

**DISTRICT OF EPPING FOREST
LOCAL HIGHWAY PANEL – 21 SEPTEMBER 2010
REPORT BY
AREA HIGHWAY MANAGER – ESSEX COUNTY COUNCIL**

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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Background

A programme of Capital works for 2010/11 has been implemented. This report will provide details of the programme with the status of the schemes.

Members are asked to consider the schemes District wide and suggest additional schemes that might be investigated for possible inclusion in a future programme of works.

Budgets

Budgets and programmes have been adjusted following Government spending announcements and as such, Officers are actively managing budgets and resources during this period of uncertainty in line with these efficiency savings. Within the Epping Forest District, these savings have affected both the Safer Roads Improvement and Passenger Transport Improvement programmes. This is discussed further below. No other changes have taken place with any other traffic or maintenance allocations for Epping Forest.

Maintenance

Appendix A, page 10-11, details the proposed Capital Maintenance Programme. Members will be pleased to note that a large number of schemes have now been completed.

Traffic Improvements

The capital traffic schemes set for the Epping Forest District are detailed within Appendix B, page 12-14

Safer Roads Improvement Programme

The 'Cluster Site' collision site remedial schemes have seen a reduction from £107,500 to £55,000 and the 'Route Study' budget has been reduced from £34,744 to £17,372. To ensure an effective programme, the Road Safety Improvements team has given priority to schemes which were started in 2009-10 and require completing, schemes that have designs partially or fully completed and those schemes where parts of the work can be readily separated and financed in 2010-11 with the

remainder to be completed in 2011-12. This means that the schemes at A121 Woodriden Hill, Waltham Abbey; Coopersale, Epping and B1393, Epping shall not be going ahead in this financial year, but shall be considered for inclusion in the 2011-12 programme. However, the introduction of the 40 mph at the B1393 shall be achieved under the Epping Forest Transport Strategy works. The schemes at A414 Canes Lane, North Weald Bassett; Common Road, Roydon and A113, Abridge shall be going ahead this year, but with a reduced budget. Any works that cannot be achieved in this financial year to these schemes shall be carried over to the 2011-12 programme.

At the last meeting of the Panel, Members requested statistical data pertaining to these schemes and they are presented below:

A414 Canes Lane, North Weald Bassett (during period 01/02/2004 to 31/01/2009)

Fatal	Serious	Slight	Total
	1	14	15

There are three main types of collisions at this site:

- Collisions at the junction of the A414 and Hastingwood Road.
- Lane changing collisions on the northbound approach to the M11 roundabout.
- Nose to tail collisions on the northbound approach to the M11 roundabout.

Common Road, Roydon (12/11/2004 and 11/11/2009)

Fatal	Serious	Slight	Total
		10	10

A113, Abridge (during period 28/01/2005 and 27/01/2010)

	Fatal	Serious	Slight	Total
From the A128 to Passingford Bridge (7.2km)	3	12	28	43
From Passingford Bridge to Abridge (5.1km)	1	6	26	33
From Abridge to the Essex border (5.5km)	1	6	34	41

It was mentioned at the last Panel meeting that the Speed Management Strategy was due to be ratified in this financial year. This has now been done and the document can be found on the ECC website or using the following link:

http://www.essexcc.gov.uk/vip8/ecc/ECCWebsite/content/binaries/documents/Speed_Management_Strategy288.pdf?channelOid=null

So far, the speed limit review in terms of data gathering has been completed. This has indicated where limits are in accordance with, below or above the guidelines given in the Department for Transport (DfT) circular 1/2006. A review will now be undertaken on all requests for speed limit changes, received by the Area Offices. Consultants working on behalf of ECC have undertaken a review of all speed limits on 'A' and 'B' classified roads and the results of those reviews are presently being analysed. The process by which the Speed Management Strategy shall be implemented across the County shall be phased. The initial phase will now be undertaken by Officers to identify all 'village' limits identified in the review for a possible speed reduction in line with the new Strategy and circular 1/2006. Details of emerging schemes will be reported to a future meeting of the Panel.

All historical requests and any future requests for speed limit changes received by Officers shall now be logged and assessed under the Speed Management Strategy review.

Public Rights of Way

Officers anticipate that the works on Byway 31 shall be completed by mid-September. However, should the weather make the ground conditions so wet that they have to be suspended the completion date may be delayed.

The works being undertaken involve filling deep ruts and low areas with large grade recycled crushed concrete material and surfacing with a finer grade material. Localised ditch clearance and culvert installation is being carried out where necessary to improve drainage.

Prior to these improvement works, this route had become difficult and impassable for walkers and horse-riders during winter and periods of wet weathers. These essential works will make the byway easily accessible for all categories of user, at all times of the year.

Passenger Transport Improvements

The Bus Infrastructure Upgrade budget and programme has been impacted by Government announcements on efficiency savings with a budget reducing from £136,550 to £102,412. This has affected the improvement schemes planned on Services 250 and 505. These are now currently on hold until funding approval is received and may be deferred to the 2011/12 programme. Lower cost sites have been added to the programme however. These are noted in the attached schedule as "Newly added".

The Safer Journeys to School programme has seen a reduction from £18,800 to £9,350, however additional sites have been identified and added to the schedule as previously reported to the Panel.

Highways Community Initiative Fund (HCIF)

Members will note from the last Panel meeting that funding was allocated to seven CIF schemes, including the pedestrian crossing at North Weald Bassett, which had been on the Panels' "Reserve List" of schemes. The approved CIF schemes are listed and updates are provided on the schedule in Appendix B

Epping Forest Transport Strategy

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

Developer Section 106 funding

Developer money has been secured to fund the following schemes this financial year:

A1168 Chigwell Lane / Langston Road / Oakwood Hill - Junction Improvement

The improvement works being carried out at this junction have the following benefits:

- Improve traffic capacity at the junction by updating the existing traffic signal installation with current technology and increasing length of right turn lane for traffic accessing Langston Road
- Improved right turning lanes
- Improved pedestrian facilities

It has not been possible to install pedestrian phases into the traffic signal design because it will reduce the traffic capacity of the junction excessively.

Rectory Road, Chigwell – continuation of the cycleway

Highway Localism Initiative

Tree Replacement

In addition to the Locally Determined budget, the Cabinet Member for Highways and Transportation has identified £5,000 for the improvement and enhancement of local communities through the planting of trees. At the last meeting of the Panel, Members were requested to identify locations where trees have been removed, but not replaced. Six locations have been identified in Theydon Bois and one in Buckhurst Hill. Further locations are being identified and checked with colleagues at EFDC.

Members are urged to pass the message onto their constituents and report to Officers any locations where trees have been removed and never replaced, or areas that could be improved with tree planting. The planting season runs from November to March and so it is intended for a list of possible location to be brought to the next meeting of the Panel for approval.

Locally Determined Revenue Budget (LDB)

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. At the last meeting of the Panel, Officer presented a possible option for the use of the fund.

Pedestrian crossing – Manor Road, Chigwell

Members agreed that the scheme for a pedestrian crossing on Manor Road Chigwell was of high importance. An estimated cost for a zebra crossing at this location would be £40,000. In order to achieve a fund of £40,000, Members considered that a saving through the deployment of a Ranger type service through EFDC at a lower cost than ECC, would provide £20,000 that could contribute to the scheme. In addition Members requested that Officers investigate the possibility of reducing the footway maintenance scheme at Mount Pleasant Road, Chigwell to enable a further £20,000 to be transferred from this scheme. Confirmation has been received from the Cabinet Member for Highways and Transportation that the £20,000 allocation required from the footway maintenance scheme can go ahead. The progress of this is discussed further below:

a. The Highway Rangers

Since the last meeting of the Panel it has been confirmed that EFDC are unable to deliver a Highway Ranger service due to a number of reasons. Subsequently, Members are now asked to consider the following proposals in order that funding can be achieved to implement the pedestrian crossing in Manor Road, Chigwell.

Option A: Officers have initiated the Ranger service. If Officers continue delivery of the ECC Ranger service to the value of £60,000 (for approximately 5 months), this would create a £20,000 saving in order that the pedestrian crossing can go ahead. The timetable for the Rangers could be determined by the Panel (i.e. to carry out 3-week month or a month off after every two, etc)

Option B: If Officers deliver a 6-month (or any other variable period) ECC Ranger service, to a timetable as determined by the Panel, this would provide a saving of £10,500, thus further funding would need to be taken from the footway maintenance scheme at Mount Pleasant Road, Chigwell.

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 priority for revenue funding.

The Rangers essentially work to the requirements of the Local Highway 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 improve the local environment. Since the last meeting of the Panel, a letter was distributed to all Parishes and an article published in the Members Bulletin. Responses were received across the District. Officers would encourage Members to continue spreading the message that the Rangers have been launched and forward requests to Officers. The works carried out by the Rangers so far, are listed in Appendix C, page 16-18.

b. Disabled bays and adhoc signs and lines

In previous years, an allocation for the installation of disabled bays has been made from this budget; an allocation of £2,000 so that works can continue in 2010/11 and an additional allowance of £2,000 for the installation of new adhoc signs and lines was agreed by the Panel on 22 June 2010.

c. Completion of 2009/10 schemes

At the last meeting of the Panel, Members were presented with a list of schemes which were not completed in the last financial year and yet have political commitments from the

Cabinet Member for Highways and Transportation. The majority of preliminary works had already been completed on these schemes; however, a value of £45,000 was required to finalise them. Members approved that these should be progressed to completion.

<ul style="list-style-type: none"> • London Road, ABRIDGE <p>New 40mph speed limit <i>Officers are currently investigating the possibility of solar powered signs, which will be installed as soon as possible</i></p>	£2,500
<ul style="list-style-type: none"> • Amendment 6, Batch 1100 <p>District wide disabled bays – intention notices already advertised <i>The order is to be sealed 27 September 2010. The Contractor has the works pack and is programmed to undertake the works that week.</i></p>	£8,000
<ul style="list-style-type: none"> • District wide <p>Traffic Regulation Order updates and omissions, including disabled bays not yet advertised <i>The designs are currently being finalised following comments received from the Legal Department</i></p>	£15,000
<ul style="list-style-type: none"> • Hastingwood Road, Mill Street and Harlow Common <p>New speed limit <i>Officers are currently arranging the sealing date with the Legal Department. The works pack is currently being compiled for the Contractor.</i></p>	£12,000
<ul style="list-style-type: none"> • Debden Lane <p>30mph speed limit <i>Officers are revising the speed limit, with new plans being submitted to the Legal Department</i></p>	£3,500
<ul style="list-style-type: none"> • Traps Hill <p>Waiting restrictions <i>The consultation has now been completed, with one objection received and to be resolved.</i></p>	£4,000
GRAND TOTAL	<u>£45,000</u>

These approvals and the impact on the budget are summarised below:

	<u>OPTION A</u>	<u>OPTION B</u>
a. Highway Rangers (ECC)	£60,000	£69,775
b. Disabled Bays	£2,000	£2,000
b. Signs and Lines	£2,000	£2,000
c. Completion of 2009/10 schemes	£45,000	£45,000
Available budget (Manor Road, Chigwell zebra crossing £40,000)	£20,275	£10,500
Total	<u>£129,275</u>	<u>£129,275</u>
Mount Pleasant Road Chigwell (Footway maintenance scheme)	£63,000 -£20,000 <u>£43,000</u> (70%)	£63,000 -£29,500 <u>£33,500</u> (53% of original scheme)

Future Schemes

At the last meeting of the Panel, members requested that a review be undertaken by Officers of the list of schemes that have been proposed to the Panel. This is within Appendix D, page 19 onwards

Additional schemes and comments have been added (these are indicated in bold) and the presentation has been altered to enable easier comparison. Officers have now grouped the requests into the following headings:

- **Congestion** Schemes to improve flow of traffic
- **Drainage** Surface water alleviation schemes
- **Drive Compliance**
- **Informal crossings**
- **Junction improvements** Improvements in visibility or conspicuousness of junctions
- **Parking** Schemes to over-come parking issues
- **Pedestrian** Improvements to pedestrian safety, journeys and amendments or additions to the footway network
- **Signage** Schemes that do not fall within the adhoc signs budget already ring-fenced
- **Speeding** Schemes to address speeding concerns
- **Speeding and Parking**
- **Speeding and Pedestrian**
- **Weight restriction** Schemes are subject to the ratification of the Sustainable Freight Strategy

If Members are not satisfied with the category to which a scheme falls, please advise Officers so that this can be reviewed.

The high-ranking schemes are summarized (in no particular order) below:

Matching	Downhall Road/Little Laver Road/Watery Lane	Re-alignment of priority of junction	£5,000-£7,500	Junction Improvement
Nazeing	St Leonard's Road	Village Gateway and repositioning of VAS	£2,000	Speeding
Fyfield	B184	2 x VAS either end of 30mph zone	£4,500 for solar powered VAS	Speeding
Buckhurst Hill	Westbury Road	Build-outs	£30,000	Driver Compliance
Buckhurst Hill	Church Road and Brook Road	Pedestrian phasing	£5,000-10,000 investigation costs	Pedestrian
Chigwell	Manor Road j/w Vicarage Lane	Junction improvement	£30,000	Junction Improvement
Epping Town	Hemnall Street j/w Grove Lane	Installation of pedestrian crossing	£7,500 per pedestrian refuge; £80,000 for a controlled zebra crossing	Pedestrian
Loughton	A121 High Road (near Spring Grove)	Signal controlled crossing	£170,000+ for the installation of a Puffin Crossing	Pedestrian
Waltham Abbey	Crooked Mile, N of Saxon Way	Signal controlled crossing	£250,000 for the installation of Puffin Crossings either side of the carriageway	Pedestrian
Waltham Abbey	Crooked Mile, N of Monkwood Avenue	Signal controlled crossing	£150,000 for upgrading existing signals	Pedestrian
Chigwell	B173 Manor Road W of Tomswood Road	Signal controlled junction	£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; £40,000 zebra crossing	Pedestrian
Loughton	Church Hill (near the Uplands)	Signal controlled crossing	£80,000 zebra crossing	Pedestrian
Epping	Station Road	Signal controlled crossing/pedestrian refuge	£170,000 puffin crossing	Pedestrian
Buckhurst Hill	Forest Edge	Speed humps	£40,000	Speeding
Epping	Stonards Hill j/w Stewards Green Road	Junction improvements with Stewards Green Road	£30,000	Junction improvements
Waltham Abbey	Roundhills	Elderly crossing sign or road humps	£1,000-1,500 per sign; £40,000 for humps	Speeding
Waltham Abbey	Roundhills j/w Honey Lane	Junction protection	£3,000	Junction improvements
Epping Upland	B181	Road outside 'Travellers Friend' – thrust bore horizontally across the pond to drain holes opposite		Drainage
Total			£1,024,500+	

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
				Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	
HIGHWAY MAINTENANCE INITIATIVE // ROADS																
BUDGET: £191,804																
Ongar	Cripsey Avenue		£32,000							X						There may be a delay in the start date, due to local property works being carried out in the vicinity
Ongar	Toot Hill Road		£26,326							X						In progress
Buckhurst Hill	Lower Queens Road		£27,708							X						
Buckhurst Hill	B170 Roding Lane		£49,042													This was postponed in 2009/10 so that works could coincide with bridge works in the vicinity
Buckhurst Hill	A104 Epping New Road		£40,728							X						Complete
Waltham Abbey	Highbridge Street		£16,000						X							Complete
HIGHWAY MAINTENANCE INITIATIVE // MASO (Major patching programme)																
BUDGET: £333,333																
Waltham Abbey	Walton Gardens		£25,000											X		
Buckhurst Hill	Palace Gardens		£25,000											X		
Nazeing	Waltham Road		£65,000							X						Complete
Loughton	Westfield		£20,000							X						Complete
Loughton	York Hill		£25,000							X						Complete
Theydon Bois	(Loughton Lane) Avenue of Trees		£29,000							X						Complete
Theydon Bois	Forest Drive		£37,000							X						Complete
North Weald	Harlow Common		£37,500							X						Complete
North Weald	Hastingwood Road		£42,000							X						Complete
Chigwell	A123 Fencepiece Road		£27,500							X						Complete
COUNTY ROADS // ROADS																
BUDGET: £1,521,147																
Loughton	Old Station Road		£55,000											X		19-Sep
Loughton	Traps Hill into Church Lane		£95,000											X		20-22 Sep
Ongar	Stondon Road		£60,000											X		22-24 Sep
Ongar/Bobbingwo	A414 Epping Road		£65,000											X	X	
Stanford Rivers	Epping Road		£120,763											X	X	
Roydon	Dobbs Weir Road		£32,000											X	X	
Nazeing	Hoe Lane		£65,000											X	X	
Loughton	A1168 Chigwell Lane		£125,000							X	X	X	X			Part of improvements scheme
North Weald/Magdaten Laver	Hastingwood Road		£128,000											X		Complete
Loughton	A121 Goldings Hill		£134,453											X		Complete
Abbs Roding	B184 Dunmow Road		£225,000											X		Complete
O Epping Upland	Carters Lane		£20,000							X						Complete

PARISH/WARD	LOCATION	SCHEME/EXTENT OF WORKS	ESTIMATE	INDICATIVE PROGRAMME												PROGRESS/COMMENTS	
				Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar		
High Ongar	A414 Chelmsford Road		£75,000					X									Complete
Lambourne and Stapleford Abbotts	A113 Ongar Road		£90,000					X									Complete
North Weald	School Green Lane		£42,000					X									Complete
North Weald	A414 Canes Lane		£55,000					X									Complete
North Weald	Upland Road		£25,432					X									Complete
Ongar	B184 Fyfield Road		£65,000					X									Complete
Loughton	Clays Lane		£26,000					X									Complete
Chigwell	A123 Fencepiece Road		£17,500	X													Complete
HIGHWAY MAINTENANCE INITIATIVE // FOOTWAY MAINTENANCE																	
Chigwell	Mount Pleasant Road		£63,000						X	X							In progress
Loughton	Appleton Road		£36,700					X									Complete
Waltham Abbey	Hillhouse		£9,448					X									Complete
Buckhurst Hill	Westbury Road		£14,111					X									Complete
Loughton	Rookwood Gardens		£10,000					X									Complete
COUNTY ROADS // FOOTWAY MAINTENANCE																	
Epping	Crossing Road		£19,500							X	X						
Theydon Bois	Orchard Drive		£32,600							X	X						
Ongar	Longfields		£32,350								X						
Ongar	Queensway		£33,294									X	X				
Waltham Abbey	Paternoster Hill		£8,900					X									Complete
Waltham Abbey	Brooker Road		£9,841					X									Complete
BUDGET: £133,260																	
BUDGET: £136,485																	

PARISH/WARD	LOCATION	SCHEME/EXTENT OF WORKS	ESTIMATE	INDICATIVE PROGRAMME												PROGRESS/COMMENTS	
				Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar		
TRAFFIC MANAGEMENT																	
SAFER ROADS IMPROVEMENTS // CLUSTER SITES (Collision site remedials)																	
North Weald Bassett	A414 Canes Lane	Junction with Hastingwood Road	£25,000														Scheme reduced from £30,000 to £25,000, with some works to be carried over/considered for 2011-12 (Provide destination guidance on northbound approach to M11 roundabout and addition of M11 North to direction board). Some resurfacing at the junction with Monkwood Avenue, traffic lights shall be commencing 09/08/10. The design is now complete with the works to be issued to the Contractor shortly and agreement for the start date on site to sought
Roydon	Common Road	Junction with Epping Road, Roydon	£30,000														Vegetation cutting back is planned for early September. The design for the anti-skid and signage has been completed. The works shall be issued to the Contractor once the carriageway repairs are completed
Waltham Abbey	A121 Woodriden Hill																This has currently been removed from the programme but will be carried over/considered for 2011-12
Epping	Coopersale	Junction with B181 Epping Road															This has currently been removed from the programme but will be carried over/considered for 2011-12
SAFER ROADS IMPROVEMENTS // ROUTE STUDIES																	
Epping	B1393	M25 to Wake Arms roundabout															This has currently been removed from the programme. Revision to road markings will be considered for 2011-12 and 40mph to be introduced in 2010-11 as part of the Epping Forest Transport Strategy
Abridge	A113	Ongar to Passingford Bridge	£17,372														The preliminary design is now complete and is being assessed in a level 2 safety audit. Works will include remedial measures from Passingford Bridge to the Abridge section. Measures from Abridge to Essex border will be carried over/considered in 2011-12
SAFER ROADS IMPROVEMENTS // SIGNAGE FOR SPEED LIMIT REVIEW																	
BUDGET: £55,000																	
BUDGET: £17,372																	
BUDGET: £11,500																	

PARISH/WARD	LOCATION	SCHEME/EXTENT OF WORKS	ESTIMATE	INDICATIVE PROGRAMME												PROGRESS/COMMENTS	
				Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar		
PUBLIC RIGHTS OF WAY																	
Abbeys, Beauchamp & Berners Rodding	Byway 31	Elm Cottage Lane	£50,000							X							BUDGET: £50,000 the site commenced 16 August 2010, with works starting 17 August 2010. Anticipate completion mid September
PASSENGER TRANSPORT IMPROVEMENTS // BUS INFRASTRUCTURE UPGRADES																	
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															On hold. Further funding required
Upshire/Waltham Abbey	Service 251	Upshire Terminus and one additional bus stop	£13,000							X	X						Location of the new stop is yet to be identified and approved
Sewardstone/Waltham Abbey	Service 505	Review locations for upgrade															On hold. Further funding required
Epping/North Weald	Service 59/500	Kerb improvement works	£58,000							X	X	X					Kerbing works within Sheering, Epping and North Weald shall be identified and issued to the Contractor shortly
Loughton	Jessel Drive and Borders Lane	2 shelter bases	£4,000											X	X		Newly added. These works are being carried out by Loughton Town Council, funded by ECC Passenger Transport
Epping		2 bus shelters	£14,000											X	X		Newly added. Locations to be identified and agreed
Loughton	Torrington Drive	Replacement works	£7,000							X	X						Newly added. Works are currently being costed, prior to approval
Ongar		Bus shelter	£7,000											X	X		Newly added. Locations to be identified and agreed
Loughton	Marlescroft Way	Shelter base	£1,000											X	X		Newly added. Works have been ordered with the Contractor. Investigations currently being undertaken to establish STATs data
Lower Sheering		Shelter base	£2,000											X	X		Newly added. Location to be identified and agreed
PASSENGER TRANSPORT IMPROVEMENTS // SAFER JOURNEYS TO SCHOOL SCHEMES																	
Epping Upland	Epping Upland Primary School	Waiting restrictions	£2,300													X	X
Waltham Abbey	Hillhouse Primary School	Additional footway and guard-railings	£1,100													X	X
Chipping Ongar	Chipping Ongar Primary School	Amendments to existing signs and lines	£3,550													X	X
Chigwell	Chigwell Primary School	Trimming and lining	£1,200													X	X
Ongar	Shelley Primary School	Signing and lining works	£1,200													X	X
																	Newly added
																	Newly added

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				Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar		
COMMUNITY INITIATIVE FUND // TRAFFIC MANAGEMENT IMPROVEMENT SCHEMES														BUDGET: £104,500			
Stanford Rivers	A113	Re-opening of layby by White Bear	£5,000							X	X					Design has commenced. A speed survey is being carried out mid to late September.	
Waltham Abbey	Honey Lane	Installation of Vehicle Activated Sign	£3,500							X	X					confirmation. Will shortly be placing the order with the Contractor and agreeing a start date on site.	
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										X	X			
Theydon Bois	Piercing Hill	Safety bollards and widening of footway and new kerbing	£15,000											X	X		
Roydon	Hamlett Hill	Installation of Vehicle Activated Sign	£4,500								X					Design has commenced and works have been ordered with the Contractor. The VAS damaged in a road traffic accident in Harlow Road has been replaced and the costs recovered.	
North Weald Bassett	High Road	Zebra crossing	£40,000												X	X	A possible location has been agreed, however involvement of the Structures Team is required and an estimate is to be agreed.

PARISH	ROAD NAME	LOCATION	TYPE OF WORK REQUIRED
Willingale	Dukes Lane	Opposite the junction with Waples Mill Road	2 grips to be cut out
North Weald Bassett	A414	Layby	Place topsoil either end of the layby where the road goes through the golf course
North Weald Bassett	Hastingwood Road		Grips
North Weald Bassett	Mill Street		Grips
North Weald Bassett	Foster Street		Grips
North Weald Bassett	Green Lane		Grips
North Weald Bassett	Weald Hall Lane		Grips
North Weald Bassett	Harlow Common		Grips
Epping Upland	Rye Hill Road		Grips
Epping	Upland Road		Grips
Epping	Bury Lane		Grips
Epping	Mount Road		Grips
Theydon garnon	Hobbs Cross Road		Grips
Theydon garnon	Coopersale Lane		Grips
Theydon Mount	Epping Lane		Grips
Stapleford Tawney	Tawney Lane		Grips
Epping	Stewards green Road		Grips
Epping	Coopersale Street		Grips
Epping	B1393	Hastingwood Roundabout to Wakes Arms Roundabout	Remove soil off path to bring back to full width
North Weald Bassett	High Road	From Chip Shop to Kings Head	Remove 6 plastic bollard stumps that have been infilled with tarmac and need replacing with new ones
Epping	Buttercross Lane	Near Rayfleids	Clean out two small gullies in the footway *Priority*
Epping	High Street		Renew 8 bollards outside Marks and Spencers and 13 outside Costa. *Speak to Trevor
Epping Green	B1393 High Road	From Bell Common Tunnel to Wakes Arms Roundabout	Sign washing
Chigwell	Vicarage Lane	Travelling from Chigwell High Road to Manor Road	Cut back bushes and vegetation
Chigwell	Gravel Lane	Bottom of Gravel Lane	The sign is overgrown with vegetation and turning green
Loughton	B1393	Southbound	Clean road sign near Old Orleans
Loughton	Baldwins Hill	400 yards towards junction A121	Cut back vegetation
Loughton	Chigwell Lane	Footpath from bridge to Oakwood Hill	Cut back vegetation
Loughton	General		Clean all salt/grit bins and cut back vegetation as necessary
Loughton	High Road	Lamppost o/s Methodist Church	Remove redundant Works Traffic sign
Loughton	Oakwood Hill		Clean 'No Parking' sign on verge, 2nd lamppost on S/side of Oakwood Hill close to junction with Chigwell Lane
Loughton	Oakwood Hill		Lop branch off tree so that above sign can be visible
Loughton	Rectory Lane	Junction with entrance to Buckingham Court IG10 2QZ	Repairs to post and rail fencing on highway land
Loughton	Rectory Lane	Southbound by Barrington Green	Large sign post bent by impact, straighten *Speak to Trevor
Loughton	Rectory Lane	Southbound after underground railway bridge	Large M11 sign post, cut away vegetation and clean
Loughton	Shaftsbury	O/s no 2	Mend and reset jockey rails
Loughton	Smarts Lane	North of no 214	Remove redundant Metropolitan Police Neighbourhood watch sign
Loughton	Staples Road		Whole length cut back vegetation
Epping Upland	B181	from Epping Green to Roydon	Chevrons at the bottom of 'Donkey Hill' are being covered by vegetation
Epping Upland	B181	From Epping Green to Epping - Before Chambers Manor corner	A sign has been flipped round
Epping Upland	B181	Church Hill to Epping	Gully to left of bridge over Cobbins Brook needs clearing
Epping Town	Market area		Remove and reinstatement or filling of plastic bollard holes - *Speak to Trevor
Epping Town	High Street		A number of sign poles are grey galvanised and require painting

PARISH	ROAD NAME	LOCATION	TYPE OF WORK REQUIRED
Epping Town	Lindsey Street	At junction with The Maltings	Cut back vegetation encroaching on footway
Epping Town	The Plain	Near Union Common	Cut back vegetation encroaching on footway
Epping Upland	Elm Close	On the greensward fronting the properties	The road sign for 1-7 Elm Close on the greensward fronting the properties has been knocked down This is not ECC - needs to be referred to District
Theydon Bois	Coppice Row	Opp Birch Hall Lodge	Wash down Gateway Signs
Theydon Bois	Orchard Drive	O/s number 4	Re-set short metal 'Waiting Restriction' post
Theydon Bois	Theydon Park Road	O/s number 47	Re-set short metal 'Waiting Restriction' post
Theydon Bois	Loughton Lane	O/s Pando	Remove old 40mph post which already has a Highways 'red X' on it to remove
Fyfield	Throughout and including Norwood End		Cleaning and minor excavation of roadside grips
Fyfield	Throughout and in particular Clatterford End to Moreton Road		Removal of weeds and vegetation from pavements
North Weald Bassett	School Green Road		Damaged sign
North Weald Bassett	High Road	Junction of Pike Way	New buidling has left grass verge in a poor condition and milestone has been removed and replaced incorrectly.
Theydon Bois	Near Wakes Arm Roundabout	Nearly opp Shell Garage and riding school	Wash down large square directional sign
Theydon Bois	Near Wakes Arm Roundabout	On approach from Theydon (about 100m from roundabout itself)	Wash down directional sign
Theydon Bois	Rolls Park Corner		Wash down directional sign
Chigwell		From Rolls Park to Chigwell	Wash down Gateway Signs
Theydon Mount	Banks Lane	Bottom of Banks Lane	Strim round and clear debris from around new fingerposts
Theydon Mount	Tawney Common	Top of Tawney Common	Strim round and clear debris from around new fingerposts
Theydon Mount	Mount End Road	Top of Mount End Road	Re-set metal fingerpost
Theydon Bois	Debden Lane	nearly opp Clays Lane	A number of low concrete bollards that either need removing or re-setting
Theydon Bois	Little London roundabout, Gravel Lane	All approaches	Remove foliage from around most of the directional signs
Ongar	A113		Ongar signpost no longer visible - wash down and cut back vegetation
Ongar	Corner of Love Lane and High Street		Highway sign - wash down and cut back vegetation
Ongar	Greenstead Road	O/s entrance to play area	Cut back intrusive vegetation on footpath
Ongar	Green Lawn	To High Street	Cut back intrusive vegetation on footpath
Ongar	Mead Walk	to St James Avenue	Cut back intrusive vegetation on footpath
Ongar	Longfields	To Brentwood Road	Cut back intrusive vegetation on footpath
Ongar	High Street	To Churchill Close	Cut back intrusive vegetation on footpath
Ongar	Love Lane	Footpath to Onslow Gardens	Cut back intrusive vegetation on footpath
Ongar	Between Fyfield Road and Queensway		Cut back intrusive vegetation on footpath
Ongar	Between St Peter's Ave and Shortlands Ave		Cut back intrusive vegetation on footpath
Ongar	Between Queensway and Kimptons Close		Cut back intrusive vegetation on footpath
Ongar	Auckingford Gardens	To Kimptons Close	Cut back intrusive vegetation on footpath
Ongar	High Street		Repainting bollards and railings
Ongar	High Street	Near Manor Square, by St Martin's Church	Refurbishment of Ongar Townn signs and attached bench

PARISH	ROAD NAME	LOCATION	TYPE OF WORK REQUIRED
Nazeing	Hyde Mead		Replace missing nuts and bolts on guard rails, 20 no M10 x 80mm long and tighten existing bolts (please could the gang use nylock nuts if poss).
Nazeing	Nazeing Common	O/s Common View	Clear siding to footway to widen useable width of footpath, approx 30m either side of entrance to common view.
Buckhurst Hill	Forest Edge	o/s no 19	Cut down post
Ongar	High Street	Throughout	Wash signs
Ongar	Fyfield Road	Throughout	Wash signs
Roydon	High Street	o/s old garage site	Cut down post
Lambourne	London Road	Throughout	Cut down posts
Lambourne	Alderwood Drive	adjacent to no's 1 and 2	Cut down posts
Lambourne	Hoe Lane	near to no 22	Cut down post
Ongar	Coopers Hill		Remove salt bin and contents
Ongar	Footpath between Coopers Hill and Cloverley Road		Cut back vegetation
Ongar	High Street		5no shallow block gullies (leaves and small spoil)
Epping	Epping New Road	from Epping to Robin Hood Roundabout	You You' graffitti on signs along this route
Lambourne	By Cricket Ground off Hoe Lane	just after The Poplars	Weeding and cutting back vegetation in the footpath
Loughton	Habgood Road	at the end of the road	Repaint 'No Through Road' sign post
Chigwell	Chigwell Road	from the station to West Hatch School (on W.H. School side of the road) and in particular opposite Forest Ave	Trim back foliage
Loughton	Traps Hill		Sprayed graffitti to be removed from bus-stop timetable covers in Traps Hill, and road signage at the junction of Traps Hill and Rowans Way
Ongar	Coopers Hill	o/s 21 on footway	Clear out small drain
Stanford Rivers	Epping Road	Opp Does Farm	Recut grip
Roydon	Hamlet Hill		Cut back vegetation around chevron signs
Roydon	Tyler Road	nr Green Man PH	Cut back vegation around chevron signs
Roydon	Tyler Road	jw Epping Road	Clear weeds/vegetation from roundabout/traffic islands at junction with Epping Road
Waltham Abbey	Mott Street	side of Rose Cottages	Remove all the loose material and clean the acco drain
Chigwell	o/s 52 Oak Lodge Avenue		The vere was reinstated by Leisure, but the wooden posts and orange plastic protection are still insitu
Chigwell	o/s 30 Lechmere Avenue		The no motor vehicles, cycles, animals on mown verge sign has been knocked down but propped up by resident. Please remove the signs and post and reinstate the soil in the hole
North Weald Bassett	Hows Mead		Pick up suction kerbs that are loose all over the place

Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Indicative Estimated Costs
5	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. 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	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 manoeuvres. Officers suggest an investigation is carried out on the timings of the lights at peak hours to reduce the use of Brooklyn Parade. Until further investigations are carried out it is difficult for Officers to put forward proposals that differ significantly from the 'Congestion busting' scheme proposed in 2008/9	£5,000-10,000 investigation costs
6	Loughton	Roding Road	Rephasing of traffic lights and additional lining to enable a left and right filter lane at the lights	Rephasing of the signals and the provision of 'right turn' and 'left turn' filter arrows would require investigation into the changes of capacity. Existing waiting restriction Mon-Fri 2-3pm and Mon-Sat 8am-6.30pm and no waiting at any time at junctions. Any major changes to waiting restrictions is likely to be objected to by residents and shop-keepers. Whilst this will have only a minimal impact on congestion at the signal junction, it will help to open up the carriageway to fully accommodate the two way traffic. This can be implemented at an estimated cost of £3,000.	£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. Changes to waiting restrictions could be implemented at a cost of £3,000	
28	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 speed. If a one-way system is implemented, Officers would recommend traffic calming measures are included as part of the scheme. However this would increase the costs of the scheme to £25 - 30,000 including TRO costs	£25 - 30,000 costs associated with traffic calming, Traffic Regulation Order, signs and lining
29	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 speed. If a one-way system is implemented, Officers would recommend traffic calming measures are included as part of the scheme. However this would increase the costs of the scheme to £25 - 30,000 including TRO costs	£25 - 30,000 costs associated with traffic calming, Traffic Regulation Order, signs and lining
84	Loughton	Albion Hill	One way road	Suggestion to ease the parking on the road	Newly added	£3,500 Traffic Regulation Order
86	Lambourn e	Market Place	Priority working over bridge	Priority to those vehicles leaving Abridge and travelling towards Theydon Bois	Newly added - Forward visibility may well be a concern with the implementation of priority working	£3,500
98	Theydon Bois	B172 Abridge Road	Clearway Order		Newly added	£3,500 Traffic Regulation Order

Road/Location		Project	Application details	Officer Comment	Indicative Estimated Costs
Ward/Parish	Epping Upland	Road outside 'Travellers Friend' - thrust bore horizontally across the road to reconnect the pond to the drain holes opposite		Further investigation and talks with Corporation of London shall be required	
Ranking	High	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
Highways Ref	42	Little Laver Road adjacent Threeways property			
		Bobbingworth & The Lavers			
		Med			
		44			

Road/Location		Project	Application details	Officer Comment	Indicative Estimated Costs
Ward/Parish	Westbury Road		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 where recorded as travelling 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
Ranking					
Highways Ref					30

Local Highway Panel "Reserve List" 2010/11
INFORMAL CROSSING

APPENDIX D

Highways Ref	Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Indicative Estimated Costs
74	Med	Loughton	Barrington Road (j/w Doubleday Road)	Dropped kerb location x2			£1000 per pair
75	Med	Loughton	Sandford Avenue (j/w Westall Road)	Dropped kerb location x2			£1000 per pair
76	Med	Loughton	Colebrook Lane (j/w Westall Road)	Dropped kerb location x2 (one of these on 'south' side of Westall Road)			£1000 per pair
77	Med	Loughton	Harvey Gardens (j/w Colebrook Lane)	Dropped kerb location x2			£1000 per pair
78	Med	Loughton	Conveyers Way (j/w Colebrook Lane)	Dropped kerb location x2			£1000 per pair
103	Med	North Weald	Main Road	Drop kerb requests	Request for the installation of dropped kerbs opposite Kiin Road for wheelchair access to York Road through the hedge.		£1000 per pair
						Newly added	

Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Indicative Estimated Costs
9	Matching	Downhall Road/Little Laver Road/Watery Lane	Re-alignment of priority of junction	<p>Re-alignment 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 Water Lane. HGVs are using Water Lane as a through route and it 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.</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 HGVs 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
32	Chigwell	Manor Road j/w Vicarage Lane	Junction improvement		<p>A more detailed investigation into turning movements would be required</p>	£30,000
33	Abridge	Market Place	Junction improvements		<p>There are currently no feasible engineering options at this time</p>	
81	Chigwell	Gravel Lane j/w Maypole Drive	Junction improvements		<p>Newly added - Already has existing junction protection. Extra signage could confuse drivers and add unnecessary street clutter</p>	

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JUNCTION IMPROVEMENTS

Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Indicative Estimated Costs
82	Epping	Stonards Hill j/w Stewards Green Road	Junction improvements with Stewards Green Road		Newly added	£30,000
102	Waltham Abbey	Roundhills j/w Honey Lane	Junction protection	Continuing problems that residents are experiencing illegal car parking on both sides of the entry to the Roundhills estate from Honey Lane. This causes a daily problem for young mothers with prams and pushchairs and disabled residents / wheelchair users, as they try to pass on the pavement. They all have - most dangerously - to move into the actual roadway in order to get past these obstructions which are parked illegally on pedestrian footpaths.	Newly added - Existing DYL junction protection	£3,000
106	North Weald	Woodside junction High Road	An island at the junction of Woodside and NM High Road	An island at the junction of Woodside and NM High Road was said to be the best way of discouraging sat-nav juggernauts turning in and getting stuck at a width restriction south of the trading estate (which would allow emergency service vehicular access from B1393)	Newly added. The junction is at the end of a residential area, with a 40 mph speed camera near-by. Proposal will still allow HGV access as there is a need for the existing industrial units to have deliveries	£6,000

Highways Ref	Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Indicative Estimated Costs
4	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 Debben station. The verge permanently shows the impact of vehicles and deposit mud onto the road. As parts of the verge become impassable, vehicles park further from the junction, continuing the problem. The introduction of the Debben 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
88	Med	Buckhurst Hill	Forest Edge	Convert SYL along forest stretch to DYL, as congested parking at weekends when hall is hired out			£3,000
97	Med	Sheering	Luxford Place	Commercial vehicles parking in Luxford Place	Commercial vehicles from Luxford Moorings are parking in Luxford Place		£3,500 waiting restrictions

Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Indicative Estimated Costs
8	Buckhurst Hill	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 Councillors. 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. A possible way leave will be needed to create the footpath. Cllr Sutcliffe has forwarded a letter sent by City of London stating that: "If you are able to persuade ECC or the DC to support this project I am confident that the Conservators will provide permission for the works." 30/03/10 Officers have been given the in principle agreement with the Corporation of London and neither them or the Officers have no adverse comments about the proposal.	£25,000-50,000 footpath construction
18	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 misjudgement. One advantage of a crossing would be a reduction of the parking on the verges by heavy lorries while the drivers visits the shops. There is wide support for a crossing here.	Detailed investigations would be required to determine the pedestrian desire line (i.e. where pedestrians are likely to cross/cross appropriately). The feasibility of the scheme will be subject to a detailed investigation being carried out to determine the requirements of a pedestrian crossing facility. Officers have concerns with the proximity of a proposed crossing to the existing traffic signals at the Nazeing crossroads [Local Transport Note 2/95(S.2.1.5.1)]	£80,000 for a controlled zebra crossing
39	Epping Town	Hemnal Street j/w Grove Lane	Installation of pedestrian crossing	A crossing is required on Hemnal 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. A detailed survey has been undertaken, which shows one possible location. This would require land to be taken from the Corporation of London to construct a new footway as well as possible statutory undertakers diversionary works. The scheme would also be subject to a safety audit which may raise road safety concerns	£7,500 per pedestrian refuge; £80,000 for a controlled zebra crossing
46	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 be 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

Local Highway Panel "Reserve List" 2010/11
PEDESTRIAN

APPENDIX D

Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Indicative Estimated Costs
47 Highways Ref	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 motorcycle riders, 1 cyclist and 1 pedestrian in the last 5 years. If a choice for only one crossing were 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 pedestrian crossing is already located south of Monkwood 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 Puffin Crossings either side of the carriageway
48	Waltham Abbey	Crooked Mile, N of Monkwood Avenue	Signal controlled crossing	A historical request for a pedestrian crossing.	See Crooked Mile N of Saxon Way 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. In addition, 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.	£150,000 for upgrading existing signals
50	Chigwell	A113 High Road; Dolphin Court	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 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
51	Buckhurst Hill	Buckhurst Way	Pedestrian refuge	A historical request for a pedestrian crossing.	The width of the road does not favour 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	£40,000 for zebra crossing; £100,000+ for signal controlled crossing (both would require an updated pedestrian survey to determine the need
52	Chigwell	A123 Hainault Road	Traffic calming/speed reduction	A historical request for a pedestrian crossing.		

Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Indicative Estimated Costs
53 Highways Ref	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 junctions changes could incorporate traffic calming elements to address the relatively high 85th percentile and could possible include a refuge facility to aid pedestrian usage.	£170,000 for puffin crossing
54	Chigwell	B173 Manor Road W 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 behaviour, 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; £40,000 zebra crossing
55	Chigwell	B173 Manor Road E of Tomswood Road	Signal controlled junction		See B173 Manor Road E of Tomswood Road 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 two 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 no suitable locations for a crossing to be installed and sight lines may be affected as the road layout narrows	£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; £40,000 zebra crossing
56	Chigwell	Turpins Lane	Signal controlled junction	A historical request for a pedestrian crossing.		£40,000 for zebra crossing

Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Indicative Estimated Costs
57	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. In addition, 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 signalized arrangement was introduced. A signalized 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.
58	Epping	B181 Lindsey Street	Traffic calming/speed reduction	A historical request for a pedestrian crossing.	The width of the road does not favour 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 quiet site and no children were noted to cross, nor have there been any recorded pedestrian casualties' in the past 5 years. As the 85th percentile speed of traffic is 34 and 36mph, consideration could be given to some form 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
60	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	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. There is an existing pedestrian refuge at the proposed location for the new crossing	£80,000 zebra crossing
61	Epping	Station Road	Signal controlled crossing/pedestrian refuge	A historical request for a pedestrian crossing.	Pedestrian flows were fairly high and remain 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. There is an existing zebra crossing near the junction with High Street	£170,000 puffin crossing
62	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

Highways Ref	Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Indicative Estimated Costs
63	Med	Loughton	Rectory Lane	Pedestrian refuge	A historical request for a pedestrian crossing. (Alderton School)	<p>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 signalised 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 reduction vehicle speeds. A similar facility has already been installed further south on Rectory Lane.</p> <p>Although a pedestrian refuge is provided to the north of junction with Harold Cr, data shows the desire to cross south of the junction closer to the r/about. A crossing facility is suggested between Harold Cr and the r/about. This would either need to be installed to the north of the junction with Mile Cl or on the approach to the r/about. 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 Cl and Harold Cr. 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 Rd arms of the r/abouts, it is suggested that the provision of crossings are also investigated to assist pedestrians travelling to the schools and town centres.</p> <p>New crossing should be proposed further North from the existing dropped kerbs, on the traffic island, to avoid vehicle crossovers either side.</p>	£7,500 pedestrian refuge.
64	Med	Waltham Abbey	Crooked Mile (Harold Crescent)	Signal controlled crossing/pedestrian refuge	A historical request for a pedestrian crossing.	<p>Near 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 Pyrlles 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 concerning a pedestrian crossing be taken at this site. There is currently a school crossing patrol at the junction of Hillyfields and Chester Road. There is an existing crossing at the raised approach to the junction with Hillyfields and Chester Road</p>	£7,500 to amend existing vehicle splitter island where appropriate
65	Low	Loughton	Pyrlles Lane	Pedestrian refuge	A historical request for a pedestrian crossing.	<p>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 and 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. The location is on a hill with restricted visibility</p>	£7,500
66	Med	Loughton	Alderton Hill	Pedestrian refuge	A historical request for a pedestrian crossing.		£7,500

Road/Location		Ward/Parish		Ranking	Highways Ref	Project	Application details	Officer Comment	Indicative Estimated Costs
	Ivy Chimneys	Epping		Low	67	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. There is reduced visibility due to the road being on an incline, with bends and carriageway width may be an issue if parking bay could not be used	£7,500
	Honey Lane (Wood Green Road)	Waltham Abbey		Low	69	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. Very fast road with no footway on North side of Honey Lane	£40,000 for zebra crossing
	Honey Lane (Stonyshotts)	Waltham Abbey		Med	70	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
	Sewardstone Road	Waltham Abbey		Low	71	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.	£40,000 for zebra crossing
	Goldings Hill	Loughton		Low	72	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.	£40,000 for zebra crossing
	Coopersale Common	Epping		Med	73	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 Coopersale Common	£7,500 pedestrian refuge
	Brook Road	Buckhurst Hill		High	99	Pedestrian facilities at signal junction		Newly added - a feasibility study is required	£100,000+

Local Highway Panel "Reserve List" 2010/11
PEDESTRIAN

Road/Location		Project	Application details	Officer Comment	Indicative Estimated Costs
Ward/Parish	Thornwood Road	Pegasus Crossing		Newly added - a feasibility survey and pedestrian/horse flow is required	£150,000+
Ranking	North Weald				
Highways Ref	Med				
	100				

		Application details		Officer Comment	Indicative Estimated Costs
Road/Location	Project				
	Town Green	This location is part of a conservation area. The aluminium 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. An alternative solution would be to use black posts and black backed traffic signs. These are used in other conservation areas	Approx £2,000
	Bobbingworth Mill				
Ward/Parish	Epping Town				
	Bobbingworth & The Lavers				
Ranking	Med				
	Med				
Highways Ref	40			Newly added	£1,000 per pair (per site)
	110				

Highways Ref	Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Indicative Estimated Costs
3	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
7	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
17	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. This sign is 300m North of the speed limit signs. Gateways are possible, providing sufficient verge width is available.	£2,000
23	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
25	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

Highways Ref	Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Indicative Estimated Costs
34	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.	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
41	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 travelling 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 loose control. Proximity to All Saints Parish Church and the Parish Council Burial Ground. It is of concern to Parish councillors and local residents, particularly as the B181 has become a 'rat run' for the M11 and M25. There have 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 advise 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
80	High	Buckhurst Hill	Forest Edge	Speed humps	To help reduce the impact of the road being used as a rat run	Newly added - It would only be possible to deter 'rat-running' with the introduction of measures such as speed humps or build outs, however the high frequency of vehicle crossovers may prevent such a scheme. A survey would be required	£40,000
85	Med	Loughton	Queens Road	Speed humps	To reduce the speed to traffic along the hill	Newly added	£30,000
87	High	Waltham Abbey	Roundhills	Elderly crossing sign or road humps		Newly added - a scheme such as road humps would need to be incorporated throughout the whole estate and not in isolation to ensure the impact of reducing vehicle speeds as desired	£1,000-1,500 per sign; £40,000 for humps

Road/Location		Project	Application details	Officer Comment	Indicative Estimated Costs
Ward/Parish	North Weald	Traffic calming and parking restrictions	My concerns are around the use of Wellington Road as a rat run to the market on Saturdays, plus the amount of cars parked in the road at the junction of Wellington Road and Hampden Close, which obscure the view of oncoming traffic on Wellington Road and which will no doubt cause a serious accident in the near future. I think there should be traffic calming and parking restriction put in place in Wellington Road/Hampden Close	Newly added. Existing junction protection in force (sections of 'no waiting at any time' restrictions). Should a road hump scheme be proposed, a long consultation process shall need to be undertaken which will take approximately 18 months	£40,000 humps
Ranking	Med				
Highways Ref	104				

Highways Ref	Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Indicative Estimated Costs
19	Med	Waltham Abbey	Honey Lane	Installation of pedestrian crossing, VAS and additional yellow lines	<p>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 adhered to and rarely enforced. A 150 signature petition has been produced by local residents.</p>	<p>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 Improvements Programme. The site was no included within the 2010/11 Road Safety Improvements Programme. Alternative locations as yet are unidentified and would require detailed investigation. The VAS is currently being delivered under Cf</p>	

Highways Ref	Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Indicative Estimated Costs
21	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
108	Med	North Weald	Woodside - Thornwood	Weight restriction	Extremely heavy duty lorries are becoming more prolific. Residents cannot contemplate walking down the road to the park with two children in the pram, when she could come face to face with an extended juggernaut lorry on one of the blind bends or even a 'boy racer'. No pavements! She has no choice but to drive. And what about the listed buildings in Woodside?	Newly added - currently has a weight restriction	