. There are also blind bends which enhance the danger. HGVs regularly use this road in error, on an almost daily basis. The Parish Council is unable to get an agency to monitor and enforce the width restriction. However if a weight restriction was put in place, they would be able to contact Truckwatch, who would be able to monitor the situation. The local school is located on Hoe Lane and therefore the road is heavily used and there are many concerns and complaints. It has also been in the local paper on many occasions with concerns from local people.	This cannot be achieved until the Sustainable Freight Strategy is put in place	£3,000 costs associated with Traffic Regulation Order and signs