

**DISTRICT OF EPPING FOREST
LOCAL HIGHWAY PANEL – 22 JUNE 2010
REPORT BY
AREA HIGHWAY MANAGER – ESSEX COUNTY COUNCIL**

1. Purpose of report

- To provide Members with a report on Highway issues within Epping Forest District.
 - To provide sufficient information on schemes so that decisions on local priorities can be made.
 - Members are invited to offer suggestions and requests for future works.
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2. Background

This is the first report following the start of the financial year. Localism is an important initiative for Essex County Council in enabling the community to have an influence on highway issues. The Panel has been successful in Epping Forest, enabling important issues to be brought to the table for discussion and influence on the priority of schemes has been made possible.

3. Budgets

Budgets are currently being finalised and as such, Officers are under instruction to place orders up to the value of 50% of the budget value only, until they receive full authorisation. Whilst all County Council budgets are under pressure, Essex County Council is targeting its resources at maintaining the highway network, an important asset to the County.

Capital Budget (subject to confirmation)

MAINTENANCE (Life extending maintenance)	BUDGETS
Highway Maintenance Initiative Carriageway Maintenance	£191,804
Highway Maintenance Initiative MASO (MAjor Surfacing Overhaul programme)	£333,333
Highway Maintenance Initiative Footway Maintenance	£133,260
County Roads Renewals Carriageway Maintenance	£1,521,147
County Roads Footway Maintenance	£136,485
Street Lighting (column replacement)	£22,608
	<u><u>£2,338,637</u></u>

TRAFFIC MANAGEMENT IMPROVEMENTS

Carry forward schemes from 2009/10 £10,000

Safer Roads Programme

Injury/Accident Cluster Sites (Collision site remedials) £107,500

Route Studies £34,744

Signing Speed Limit Review £11,500

Public Rights of Way Improvements £50,000

Passenger Transport Improvements

Bus infrastructure upgrades £136,550

Safer Journey to Schools Highway Works £18,800

Community Initiative Fund (confirmed budget) £104,500

£473,594**CAPITAL BUDGET GRAND TOTAL** £2,812,231**Revenue Budget** (subject to confirmation)

Locally determined budget

(Highway Rangers and Local Highway Panel determined schemes) £129,275

Landscaping trees (determined by the Local Highway Panel) £5,000

Patching, potholes and minor repairs to carriageways £589,664

Patching, potholes and minor repairs to footways £202,523

Drainage £63,164

Drain cleaning £124,879

Signs and bollards £42,562

Road markings £36,236

Landscaping trees £125,000

Verge maintenance £1,416

Grass cutting £39,929

Weed spraying £60,480

Barriers and fencing £8,109

RAMI (Reactive Accelerated Maintenance Initiative) Immediate repairs to potholes £189,915

Street lighting (light, non-routine maintenance) £70,387

Road safety education £18,510

Public Rights of Way (grass cutting and reactive maintenance) £196,000

REVENUE BUDGET GRAND TOTAL £1,903,049**EPPING FOREST GRAND TOTAL** £4,715,280

4. Maintenance

Appendix A, pages 8 and 9, details the proposed Capital Maintenance programme, subject to budget confirmation. Planned dates will be advised in due course. The Capital Maintenance programme is reflective of the budgets set by County Hall. The budgets are divided into different headings, with each road classification attracting its own budget.

Members may like to note that £4.5m has been made available across the County, as part of a major surfacing overhaul programme in order to target the larger areas of deterioration brought about by the poor weather conditions during the winter. This has enabled £333,333 to be incorporated into the programme, giving in excess of £2 million of Capital maintenance work to be achieved in the District.

At the meeting of the Panel on 26 January 2010 a list of road and footway maintenance projects were approved in preparation of the 2010/11 budgets. Officers have incorporated many of the Priority 1 schemes into the programme and this is indicated on the programme in Appendix A. However, recent inspections have identified a number of roads that have experienced serious deterioration beyond some of those approved and which were either not on the approved list or were originally identified as lower ranking Priority 2 and 3. In addition, the Area Office have been set targets with regards to the level of surface dressing to be carried out and this is reflected in some of the additional roads which have been taken forward in the 2010/11 programme. The schemes that are not included in the programme of works will be recorded and the list maintained, so that it can be reviewed if any additional funding becomes available later in the year. This is summarised below:

Additional roads included in the 2010/11 programme of works:

- A104 Epping New Road, Buckhurst Hill
- B170 Roding Lane, Buckhurst Hill
- Cripsey Avenue, Ongar
- Palace Gardens, Buckhurst Hill
- Waltham Road, Nazeing
- A123 Fencepiece Road, Chigwell
- A121 Goldings Hill, Loughton
- A414 Chelmsford Road, High Ongar
- A414 Epping Road, Ongar
- A113 Ongar Road, Lambourne and Stapleford Abbotts
- Stondon Road, Ongar
- Upland Road, North Weald
- Brooker Road, Waltham Abbey

Roads that have been approved by the Panel as Priority 1 and shall not be included at this time:

- Crossing Road, Epping
- Staples Road, Loughton
- Abridge Road, Theydon Bois (Parish rank 7)

In addition to the above Capital funding, the Department for Transport (DfT) has allocated funding to Essex County Council for pothole repairs and patching work within the highway. The Epping Forest District has been assigned £189,915 of this fund in order to return the network to a condition comparable to prior the winter period. Locations can be reported to the Panel at future meetings.

5. Traffic Improvements

Members will be pleased to note that £10,000 is being provided for the completion of the positive signage review in Nazeing, which commenced in the 2009/10 financial year.

The schemes set for Epping Forest District are detailed within Appendix B page 10, subject to full budget confirmation. Schemes must meet certain criteria to fit the budget allocations set by County Hall. This is explained further now.

5.1 Safer Roads Improvement Programme

The Safer Roads Improvement programme is collated from historical injury accident data. Those sites with the highest number of treatable injury accident patterns are prioritised within the budget. Within the Epping Forest District four locations have been identified for inclusion in this budget; A414 at the junction with Hastingwood Road; Common Road at the junction with Epping Road, Roydon; A121 Woodridden Hill and Coopersale at the junction with B181, Epping Road.

In addition, an allocation of funding has been made available for the study of routes where a high number of treatable road collisions along a particular length of road has been identified. Two locations have been given funding; B1383 from Epping to Wakes Arm roundabout and A113 from Ongar to Chigwell.

Members will be aware that recently the ECC Speed Management Strategy has been under review. It is anticipated that this document shall be ratified in the coming year and at such time a County wide review will be undertaken on all Priority 1 and 2 identified roads to ensure that current speed limits adhere to the new policy. Funding has been allocated so that the Area Office can carry out these checks within the Epping Forest District.

5.2 Public Rights of Way Improvements

As reported at the last meeting of the Panel, the PRoW team made an application for two schemes for funding, Byway 31 Abbess, Beauchamp & Berners Roding (Elm Cottage Lane) and Byway 1, Moreton (North Lane). Funding for Byway 1 has been unsuccessful at this time. Officer will report on progress of Byway 31 as the scheme develops.

5.3 Passenger Transport Improvements

Officers have received a budget of £136,550 for completing upgrade schemes on service routes 250, 251, 505, 59 and 500. Officers are currently assessing these routes. Implementation will be dependent of the work identified and the funding available. Progress will be reported at a future meeting of the Panel.

Funding has also been made available for highway works to three schools within the Epping Forest District, through the Safer Journeys to School programme. It is anticipated that some additional works, at other locations, will be identified shortly and these will be communicated with the Panel at a future meeting.

5.4 Highways Community Initiative Fund (HCIF)

Members will be pleased to note that the funding for Epping Forest CIF has now been confirmed. £104,500 has been allocated to enable the schemes listed in Appendix A, to be achieved. Officers can

now actively start the implementation of these schemes. Progress will be reported to the Panel at a future meeting.

6. Locally Determined Revenue Budget

As part of the Localism Initiative, the Highway Panel are tasked with prioritising and overseeing localised highway improvement schemes and influencing the timetable of works carried out by the Highway Rangers.

The Locally Determined Revenue Budget is a fund made available to those Districts in which a Local Highway Panel has been formed. It enables them, within a finite budget allocation, to carry out the Highway Rangers service and to implement schemes of importance in the community. The budget allocation provided to the Epping Forest District for 2010/11 is £129,275.

The Highway Rangers are an important element of the Localism Initiative. They are vital in helping to improve local communities by carrying out minor works to enhance the environment, which may not otherwise have been given a high priority for revenue funding.

The budget allocation of £129,275 is available to fund both the Highway Rangers and Local Highway Panel approved schemes. A suggestion for the use of this fund is provided below and is open for discussion. However, before considering the suggestion laid out below, Members should note the following recommendations made by Officers.

In previous years, an allocation for the installation of disabled bays has been made from this budget, enabling these types of works to be carried out across the District. Officers suggest allocating £2,000 so that these works can continue in 2010/11. Additionally an allowance of £2,000 would also be advisable to allow the installation of new signs and lines that may be required.

Furthermore, Members should note that there are also schemes which were not completed in the last financial year and which have political commitments from the Cabinet Member for Highways and Transportation. The majority of preliminary works have already been completed on these schemes; however, a value of £45,000 is required to finalise them. These are summarised below and detailed within Appendix C, pages 11 to 14:

London Road, ABRIDGE New 40mph speed limit	£2,500
Amendment 6, Batch 1100 District wide disabled bays – intention notices already advertised	£8,000
District wide Traffic Regulation Order updates and omissions, including disabled bays not yet advertised	£15,000
Hastingwood Road, Mill Street and Harlow Common New speed limit	£12,000
Debden Lane 30mph speed limit	£3,500

Traps Hill £4,000
Waiting restrictions

GRAND TOTAL £45,000

Suggestion

Following the deduction of £4,000 for the installation of disabled bays, and signing and lining, plus £45,000 for the completion of the above schemes, a Highway Rangers service for approximately 6-months would utilise £60,000 of the budget, with a remaining £20,275 available for traffic related schemes, as determined by the Panel.

Disabled bays	£2,000
Sign and lines	£2,000
Completion of 2009/10 schemes	£45,000
Highway Rangers service	£60,000
Traffic schemes	£20,275
Total	<u>£129,275</u>

Members will be aware of the traffic improvement proposals brought to the Panel for consideration and the 14 schemes that the Panel Members have approved as a high priority. These are detailed in Appendix D, pages 15 to 18. Below is the list of the traffic schemes that fall within the available budget allocation.

Downhall Road, Little Laver Road, Watery Lane, MATCHING
Realignment of junction priority £5,000-7,500

St Leonards Road, NAZEING
Village gateway £2,000

B184, FYFIELD
Two Vehicle Activated Signs at each end of the 30mph zone £9,000

Sheering Lower Road, SHEERING AND MATCHING
Introduction of a 30mph speed limit £3,000

Hemnall Street at it's junction with Grove Lane, EPPING TOWN
Installation of pedestrian crossing £7,500 (pedestrian refuge)
Subject to the identification of a suitable location

B173 Manor Road, East of Tomswood Road, CHIGWELL
Signal controlled crossing £7,500 (pedestrian refuge)
Subject to the identification of a suitable location

Highway Rangers

The Panel is tasked with determining the Highway Rangers programme. The Rangers essentially work to the requirements of the Local Highways Panel, carrying out day-to-day maintenance tasks such as clearing untidy areas, sign cleaning, removing unlawful signs, street clutter and many other minor, yet important tasks to improvement the local environment. Members are encouraged to consider whether they would prefer the Rangers to visit particular Wards or Parishes, or whether they would prefer the

Rangers to focus on particular types of works around the District, for example, cleaning signs. Members are encouraged to send requests for Ranger type work, across the whole of the District, to the Highways Liaison Officer.

Tree Replacement

In addition to the Locally Determined Revenue Budget, the Cabinet Member for Highways and Transportation has also identified £5,000 of funding for the replacement of trees. The Panel is requested to identify locations where trees have been removed, but not replaced.

7. Epping Forest Transport Strategy

If available, Officers will provide a verbal report at the meeting on the current progress.

8. Conclusion

Members are invited to discuss the report and put forward any comments pertaining to current works and programming. Members are also requested to comment on proposals put forward.

PARISH/WARD	LOCATION	SCHEME/EXTENT OF WORKS	ESTIMATE	INDICATIVE PROGRAMME												PROGRESS/COMMENTS	PRIORITY RANKING	
				Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar			
Ongar/Bobbingworth	A414 Epping Road		£65,000															
Ongar	Stondon Road		£60,000															
HIGHWAY MAINTENANCE INITIATIVE // FOOTWAY MAINTENANCE																		
Chigwell	Mount Pleasant Road		£63,000															1
Waltham Abbey	Hillhouse		£9,448				X											1
Buckhurst Hill	Westbury Road		£14,111															
Loughton	Rookwood Gardens		£10,000				X											
Loughton	Appleton Road		£36,700				X											
COUNTY ROADS // FOOTWAY MAINTENANCE																		
Epping	Crossing Road		£19,500				X											1
Ongar	Longfields		£32,350															1
Ongar	Queensway		£33,294															1
Waltham Abbey	Brooker Road		£9,841				X											1
Waltham Abbey	Paternoster Hill		£8,900				X											1
Theydon Bois	Orchard Drive		£32,600															2
				BUDGET: £133,260														
				BUDGET: £136,485														

PARISH/WARD	LOCATION	SCHEME/EXTENT OF WORKS	ESTIMATE	INDICATIVE PROGRAMME												PROGRESS/COMMENTS	PRIORITY RANKING
				Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar		
SAFER ROADS IMPROVEMENTS // CLUSTER SITES (Collision site remedials)																	
BUDGET: £107,500																	
TRAFFIC MANAGEMENT																	
North Weald Bassett	A414 Canes Lane	Junction with Hastingwood Road	£30,000														
Roydon	Common Road	Junction with Epping Road, Roydon	£40,000							X							
Waltham Abbey	A121 Woodricken Hill																
Epping	Coopersale	Junction with B181 Epping Road	£7,500														
SAFER ROADS IMPROVEMENTS // ROUTE STUDIES																	
BUDGET: £34,744																	
Epping	B1393	M25 to Wake Arms roundabout	£17,372														
Abridge	A113	Ongar to Chigwell	£17,372														
SAFER ROADS IMPROVEMENTS // SIGNAGE FOR SPEED LIMIT REVIEW																	
BUDGET: £11,500																	
PUBLIC RIGHTS OF WAY																	
BUDGET: £50,000																	
Abbees, Beauchamp & Berners Roding	Byway 31	Elm Cottage Lane	£50,000														
PASSENGER TRANSPORT IMPROVEMENTS // BUS INFRASTRUCTURE UPGRADES																	
BUDGET: £136,550																	
Waltham Abbey	Service 250	All stops between Skillet Hill Farm and junction of Honey Lane/Broomstickhall Lane (The Green Man) require upgrading with raised kerbs								X	X	X					
Upshire/Waltham Abbey	Service 251	Remaining stops not already upgraded between Upshire Terminus and Hertfordshire border to be investigated for raised kerbing and bus stop clearway markings								X	X	X					
Sewardstone/Waltham Abbey	Service 505	Review locations for upgrade								X	X	X					
Epping/North Weald	Service 59	Locations requiring access kerbing								X	X	X					
	Service 500	Review locations for upgrade								X	X	X					
PASSENGER TRANSPORT IMPROVEMENTS // SAFER JOURNEYS TO SCHOOL SCHEMES																	
BUDGET: £18,800																	
Epping Upland	Epping Upland Primary School	Waiting restrictions	£2,300														X
Waltham Abbey	Hillhouse Primary School	Additional footway and guard-railings	£1,100														X
Chipping Ongar	Chipping Ongar Primary School	Amendments to existing signs and lines	£3,550														X
COMMUNITY INITIATIVE FUND // TRAFFIC MANAGEMENT IMPROVEMENT SCHEMES																	
BUDGET: £104,500																	
Stanford Rivers	A113	Re-opening of layby by White Bear	£5,000														
Waltham Abbey	Honey Lane	Installation of Vehicle Activated Sign	£3,500													X	X
Theydon Bois	Loughton Lane	Enhanced signage by Scout Hut	£1,000													X	X
Theydon Bois	Abridge Road	New and enhanced footway in Abridge Road from viaduct to cemetery and Woodland Trust site	£30,000														
Theydon Bois	Piercing Hill	Safety bollards and widening of footway and new kerbing	£15,000														
Roydon	Harlow Road	Installation of Vehicle Activated Sign	£4,500													X	
North Weald Bassett	High Road	Zebra crossing	£40,000														X

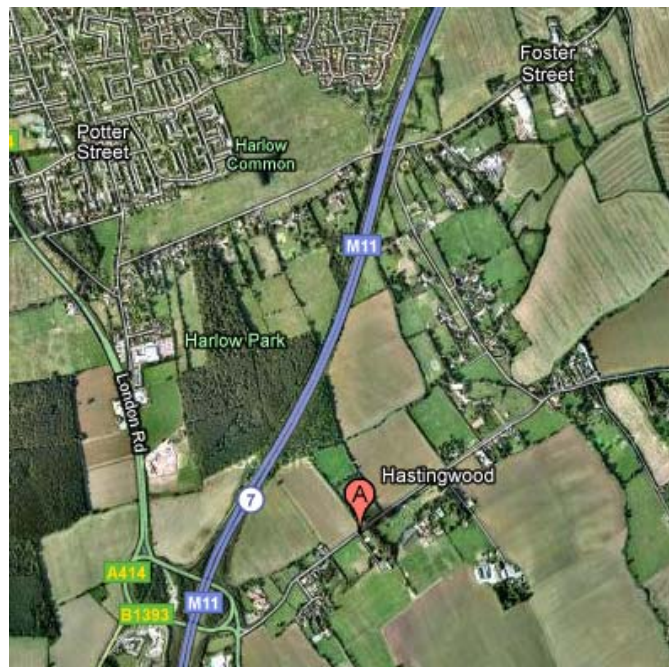
London Road, Abridge	New speed limit 40mph buffer	Indicative costs: £2,500
<p>The design for this scheme is complete; however, final installation cannot be achieved within the financial year owing to the process of the traffic regulation order.</p> <p>The section of London Road southwest of the caravan park is currently subject to a speed limit of 60mph. This section of road is fronted by many residential properties, which gradually change to a more rural frontage along the most south-westerly section.</p> <p>The proposed reduction in speed limit from 60mph to 40mph will not only create a buffer zone for the existing 30mph speed limit through the village, but will also aim to improve road safety for both drivers and pedestrians by reducing vehicle speeds along this residential section of carriageway.</p> <p>A speed assessment has been carried out and established a mean average speed of 36.9mph and the personal injury data states 18 collisions in a 5 year period.</p> <p>Officers have completed all studies, assessments and the design. However, to complete this scheme with the implementation of the traffic regulation order, the removal of some old signage and the installation of new signage, a budget of £2,500 would be required.</p>		



Amendment 6, Batch 1100		District wide disabled bays	Indicative costs: £8,000
Some objections have been received for some of the proposals. Action on these comments and the installation of the bays could not be achieved in the 2009/10 financial year due to delays in processing of the Traffic Regulation Order.			
The intention notices have already been advertised.			
31 Thifts Mead	Theydon Bois	Disabled bay installation	
59 Allnutts Road	Epping	Disabled bay installation	
131 Pyrles Lane	Loughton	Progressing	Objections received
72 Queens Road	North Weald	Disabled bay installation	
93 Valley Hill	Loughton	Progressing	
5 Greenyard	Waltham Abbey	Removal of bay	
40 Cedar Walk	Waltham Abbey	Disabled bay installation	Objections received
63 Rounton Road	Waltham Abbey	Disabled bay installation	
59 Torrington Drive	Loughton	Disabled bay installation	
19 Shrublands Close	Chigwell	Disabled bay installation	
105 High Road	Chigwell	Removal of bay	
67 Madells	Epping	Removal of bay	
82 Madells	Epping	Progressing	
25 Smeaton Road	Chigwell	Progressing	
34 Rowley Mead	Thornwood		
53 Audley Gardens	Loughton	Disabled bay installation	Objections received
9 Takeley Close	Waltham Abbey	Disabled bay installation	
12 Takeley Close	Waltham Abbey	Progressing	
2 Pancroft	Abridge	Progressing	

Traffic Regulations Orders update and omissions, including disabled bays	District wide	Indicative costs: £15,000
Officers have prepared these works ready to order; however, the implementation could not be achieved in the 2009/10 financial year.		
These works include administrative corrections in the consolidated Traffic Regulation Orders to ensure that proper and effective enforcement can be carried out. The updates and omissions include those that are safety and administrative and are supported by Local Members. This also includes disabled bay, which have not yet been advertised.		

Hastingwood Road, Mill Street and Harlow Common	Speed Limit review	Indicative costs: £12,000
<p>Speed assessments have been completed, but the designs are still to be finished.</p> <p>The speed assessments at these locations have been completed. The results indicate:</p> <p><u>From Hastingwood Road to junction with Harlow Common:</u> Mean average speed of 36.9mph 85 percentile speed of 43.7mph The recorded personal injury collisions along this stretch shows to be 1 in 3 years</p> <p><u>Hastingwood Road, from A414 to Willow Place</u> Mean average speed of 41mph 85 percentile speed of 48.7mph The recorded personal injury collisions along this stretch shows to be 4 in 3 years</p> <p>Preliminary investigations have been completed for Foster Street and Harlow Common and conclude that they are appropriate for inclusion in this scheme.</p> <p>The design is still to be completed, but to complete the design, the traffic regulation order and the installation on site, a budget of £12,000 would be required.</p>		



Debden Lane, Loughton	30 mph speed limit	Indicative costs: £3,500
<p>Following concerns raised by Davenant School and County Council Knapman pertaining to a number of recent road traffic accidents in the vicinity of the Davenant School, it is proposed that the existing 30mph speed limit is extended from Ripley View to Ripley Grange. The proposal has support from the Cabinet Member for Highways and Transportation.</p> <p>Essex Police have been informally consulted and they are in support of the proposal. However, they have indicated that it is necessary to specify why the speed limit is there as the school is currently not obvious to passing motorists. They have suggested that a possible solution may be to include removing the small parking area (lay-by) and installing some pedestrian guard railing. They also suggested that a VAS might be beneficial to aid the self-enforcement of the speed limit. The area office is also in agreement with these comments.</p> <p>It should be noted that a variety of remedial measures have already been installed at this location which include additional signs and carriageway markings, and cutting back and removal of vegetation to improve sight lines.</p>		

Traps Hill, Loughton	Waiting Restrictions	Indicative costs: £4,000
<p>After receiving requests from various sources regarding the obstructive parking along Trap's Hill, Essex County Council implemented waiting restrictions in the 2008/2009 financial year. The waiting restrictions were implemented as part of a larger package of proposals across the District. Since the implementation of the waiting restrictions, Essex County Council has been made aware of continuing obstructive parking that is occurring along Trap's Hill. These proposals intend to allow parking in front of the Library (as was permitted pre 2008) whilst preventing parking on the Bowls Club side at any time. The measures also extend further along Trap's Hill, in a bid to prevent displacement parking from moving further along Trap's Hill.</p>		

Ranking	Ward/Parish	Road/Location	Project	Application details	Initial Officer Comment	Indicative Estimated Costs
High	Matching	Downhall Road/Little Laver Road/Watery Lane	Re-alignment of priority of junction	<p>Realignment of priority junction of Downhall Road/Little Laver Road/Watery Lane. Matching. Erection of signs warning 'Access Only Unsuitable for HGVs' or 'Unsuitable for Sat Navs' at both entrances of Watery Lane. HGVs are using Watery lane as a through route and it is totally unsuitable for such vehicles. The junction layout is straight through from Downhall Road to Watery Lane, although the signage points to Little Laver Road, this only encourages the use of Watery Lane.</p>	<p>The accident data has been received and it has established that there have been no recorded personal injury collisions in the vicinity. Officers have some concerns that turning of large vehicles such as HGVs and tractors may not be possible or will raise safety concerns. These types of vehicles frequent these roads, and not only the length but also the width of these vehicles must be considered in the design. Officers have carried out an 'Autotrack' assessment that models the swept path of all types of steered vehicles. This has shown that HGV's cross either the centre line or cut across the verge. In addition, centre lines and cat's eyes would also be required to highlight the trajectory of the new alignment of the bend and to delineate the new road layout, after historically Little Laver Road giving way to Watery Lane/Downhall Road. Essex County Council Road Safety Engineers have advised the vegetation on the corner adjacent to 'Corner House' needs to be removed to increase and improve the sight lines. Double yellow lines will need to be installed opposite the junction to prevent the current parking at this location.</p>	£5,000-£7,500
High	Nazeing	St Leonard's Road	Village Gateway and repositioning of VAS	<p>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.</p>	<p>The original VAS was located at a point that met Essex County Council criteria. Gateways are possible, providing sufficient verge width is available.</p>	£2,000

Ranking	Ward/Parish	Road/Location	Project	Application details	Initial Officer Comment	Indicative Estimated Costs
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.	£4,500 for solar powered VAS £3,000 costs associated with Traffic Regulation Order and signs
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	
High	Buckhurst Hill	Westbury Road Church Lane and Brook Road	Build-outs	A request identified through the Buckhurst Hill parking review. Build-outs 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
High	Buckhurst Hill		Pedestrian phasing		A feasibility survey will be required to establish pedestrian movements to ensure an appropriate scheme	£5,000-10,000 investigation costs
High	Chigwell	Manor Road j/w Vicarage Lane	Junction improvement		A more detailed investigation into turning movements would be required	£30,000
High	Epping Town	Hemnell Street j/w Grove Lane	Installation of pedestrian crossing	A crossing is required on Hemnell 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
High	Loughton	A121 High Road (near Spring Grove)	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

Ranking	Ward/Parish	Road/Location	Project	Application details	Initial Officer Comment	Indicative Estimated Costs
High	Waltham Abbey	Crooked Mile, N of Saxon Way	Signal controlled crossing	A historical request for a pedestrian crossing.	<p>There have been 24 casualties, 1 serious involving a motorcycle rider and 23 slight involving 13 drivers and 2 motorcycle riders, 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.</p>	£250,000 for the installation of Puffic Crossings either side of the carriageway
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
High	Chigwell	B173 Manor Road E of Tomswood Road	Signal controlled junction	<p>A historical request for a pedestrian crossing, however there is limited available locations due to the presence of crossovers.</p>	<p>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 signalizing 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 claiming features could reduce the speed and improve safety for drivers.</p> <p>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.</p>	£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
High	Loughton	Church Hill (near the Uplands)	Signal controlled crossing	A historical request for a pedestrian crossing. (Staples Road School) Supported by Councillor Mrs C Pond		£80,000 zebra crossing

Ranking	Ward/Parish	Road/Location	Project	Application details	Initial Officer Comment	Indicative Estimated Costs
High	Epping	Station Road	Signal controlled crossing/pedestrian refuge	A historical request for a pedestrian crossing.	<p>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</p>	£170,000 puffin crossing