

**DISTRICT OF EPPING FOREST
LOCAL HIGHWAY PANEL – 3 FEBRUARY 2011
REPORT BY: LOCALISM AND CUSTOMER SERVICE TEAM
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.
-

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.

Maintenance

Appendix A, details the Capital Maintenance Programme. Members will be pleased to note that the majority of schemes have been completed.

Traffic Improvements

Appendix B provides details and updates on the Capital Traffic Improvements Programme.

Epping Forest Transport Strategy

A strategy for cattle grid implementation has been developed, which will involve installing four grids, rather than the originally planned thirteen. The planned grids are in locations which are close to the more heavily trafficked roads, that is Forest Side and Wake Road (both immediately south of the A121), Cross Roads (west of the Robin Hood roundabout) and Rangers Road (west of A104).

These grids are considered to be vital in order to prevent cattle from straying onto these major routes.

City of London are planning to trial a method of invisible fencing, which involves buried wire and cattle collars. If their trial is successful, it will not then be necessary to pursue installation of the remaining grids.

The public notices for the four planned cattle grids were advertised in November/December and a small exhibition was held in High Beach Village Hall at the end of November, to enable the residents view the latest proposals more easily.

Due to a third party admin error, Officers have had to re-advertise the notices in January, with close of consultation due on 3 February. A significant number of objections to the scheme have been received and, therefore, it is anticipated that a public inquiry will be necessary in order to resolve the issue.

Concerning the planned speed limit changes and road closures, an Executive Decision has been prepared by Officers. Local Councillors have met with the Cabinet Members for Highways and Transportation, Councillor Hume. Subsequently, he has requested the removal of the proposed closure of Wake Road, which will be done. Once his comments to the proposed Fairmead Road closure have been received, the Executive Decision will be re-submitted.

Once the Executive Decision has been signed off, Officers intend to advertise the various orders.

Developer Section 106 funding

Developer money has been secured to fund the following schemes this financial year. A summary is provided in Appendix B.

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 approved a list of locations. Funding has been provided to the Epping Forest District Council Arboriculturist who has been tasked to undertake these works.

Locally Determined Revenue Budget (LDB) £129,275

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

The Locally Determined Revenue Budget of £129,275, funds both the Highway Rangers and Local Highway Panel approved schemes. A breakdown of this budget allocation is shown within Appendix C.

Pedestrian crossing – Manor Road, Chigwell £40,000

A Safety Audit has been completed on the design for the crossing. The report specified a number of issues, which raised concerns with the Road Safety Engineers. A specific concern recommends that, unless speeds can be reduced (by physical measures) a zebra crossing should not be installed at this location.

The report states: Site speed data shows that the measured 85th percentile speed on the westbound approach is 35.2 mph. Zebra Crossings are not recommended where 85th percentile approach speeds greater than 35mph. Where traffic speeds are higher than 30 mph, pedestrians will be exposed to the risk of more serious injury if precedence is not conceded for any reason. The combination of high approach speeds and increased braking distances due to the downhill gradient is likely to result in the increased potential for collisions involving motorists failing to stop for crossing pedestrians. The

presence of the crossroads junction in close proximity (and where there have been a recent number of serious collisions) means motorists may also be distracted, again increasing the risk of them failing to observe crossing pedestrians.

The Safety Audit recommends that Zebra Crossings 'should not be installed on roads with an 85th percentile speed of 35mph or above' (LTN 1/95). It is recommended that physical traffic calming measures are provided on the approaches to the proposed zebra crossing to reduce vehicle speeds and subsequently reduce the risk and severity of any collisions involving crossing pedestrians. Vehicle speeds should then be re-assessed to ensure that they have been reduced prior to installing the zebra crossing.

The assessment recommends physical traffic calming measures to be put in place to reduce vehicle speeds and make the crossing safe; however, Manor Road is the B173 and a secondary distributor. In accordance with the ECC Speed Management Strategy, traffic calming cannot be placed on Manor Road. Whilst Officers have endeavoured to carry out further speed assessments this week, recording of an 85th percentile less than 35mph was not achieved.

The history of recent and serious collisions at this site suggests motorists already struggle to cope with the layout. It is therefore inherent that they will also struggle to cope with a Zebra Crossing. Members of the Panel will be disappointed; however the implementation of a crossing which is unsafe for its users or dangerous to others is not a scheme that can be taken forward. A possible solution would be the signalisation of the junction to include pedestrian phases; however, before this could be undertaken a full feasibility study would need to be undertaken and this would determine whether this possible solution is feasible. Officers have referred this to the Integrated Traffic & Minor Projects Team who have added the scheme to their reserve list of schemes for consideration in 2011/12.

Future Schemes

Maintenance

Appendix D outlines the proposed programme of road and footway maintenance schemes for 2011/12. Members of the panel are encouraged to make comment on the priority of the schemes.

Traffic Improvements

So that Members have an overview of the requests received by Officers, Appendix E, onwards, provides the 'Reserve Lists' of all Traffic Improvement requests.

Any speed limit requests are now being logged and assessed under the Speed Management Strategy review discussed at a previous meeting of the Panel.

Members are asked to consider if the 'High' schemes listed below and those listed within the appendices and consider whether they are the most appropriate for progression should any funding be available in 2011/12.

Additionally schemes requested since the last Panel meeting are as follows:

- Amberley Road, Buckhurst Hill – potential junction alterations and one-way traffic order
- London Road and Ongar Road, Abridge – Village gateways

- Oak Lodge/Grange Hill, Buckhurst Hill – Speeding/Traffic calming
- Stapleford Abbots, near Primary School – Pedestrian crossing
- Westbury Road/Palmerston Road/ Russell Road/Amberley Road, Buckhurst Hill – Review of all traffic measures put in place
- Farm Way/Forest Edge/Station Way, Buckhurst Hill - Traffic calming on Station Way/Farm Way, junction warning signs or VASs

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	Hemnal 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 Monkswood Avenue	Signal controlled crossing	£150,000 for upgrading existing signals	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																
Ongar	Cripsey Avenue	Throughout	£32,000											X		Completed
Ongar	Toot Hill Road	Various	£26,326											X		Completed
Buckhurst Hill	Lower Queens Road	Throughout	£27,708											X		Completed
Buckhurst Hill	B170 Roding Lane	Loughton Way to River Roding	£49,042												X	Works are programmed for 21 March 2011
Buckhurst Hill	A104 Epping New Road	J/w Brook Road/Church Road	£40,728											X		Complete
Waltham Abbey	Highbridge Street	Town Hall to Abbey View roundabout	£16,000											X		Complete
HIGHWAY MAINTENANCE INITIATIVE // MASO (Major patching programme)																
BUDGET: £333,333																
This scheme has been postponed for this financial year, so that minor overspends on higher priority schemes can be supported. This project will be considered for inclusion in the 2011/12 programme of works																
Waltham Abbey	Walton Gardens		£25,000													
Buckhurst Hill	Palace Gardens	Throughout	£25,000											X	X	Complete
Nazeing	Waltham Road	St Leonard's Road to Laundry Lane	£65,000											X		Complete
Loughton	Westfield	Throughout	£20,000											X		Complete
Loughton	York Hill	A121 to Staples Road	£25,000											X		Complete
Theydon Bois	(Loughton Lane) Avenue of Trees	(Loughton Lane/Theydon Green)	£29,000											X		Complete
Theydon Bois	Forest Drive	Throughout	£37,000											X		Complete
North Weald	Harlow Common	M11 bridge to junction with London Road	£37,500											X		Complete
North Weald	Hastingwood Road	A414 to Mill Street	£42,000											X		Complete
Chigwell	A123 Fencepiece Road	Junction with Manor Road	£27,500											X		Complete
COUNTY ROADS // ROADS																
BUDGET: £1,521,147																
Loughton	Old Station Road	Whole length	£55,000											X		Complete
Loughton	Traps Hill into Church Lane	A121 to Borders Lane	£95,000											X		Complete
Ongar	Stondon Road	A128 to junction with Mill Lane	£60,000											X		Complete
Ongar/Bobbingwo	A414 Epping Road	Various locations Talbot PH roundabout to Four Wantz roundabout	£65,000											X	X	Complete
Stanford Rivers	Epping Road	Tawney Common to Toot Hill	£120,763											X	X	Complete
Roydon	Dobbs Weir Road	Sedge Green to sluice gates	£32,000											X		Complete
Nazeing	Hoe Lane	Various throughout	£65,000												X	Works are programmed for 14 March 2011
Loughton	A1168 Chigwell Lane	M11 northbound off slip to LUL over bridge	£125,000											X	X	Part of improvements scheme
North Weald/Magdalen Laver	Hastingwood Road	Mill Street to Tilegate Road	£128,000											X	X	Complete
Loughton	A121 Goldings Hill	Wake Arms roundabout to 800m south (forest car park)	£134,453											X		Complete

PARISH/WARD	LOCATION	SCHEME/EXTENT OF WORKS	ESTIMATE	INDICATIVE PROGRAMME												PROGRESS/COMMENTS	
				Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar		
Abness Roding	B184 Dunmow Road	School Lane to junction with A1060	£225,000													X	Complete
Epping Upland	Carters Lane	Whole length	£20,000													X	Complete
High Ongar	A414 Chelmsford Road	Four Wantz Roundabout to Ladylands	£75,000													X	Complete
Lambourne and Stapleford Abbots	A113 Ongar Road	Abridge to Passingford Bridge roundabout	£90,000													X	Complete
North Weald	School Green Lane	Whole length	£42,000													X	Complete
North Weald	A414 Canes Lane	Harlow Garden Centre to Rayley Lane	£55,000													X	Complete
North Weald	Upland Road	Various throughout	£25,432													X	Complete
Ongar	B184 Fyfield Road	A414 to 30 limit	£65,000													X	Complete
Loughton	Clays Lane	Forest section	£26,000													X	Complete
Chigwell	A123 Fencepiece Road	Murtwell Drive to ECC Boundary	£17,500	X													Complete
HIGHWAY MAINTENANCE INITIATIVE // FOOTWAY MAINTENANCE													BUDGET: £103,759				
Chigwell	Mount Pleasant Road	Outer footway	£33,500													X X	Complete
Loughton	Appleton Road	Throughout	£36,700													X	Complete
Waltham Abbey	Hillhouse	Shopping area to school	£9,448													X	Complete
Buckhurst Hill	Westbury Road	Palmerston Road to Scotland Road	£14,111													X	Complete
Loughton	Rookwood Avenue	Willingale Road to Rookwood Gardens	£10,000													X	Complete
COUNTY ROADS // FOOTWAY MAINTENANCE													BUDGET: £136,485				
Epping	Crossing Road	Brook Road to Allnutts Road	£19,500													X X	Complete
Theydon Bois	Orchard Drive	B172 to The Weind (Eastern side)	£32,600													X X	Complete
Ongar	Longfields	Throughout (even number side)	£32,350													X X	Patching works are partially complete. Some resurfacing work shall be carried out in the coming months
Ongar	Queensway	B184 to no 84 (south side)	£33,294													X	Complete
Waltham Abbey	Paternoster Hill	62 to 76	£8,900													X	Complete
Waltham Abbey	Brooker Road	Harveyfields to Cartersfield Road	£9,841													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	
TRAFFIC MANAGEMENT																
SAFER ROADS IMPROVEMENTS // CLUSTER SITES (Collision site remedials)																
North Weald Bassett	A414 Canes Lane	Junction with Hastingwood Road	£30,000											X		Officers are currently agreeing a start date with Contractors, which they anticipate being Jan/Feb
Roydon	Common Road	Junction with Epping Road, Roydon	£30,000									X	X			Complete
SAFER ROADS IMPROVEMENTS // ROUTE STUDIES																
Abridge	A113	Ongar to Passingford Bridge	£17,372											X	X	Officers are currently agreeing a start date with Contractors, which they anticipate being Feb/Mar
SAFER ROADS IMPROVEMENTS // SIGNAGE FOR SPEED LIMIT REVIEW																
BUDGET: £11,500																
CARRY OVER WORKS - TRAFFIC MANAGEMENT IMPROVEMENTS // TRAFFIC MANAGEMENT IMPROVEMENTS																
Nazeing and Roydon		Positive signage scheme, carry over from 2009/10	£10,000													Complete
PUBLIC RIGHTS OF WAY																
Abbeys, Beauchamp & Berners Rodling	Byway 31	Elm Cottage Lane	£50,000					X	X							Completed
PASSENGER TRANSPORT IMPROVEMENTS // BUS INFRASTRUCTURE UPGRADES																
Upshire/Waltham Abbey	Service 251	Upshire Terminus and one additional bus stop	£13,000											X	X	Upshire terminus is now complete.
Epping/North Weald	Service 59/500	Kerb improvement works	£58,000											X	X	Completed
Ongar		Bus shelter	£7,000											X	X	Location has now been approved
Epping		2 bus shelters	£14,000											X	X	Officers have liaised with Corporation of London with regards to permissions, who have not given agreement. The Passenger Transport team are now investigating alternative locations.
Loughton	Torrington Drive	Replacement works	£7,000											X		Completed
Lower Sheering		Shelter base	£2,000													Completed
Loughton	Jessel Drive and Borders Lane	2 shelter bases	£4,000											X	X	These works are being carried out by Loughton Town Council, funded by ECC Passenger Transport.
Loughton	Marlescroft Way	Shelter base	£1,000											X	X	Completed
BUDGET: £102,412																

PARISH/WARD	LOCATION	SCHEME/EXTENT OF WORKS	ESTIMATE	INDICATIVE PROGRAMME												PROGRESS/COMMENTS	
				Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar		
PASSENGER TRANSPORT IMPROVEMENTS // SAFER JOURNEYS TO SCHOOL SCHEMES																	
Epping Upland	Epping Upland Primary School	Waiting restrictions	£2,300											X	X		Objections have been received. Officers are currently finalising the report for submission for Executive Decision
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		Footway and railings complete.
Chigwell	Chigwell Primary School	Trimming and lining	£1,200											X	X		Completed
Ongar	Shelley Primary School	Signing and lining works	£1,200											X	X		Officers are liaising with the Contractor for a start date on site in Feb/Mar
COMMUNITY INITIATIVE FUND // TRAFFIC MANAGEMENT IMPROVEMENT SCHEMES																	
Stanford Rivers	A113	Re-opening of lay-by by White Bear	£5,000											X	X	X	Initial location identified does not meet criteria. Officers liaising with Town Council to seek alternative site. Further speed surveys are being undertaken to fund a suitable location.
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			Completed
Theydon Bois	Abridge Road	New and enhanced footway in Abridge Road from viaduct to cemetery and Woodland Trust site	£30,000													X	Officers currently agreeing estimate with Contractor
Theydon Bois	Piercing Hill	Safety bollards and widening of footway and new kerbing	£15,000													X	Further liaison with the Parish is required and being undertaken by Officers
Roydon	Hamlett Hill	Installation of Vehicle Activated Sign	£4,500											X			Completed
North Weald Bassett	High Road	Zebra crossing	£40,000													X	The location identified and proposed by the Panel, requires works which exceed the budget allocation and therefore cannot be achieved.
COMMUNITY INITIATIVE FUND // TRAFFIC MANAGEMENT IMPROVEMENT SCHEMES																	BUDGET: £104,500

PARISH/WARD	LOCATION	SCHEME/EXTENT OF WORKS	ESTIMATE	INDICATIVE PROGRAMME												PROGRESS/COMMENTS
				Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	
SECTION 106 FUNDING																
Loughton	A1168 Chigwell Lane/Langston Road/Oakwood Hill	The improvement works being carried out at this junction to: 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							X	X	X	X				Complete
Chigwell and Loughton	Rectory Lane and Chigwell Lane	Road closure and continuation of cycleway														Works are progressing on site as envisaged. Much of the lower section of the cycle track has been completed and it is expected that the remaining works in the lower section will be completed within the next four to six weeks. No date has yet been agreed as to when the upper section of the cycle track will commence; this is dependant on the completion of the lower section. It has been proposed that new sections of metal railings are investigated in addition to the provision of post and rail wooden fencing along the ornamental verge close to Ladyfields.
LOCAL HIGHWAY PANEL SCHEME																
Chigwell	Manor Road	Zebra crossing	£40,000													BUDGET: £40,000 Design has been completed and submitted for safety audit. A number of recommendations have been raised by the Road Safety Engineers. One of which requests the installation of physical traffic calming measures. However this will not be possible on this stretch of road.

PARISH/WARD	LOCATION	SCHEME/EXTENT OF WORKS	ESTIMATE	INDICATIVE PROGRAMME												PROGRESS/COMMENTS	
				Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar		
LOCALLY DETERMINED REVENUE BUDGET																	
BUDGET: £118,775																	
(£129,275 less £10,500)																	
District wide	District wide	Highway Rangers	£66,075														
District wide	District wide	Disabled bays	£2,000														
District wide	District wide	Adhoc signs and lines	£2,000														Complete
Abridge	London Road	New 40mph speed limit	£3,700						X	X							Complete
District wide	District wide	Amendment 6, Batch 1100; District wide disabled bays – intention notices already advertised	£5,500						X	X							Complete
District wide	District wide	Traffic Regulation Order updates and omissions, including disabled bays not yet advertised	£28,000									X	X				The Executive Decision has now been approved. Officers will now liaise with Contractors to agree a start date on site.
North Weald Bassett/Matching	Hastingwood Road, Mill Street and Harlow Common	New speed limit	£6,000								X						Complete
Loughton	Debden Lane	30mph speed limit	£3,500													X	The scheme has been submitted for formal advertising
Loughton	Traps Hill	Waiting restrictions	£2,000								X						Complete

CARRIAGEWAYS

Carriageway Resurfacing		Priority (see attached)
Newmans Lane, Loughton	£49,487.00	1
St Johns Road, Epping (Bodleys to High Street)	£20,680.00	1
Forest Rd, Loughton	£20,680.00	1
B175 Stapleford Road, Stapleford Abbots (Passingford Bridge Rt	£76,140.00	1
Theydon Road / Piercing Hill, Theydon Bois (100m section)	£8,272.00	1
The Lindens (49-114), Loughton	£25,380.00	1
B184 Fyfield Road, Ongar	£31,020.00	1
Sheering Lower Road, Sheering	£73,320.00	1
A113 London Rd, (Sec.1 Shonks Mill Lane to Traceys Farm), Sta	£75,200.00	1
A104 Epping New Road, Loughton	£84,600.00	1
A113 London Road, (Sec.2 Murrells Farm to Old Rectory Road),	£61,100.00	1
Rectory Lane, Loughton	£113,648.00	1
Woodbury Hill, Loughton	£25,380.00	1
Queens Road, Buckhurst Hill	£28,103.00	1
Stanwyck Drive, Chigwell	£15,040.00	1
Earls Path , Loughton	£74,260.00	1
Station Road, Epping	£16,000.00	1
Green Man Road, Matching	£45,000.00	1
Rangers Road, (A104 to boundary), Buckhurst Hill	£100,000.00	1
Mount Road, Theydon Mount (M11 to M25)	£75,000.00	1
A414 Epping Road, (Four Wantz Rbt to Pensons Lane), Ongar	£120,000.00	1
Rye Hill Road, Hastingwood	£60,000.00	1
Pudding Lane, Chigwell	£55,000.00	1
B1393 London Road, Hastingwood	£100,000.00	1
Bracken Drive, Chigwell	£75,000.00	1
B194 Abbey View, Waltham Abbey (dual carriageway)	£75,000.00	1
Upshire Road, Waltham Abbey	£32,000.00	1
Alderton Way, Loughton	£25,000.00	1
Lambourne Road, (vicinity Millers Lane), Chigwell	£70,000.00	1
Millers Close, Chigwell	£25,000.00	1
A414 Four Wantz Roundabout, Ongar	£25,000.00	1
Darby Drive, Waltham Abbey	£21,000.00	1
Sparelease Hill, Loughton	£25,000.00	1
High Beech Road, Loughton	£25,000.00	1
Brooklyn Ave, Loughton	£70,000.00	1
Farm Way, Buckhurst Hill	£25,000.00	2
Ninefields, Waltham Abbey	£30,000.00	2
Mill Street, North Weald	£10,000.00	2
B172 Abridge Road, Theydon Bois	£246,000.00	2
A112 Sewardstone Road, Waltham Abbey	£17,000.00	2
Loughton Way, Buckhurst Hill	£25,000.00	2
Valley Hill, Loughton	£25,000.00	2
Garnon Mead, Coopersale	£22,000.00	2
Church Road, Buckhurst Hill	£20,000.00	2
Dawes Hill, Waltham Abbey	£46,000.00	2
Woodgreen Road, (Southend Lane to Honey Pot Lane, Waltham	£33,000.00	2
Hurst Road, Buckhurst Hill	£25,000.00	2
Smarts Lane, Loughton	£25,000.00	2
Lower Park Road, (Algers Road to end), Loughton	£46,000.00	3
Marjorams Avenue, Loughton	£165,000.00	3
Algers Road, Loughton	£33,000.00	3
B181 Epping Road/Lindsey Street, Epping Upland	£122,000.00	3
Total	£2,736,310.00	

CARRIAGEWAYS

Carriageway Surface Dressing

Bitumen, usually in the form of an emulsion, is sprayed onto the road surface at an appropriate rate from the spray bar at the rear of a large tanker containing the bitumen emulsion.

Chippings of an appropriate size, largely dependent upon the hardness of the road and traffic conditions, are immediately applied to the bitumen by a large spreader that usually tows behind it a lorry containing the chippings.

Surface dressing will not add any strength to the road pavement, but it does keep an already strong road in a strong condition for longer by sealing water out.

Foster Street, Hastingwood	£38,540.00	1
Fern Hall Lane, Waltham Abbey	£15,040.00	1
Long Street, Waltham Abbey	£15,040.00	1
Moor Hall Road, Matching Tye	£18,000.00	2
Moreton Road, Fyfield	£18,190.00	2
Upland Road, Epping Upland	£54,050.00	2
Fyfield Road, Moreton	£50,760.00	2
A104 Epping New Road, Loughton	£136,350.00	2
Wind Hill, Moreton	£10,000.00	2
Fyfield Road, Willingale	£25,000.00	2
Hook Lane, Stapleford Abbots	£56,000.00	2
Hoe Lane, Abridge	£25,000.00	2
Millers Lane, Chigwell	£25,000.00	2
Hoe Lane, Lambourne	£26,000.00	3
Total	£512,970.00	

Microsurfacing

Microsurfacing is a cold mixed asphalt. It consists of a graded aggregate, a binder, fines and additives. It is a hard wearing surfacing for pavement preservation and rehabilitation. It is similar to slurry surfacing but is specialized for situations where very quick trafficking, rut filling or extreme conditions of heat or cold are likely.

Hobbs Cross Road, Epping	£6,222.80	1
Toot Hill Road, Toot Hill	£84,600.00	1
Boars Head Rd, Hobbs Cross	£45,120.00	1
Blake Hall Road, (Sec.1 A414, south to bends), Bobbingworth	£40,420.00	1
Blake Hall Road, (Sec.2, bends to 1km south), Bobbingworth	£65,800.00	1
Walker Avenue, Fyfield	£25,380.00	1
Avey Lane, Waltham Abbey	£94,940.00	1
Blake Hall Road, (Sec.3. End sec.2 to Toot Hill Road), Greensted	£24,910.00	1
Mott Street, Waltham Abbey	£59,220.00	1
Ashlyns Lane, Bobbingworth	£12,000.00	2
Downhall Road, Matching Green	£135,000.00	2
Forest Side, Buckhurst Hill	£62,000.00	2
Sedge Green, Nazeing	£62,000.00	2
Green Lane, North Weald	£65,000.00	2
Bournebridge Lane, Stapleford Abbots	£35,000.00	2
Lechemere Avenue, Chigwell	£25,000.00	2
Fontayne Avenue, Chigwell	£25,000.00	2
Dacre Gardens, Chigwell	£25,000.00	2
Grange Crescent, Chigwell	£42,000.00	2
Claypit Hill, Waltham Abbey	£60,000.00	2
Manor Road, Waltham Abbey	£65,000.00	2
Nursery Road, Waltham Abbey	£45,000.00	2
Epping Lane, (Sec.1) Hobbs Cross	£25,000.00	2
Albion Hill, Loughton	£25,000.00	2
Church Lane, Lambourne	£25,000.00	2
Hook Lane, Stapleford Abbots	£56,000.00	2
Hoe Lane, Lambourne	£44,000.00	3
Total	£1,279,612.80	

CARRIAGEWAYS

Retread (shallow recycling)

Woodreddon Farm Lane, Waltham Abbey	£29,473.00	1
Hawes Lane, Waltham Abbey	£19,270.00	1
Berwick Lane, Berners Roding	£86,000.00	1
Total	£134,743.00	

Joint Repairs

Limes Ave, Chigwell	£5,170.00	2
Green Glade, Theydon Bois	£10,340.00	2
Spring Grove, Loughton Hill	£6,204.00	2
Queensway, Ongar	£6,000.00	2
Total	£27,714.00	

Carriageway TOTAL **£4,691,349.80** 2009/10: **£ 1,712,951.00**

(Not including MASO £333,333)

FOOTWAYS

Footway Refurbishment

Mount Pleasant Road, Chigwell (70m)	£11,017.00	1
Longfields, Ongar	£27,442.00	1
Kings Avenue, Buckhurst Hill	£44,180.00	1
Oak Lodge Avenue, Chigwell	£74,976.00	1
A414, High Ongar (King St to Norton Heath)	£30,080.00	1
Alderwood Drive, Abridge	£55,000.00	2
Woolhampton Way, Chigwell	£38,000.00	2
B184 Fyfield Road, (A414 to 30mph limit), Ongar	£30,000.00	3
Shernbroke Road, Waltham Abbey (Honey Lane to Mason Way)	£15,000.00	3
Highland Avenue, Nazeing (Maplecroft Lane to Whitehills Close)	£60,000.00	3
Gravel Close, Chigwell	£12,000.00	3
Total	£397,695.00	

Footway Slurry Sealing

Slurry seal is regarded as a preventative maintenance process which will prolong the life of a footway that is in sound structural condition. It is not able to strengthen a footway that has failed structurally. Slurry Seal is a cold mixed asphalt. It consists of a graded aggregate, a binder, fines and additives. It is a hard wearing surfacing for pavement preservation.

Hows Mead, North Weald	£10,340.00	2
Hyde Mead, Nazeing	£10,340.00	2
Pound Close, Nazeing	£10,340.00	2
Queensway, Ongar	£5,170.00	2
Parkside, Matching Tye	£10,340.00	3
Green Glade, Theydon Bois	£10,340.00	3
Pakes Way, Theydon Bois	£10,340.00	3
Queens Road, North Weald	£65,000.00	3
Orchard Way, Chigwell	£5,000.00	3
Maypole Drive, Chigwell	£5,000.00	3
Ingleby Gardens, Chigwell	£3,000.00	3
All Saints Close, Chigwell	£2,500.00	4
Total	£147,710.00	

Footway TOTAL	£545,405.00	2009/10: £	240,244.00
----------------------	--------------------	-------------------	-------------------

CARRIAGEWAY AND FOOTWAY MAINTENANCE RANKING

Priority 1

Carriageway: has an extensive amount of one or more of the following: potholing; cracking; subsidence; wheel tracking; patching and / or joint failures.

Footway: has an uneven surface, extensive cracking, potholing and / or kerb displacement.

Remedial work to such sites would require replacement of the surfacing and potentially deeper layers and/ or joint repairs. Repairs would ideally take place within the coming year.



CARRIAGEWAY AND FOOTWAY MAINTENANCE RANKING

Priority 2

A Priority 2 carriageway or footway would have the same defects as a Priority 1, however to a lesser extent.

Remedial work to such sites would require replacement of the surfacing and potentially deeper layers and/ or joint repairs. It is recommended that repairs would be undertaken within forthcoming years.



CARRIAGEWAY AND FOOTWAY MAINTENANCE RANKING

Priority 3

Carriageway: has one or more of the following defects but not an extensive amount: potholing; cracking; surface stone loss; minor wheel tracking; patching and / or the early signs of joint failures.

Footway: has: cracking, patching, uneven trenches, stone loss and / or the potential for kerb displacement.

To extend the life of the surface course, surface dressing or a similar method will need to be undertaken to the carriageway or slurry seal applied in the case of footways. If repair is undertaken to an asset in this condition, the chances of a site becoming a Priority 1 or 2 is deferred, making this sensible proactive maintenance. If defects are localised then patching may be the appropriate treatment.



CARRIAGEWAY AND FOOTWAY MAINTENANCE RANKING

Priority 4

A Priority 4 carriageway or footway is likely to have some minor defects but is not recommended for significant maintenance until a few / several year's time (say three or more).



Priority 5

A Priority 5 carriageway or footway is not likely to have any significant maintenance for several years (say five minimum).

		Type/Causation of Request		Indicative Estimated Costs		Officer Comment		Application details		Project		Road/Location		Ward/Parish		Ranking		Highways Ref	
		Congestion		Congestion		Congestion		Congestion		Congestion		Congestion		Congestion		Congestion		Congestion	
					£600 per standard bollard; £800 per wooden bollard														
							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				Additional lining, bollards and additional planting		Oakwood Hill j/w Chigwell Lane	Loughton	Med	4			
							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				Removal of traffic lights and re-direction of traffic		Loughton High Road j/w The Drive	Loughton	Med	5			
					£5,000-10,000 investigation costs														
					£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		Rephrasing 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.				Rephrasing of traffic lights and additional lining to enable a left and right filter lane at the lights		Roding Road	Loughton	Med	6			
					£25 - 30,000 costs associated with traffic calming, Traffic Regulation Order, signs and lining		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				One way road		Beech Lane	Buckhurst Hill	Med	28			
					£25 - 30,000 costs associated with traffic calming, Traffic Regulation Order, signs and lining		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				One way road		Beech Lane	Buckhurst Hill	Med	29			

Type/Causation of Request		Congestion	Congestion	Congestion
Indicative Estimated Costs	£3,500 Traffic Regulation Order	£3,500	£3,500 Traffic Regulation Order	
Officer Comment		Forward visability may well be a concern with the implementation of priority working		
Application details	Suggestion to ease the parking on the road	Priority to those vehicles leaving Abridge and travelling towards Theydon Bois		
Project	One way road	Priority working over bridge	Clearway Order	
Road/Location	Albion Hill	Market Place	B172 Abridge Road	
Ward/Parish	Loughton	Lambourne	Theydon Bois	
Ranking	Med	Med	Med	
Highways Ref	84	86	98	

		Type/Causation of Request	
		Drainage	Drainage
		Indicative Estimated Costs	
		Officer Comment	
		Application details	
		Project	
Road/Location		Road outside 'Travellers Friend' - thrust bore horizontally across the road to reconnect the pond to the drain holes opposite	
Ward/Parish		B181	
Ranking		High	
Highways Ref		42	
		Little Laver Road adj Threeways property	
		Bobbingworth & The Lavers	
		Med	
		44	
		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	
		Further investigation and talks with Corporation of London shall be required	
			£5,000

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

Type/Causation of Request		Junction Improvement					
Ranking	Highways Ref	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Indicative Estimated Costs
High	9	Matching	Downhall Road/Little Laver Road/Watery Lane	Re-alignment of priority of junction	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.	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.	£5,000-£7,500
High	32	Chigwell	Manor Road j/w Vicarage Lane	Junction improvement		A more detailed investigation into turning movements would be required	£30,000
Med	33	Abridge	Market Place	Junction improvements		There are currently no feasible engineering options at this time	
Med	81	Chigwell	Gravel Lane j/w Maypole Drive	Junction improvements		Already has existing junction protection. Extra signage could confuse drivers and add unnecessary street clutter	
High	82	Epping	Stonards Hill j/w Stewards Green Road	Junction improvements with Stewards Green Road			£30,000

Local Highway Panel "Reserve List" 2010/11

		Type/Causation of Request					
		Junction Improvement	Junction Improvement	Junction Improvement	Junction Improvement		
Highways Ref	Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Indicative Estimated Costs
102	High	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.	Existing DYL junction protection	£3,000
106	Med	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)	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
112		Buckhurst Hill	Amberley Road	Potential junction alterations and one-way traffic order	To take place at the junction of Russell Road		(One Way Order/ Signage approx. £2,000) Difficult to estimate junction alterations as it will be dependent on what is being considered could range between £20,000 - £50,000.
118		Roydon	Church Mead junction with High Street	Junction protection	Ideally parking restrictions should be in place to stop cars parking near to the junction as this is causing an obstruction and interfering with sight lines. However, until this can be done, the Parish are relying on the Police to deal with the issue of obstruction. These are mainly commuters parking their cars and walking to the station so that are there all day. This junction is now an accident waiting to happen	newly added - (02/12/10)	Approx £2,000

		Application details		Officer Comment	Indicative Estimated Costs	Type/Causation of Request	
Road/Location	Project					Parking	Parking
Forest Edge	Convert single yellow line along forest stretch to double yellow line, as congested parking at weekends when hall is hired out				£3,000		
Luxford Place	Commercial vehicles parking in Luxford Place	Commercial vehicles from Luxford Moorings are parking in Luxford Place		Narrow roads of residential development	£3,500	waiting restrictions	
Ward/Parish	Buckhurst Hill	Sheering					
Ranking	Med	Med					
Highways Ref	88	97					

Type/Causation of Request		Application details		Project		Officer Comment		Indicative Estimated Costs	
Ranking	Ward/Parish	Road/Location	Project	Application details	Project	Officer Comment	Indicative Estimated Costs	Type/Causation of Request	Ranking
8	Buckhurst Hill	Brook Road	Creation of footpath	<p>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.</p> <p>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 bushed 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.</p>	<p>The land is the property of the Corporation of London. A possible 'way-leave' will be required to create the footpath. Cllr Sutcliffe has forwarded a letter sent from the Corporation of London (CoL) 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 from the CoL. Neither the CoL nor the Officers have any adverse comments about the proposal.</p>	£25,000-50,000 footpath construction	Pedestrian	Med	
18	Nazeing	Nazeing Road	Installation of pedestrian crossing (zebra)	<p>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 bushed 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.</p>	<p>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)]</p>	£80,000 for a controlled zebra crossing	Pedestrian	Med	
39	Epping Town	Hemnal Street j/w Grove Lane	Installation of pedestrian crossing	<p>A crossing is required on Hemnal Street and the junction with Grove Lane. Supported by Epping Society</p>	<p>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</p>	£7,500 per pedestrian refuge; £80,000 for a controlled zebra crossing	Pedestrian	High	
46	Loughton	A121 High Road (near Spring Grove)	Signal controlled crossing	<p>A historical request for a pedestrian crossing.</p>	<p>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.</p>	£170,000+ for the installation of a Puffin Crossing	Pedestrian	High	

Local Highway Panel "Reserve List" 2010/11

Type/Causation of Request		Application details		Project		Officer Comment		Indicative Estimated Costs	
Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Indicative Estimated Costs	Type/Causation of Request	Ranking	Ward/Parish
47	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 pelican 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	Pedestrian	High	Waltham Abbey
48	Waltham Abbey	Monkwood Avenue	Signal controlled crossing	A historical request for a pedestrian crossing.	See Crooked Mile N of Saxon Way	£150,000 for upgrading existing signals	Pedestrian	High	Waltham Abbey
50	Chigwell	A113 High Road; Dolphin Court	Pedestrian refuge	A historical request for a pedestrian crossing.	It was noted that there were reasonable gaps in traffic to allow pedestrians to cross safely at most times. Vehicle speeds are relatively low, but consideration should be given to those crossing, including elderly and unaccompanied children. 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.	£7,500 per pedestrian refuge	Pedestrian	Med	Chigwell
51	Buckhurst Hill	Buckhurst Way	Pedestrian refuge	A historical request for a pedestrian crossing.	In view of the speed of traffic over 30mph 85th percentile and in view of the number of elderly/children crossing and that there has been one slight injury to a pedestrian within the last 5 years, consideration could be given for an additional pedestrian refuge facility north of Station Way. The 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	Pedestrian	Med	Buckhurst Hill
52	Chigwell	A123 Hainault Road	Traffic calming/speed reduction	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	Pedestrian	Low	Chigwell

Type/Causation of Request		Application details		Project		Officer Comment		Indicative Estimated Costs	
Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Indicative Estimated Costs	Type/Causation of Request	Ranking	Ward/Parish
53	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	Pedestrian	Med	Chigwell
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.	£170,000 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	High	Chigwell
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	£170,000 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	Med	Chigwell
56	Chigwell	Turpins Lane	Signal controlled junction	A historical request for a pedestrian crossing.		£40,000 for zebra crossing	Pedestrian	Low	Chigwell

Type/Causation of Request		Application details		Officer Comment	Indicative Estimated Costs
Ranking	Ward/Parish	Road/Location	Project		
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

Type/Causation of Request		Indicative Estimated Costs		Officer Comment		Application details		Project		Road/Location		Ward/Parish		Ranking		Highways Ref	
		Pedestrian		Pedestrian		Pedestrian		Pedestrian		Pedestrian		Pedestrian		Pedestrian		Pedestrian	
			£7,500 pedestrian refuge.		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.		A historical request for a pedestrian crossing. (Alderton School)		Pedestrian refuge		Rectory Lane		Loughton		Med		63
			£7,500 to amend existing vehicle splitter island where appropriate		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 Cr 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 Cr 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. New crossing should be proposed further North from the existing dropped kerbs, on the traffic island, to avoid vehicle crossovers either side.		A historical request for a pedestrian crossing.		Signal controlled crossing/pedestrian refuge		Crooked Mile (Harold Crescent)		Waltham Abbey		Med		64
			£7,500		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 Pyrles Lane, but drop kerbs and driveway would have to be avoided. This may also be away from the pedestrian desire line. Although pedestrian flows are high throughout most of the day, traffic flows are low. Therefore pedestrians are likely to cross in the gaps without using a formal crossing. It is therefore recommended that no further action 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		A historical request for a pedestrian crossing.		Pedestrian refuge		Pyrles Lane		Loughton		Low		65
			£7,500		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		A historical request for a pedestrian crossing.		Pedestrian refuge		Alderton Hill		Loughton		Med		66

Type/Causation of Request		Project	Application details	Officer Comment	Indicative Estimated Costs
Pedestrian	Pedestrian				
		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
		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
		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
		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
		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
		Pedestrian refuge		Although pedestrians crossing is relatively high, traffic flows are low. The existence of lay-bys by the shops means that the construction of a pedestrian refuge in the vicinity of the shops is not feasible without some loss of the lay-by and due to the low traffic flow this is not recommended. However it is suggested that a pedestrian refuge could be considered south of Institute Road, to assist pedestrians accessing the school from the west of Coppersale Common	£7,500 pedestrian refuge
		Pedestrian facilities at signal junction		A feasibility study is required	£100,000+
Ranking	Low				
Highways Ref	67				
	Low				
	69				
	Med				
	70				
	Low				
	71				
	Low				
	72				
	Med				
	73				
	High				
	99				

	Type/Causation of Request		Indicative Estimated Costs	Officer Comment	Application details	Project	Road/Location	Ward/Parish	Ranking	Highways Ref
	Pedestrian	Pedestrian								
			£150,000+			Pegasus Crossing	Thornwood Road	North Weald	Med	100
			If it is a zebra crossing approx. £20,000. A Puffin would be approx. £90,000 (+£20,000 for design)	A feasibility survey and pedestrian/horse flow is required		Pedestrian crossing	Near primary school	Stapleford Abbots		115

Type/Causation of Request		Signage		Signage	
Indicative Estimated Costs		Officer Comment		Indicative Estimated Costs	
Application details		Project		Officer Comment	
Road/Location	Town Green	Bobbingworth Mill		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
Ward/Parish	Epping Town	Bobbingworth & The Lavers			
Ranking	Med	Med			
Highways Ref	40	110	Village/Gateway signs		£1,000 per pair (per site)

Type/Causation of Request		Speeding and Parking	
Indicative Estimated Costs	Officer Comment	Application details	Project
£40,000 humps	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	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	Traffic calming and parking restrictions
		Wellington Road and Hampden Close	
		North Weald	
		Med	
Highways Ref			104

Type/Causation of Request		Indicative Estimated Costs	
Speeding and Pedestrian			
Application details		Officer Comment	
Project	<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 at 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 CIF</p>	
Road/Location	Honey Lane		
Ward/Parish	Waltham Abbey		
Ranking	Med		
Highways Ref	19		

Type/Causation of Request		Application details		Project		Indicative Estimated Costs		Officer Comment	
Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Indicative Estimated Costs	Type/Causation of Request	Ranking	Ward/Parish
3	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		£12,000 per chicane; £80,000 for a controlled, zebra crossing; £7,500 per pedestrian refuge	Speeding	Med	
7	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	Speeding	Med	
17	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	Speeding	High	
23	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	Speeding	Med	
25	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	Speeding	High	

Type/Causation of Request		Application details		Project		Indicative Estimated Costs		Officer Comment		Type/Causation of Request	
Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Indicative Estimated Costs	Type/Causation of Request	Ranking	Ward/Parish	Road/Location	Type/Causation of Request
34	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	Speeding	41	Epping Upland	B181	Speeding
80	Buckhurst Hill	Forest Edge	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	Speeding	80	Forest Edge	Speeding	
85	Loughton	Queens Road	Speed humps, or 2x VAS	To help reduce the impact of the road being used as a rat run	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 - speed humps £9,000 - VAS	Speeding	85	Loughton	Queens Road	Speeding
87	Waltham Abbey	Roundhills	Speed humps	To reduce the speed to traffic along the hill	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	£30,000	Speeding	87	Waltham Abbey	Roundhills	Speeding
113	Abridge	London Road and Ongar Road	Elderly crossing sign or road humps			£1,000-1,500 per sign; £40,000 for humps	Speeding	113	Abridge	London Road and Ongar Road	Speeding
114	Buckhurst Hill	Oak Lodge/Grange Hill	Village gateways	Introduction of one or two speed humps. Application made in response to complaints received from the residents.		Approx. £500 per gate	Speeding	114	Buckhurst Hill	Oak Lodge/Grange Hill	Speeding

Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Indicative Estimated Costs	Type/Causation of Request
Highways Ref 117	Buckhurst Hill	Farm Way/Forest Edge/Station Way	Traffic calming on Station Way/Farm Way, junction warning signs or VASs	Nothing ever gets done there, and accidents demolishing walls occur regularly. It is a miracle no-one has been killed there, as there have been a number of collisions/near misses. Traffic travels fast (too fast) on Station Way/Farm Way and there are bends both ways which make it difficult to see if the road is clear to cross or enter from Forest Edge. Traffic calming is needed on Station Way/Farm Way – at least warning signs or reduced speed limits or VASs-- drivers on those roads think they have a clear run and aren't prepared for the quite busy junction.	Newly added - (09/12/10)	VAS Signs: £6,000 approx. per sign. Traffic Calming £20-£30,000	Speeding

		Type/Causation of Request	
Ranking	Highways Ref	Project	Application details
Low	21	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.
			Indicative Estimated Costs £3,000 costs associated with Traffic Regulation Order and signs
			Officer Comment This cannot be achieved until the Sustainable Freight Strategy is put in place
		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?
		Weight restriction	Currently has a weight restriction
		Hoe Lane	
		Lambourne	
		Woodside - Thornwood	
		North Weald	
		Med	
		108	