

**DISTRICT OF EPPING FOREST
LOCAL HIGHWAY PANEL – MARCH 2011
REPORT BY: LOCALISM AND CUSTOMER SERVICES TEAM
ESSEX COUNTY COUNCIL**

2011/12 Programme of works

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

At the last meeting of the Panel, Members were requested to feed back comments on the traffic improvement proposals presented. The responses are shown within Appendix A.

The budget allocations for the 2011/12 financial year have not yet been disclosed.

Future Schemes

Maintenance

The Officers' provisional programme for maintenance in the District has been amended since the last meeting of the Panel, following recent changes in terms of the target levels for different maintenance methods, and it currently stands as follows:

	Works Budget	Location
Carriageway Resurfacing	£732,637.00	
Newmans Lane, Loughton	£49,487.00	All
St Johns Road, Epping	£20,680.00	Bodleys to High Street
Forest Rd, Loughton	£20,680.00	Smarts Lane to 186a
B175 Stapleford Rd, Stapleford Abbots	£75,200.00	Passingford Roundabout to Rabbits PH
Theydon Road / Piercing Hill, Theydon Bois	£8,272.00	50-100m section north of Little Gregories Lane
The Lindens (49-114), Loughton	£25,380.00	49-114
B184 Fyfield Road, Ongar	£30,080.00	Adjacent to Fyfield Business Park
Sheering Lower Rd, Sheering	£80,252.00	Back Lane to Sawbridgeworth Road
Avey Lane, Waltham Abbey	£20,680.00	310m from A112
A104 Epping New Road, Loughton	£84,073.00	Earls Path to Manor Road
Woodbury Hill, Loughton (3m wide)	£25,380.00	York Hill to Woodbury House

Queens Rd, Buckhurst Hill	£27,393.00	Buckhurst Tavern to High Road
Stanwyck Drive, Chigwell	£15,040.00	All
Earls Path, Loughton from A104	£73,320.00	All
Sawbridgeworth Road, Hatfield Heath	£31,020.00	
Green Man Road, Matching	£45,120.00	
Mount Road, Theydon Mount (M11 to M25)	£68,620.00	
Upshire Rd, W/Abbey	£31,960.00	
Carriageway Surface Dressing¹	£478,700.00	
Foster Street, Hastingwood	£36,754.00	M11 to Burr Farm
Fern Hall Lane, Waltham Abbey	£15,040.00	Steeper gradient section
Long Street, Waltham Abbey	£15,040.00	Steeper gradient section
Moor Hall Road, Matching Tye	£18,330.00	Harlow Boundary to M11
Moreton Road, Fyfield	£17,296.00	Scott Farm to Penny's farm
Motts Lane, Waltham Abbey	£40,420.00	All
Upland Road, Epping Upland	£53,580.00	Takeley Farm to Currance Lodge
Blake Hall Road, Greensted Green	£13,630.00	Railway to Toot Hill Road
Fyfield Road, Moreton	£51,470.00	All
A104 Epping New Road, Loughton	£125,020.00	A121 to Earls Path
Wind Hill, Moreton	£10,340.00	Whites Farm to Bushes Farm
Fyfield Road, Willingale	£25,380.00	All
Hook Lane, Stapleford Abbots	£56,400.00	
Microsurfacing²	£159,442.80	
Toot Hill Road, Toot Hill	£82,720.00	School Lane to village sign
Boars Head Rd, Hobbs Cross	£45,120.00	Burr Farm to Hobbs Cross
Walker Avenue, Fyfield	£25,380.00	All
Retread³	£48,743.00	
Woodreddon Farm Lane, W/Abbey	£29,473.00	Woodredon Farm to Woodridden Hill
Hawes Lane, W/Abbey	£19,270.00	All

¹ 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.

² A form of road or footway maintenance; Microsurfacing is a cold mixed asphalt. It consists of a graded aggregate, a binder, fines and additives. It is a hardwearing 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.

³ A form of road maintenance; Heavy machinery is used to pulverise the top surface of the road and mixed with a hydraulic binder or bitumen emulsion. Some excess material is removed before bitumen and cement is added for a conventional hot mix bituminous wearing course.

Joint Repairs⁴	£21,714.00	
Green Glade, Theydon Bois	£10,340.00	All
Spring Grove, Loughton Hill	£6,204.00	All

Footway Refurbishment	£245,297.00	
Longfields, Ongar	£27,441.00	
Kings Avenue, Buckhurst Hill	£44,180.00	
Oak Lodge Avenue, Chigwell	£74,976.00	
A414, High Ongar (King St to Norton Heath)	£44,180.00	
Alderwood Drive, Abridge (Lambourne Parish)	£54,520.00	

Footway Slurry Sealing	£73,984.00	
Hyde Mead, Nazeing	£15,241.00	
Pound Close, Nazeing	£10,340.00	
Parkside, Matching Tye	£10,340.00	
Green Glade, Theydon Bois	£10,340.00	
Pakes Way, Theydon Bois	£10,340.00	

Traffic Improvements

We have not received confirmation of the schemes to be delivered by Capital funding, within the District in terms of traffic improvements. This can be distributed to the members, once received.

Localism

Rangers

Looking at the provision of the Highway Rangers service in EFDC for the coming year, early indications are that the level of funding available will be similar to 2010/11, i.e. approximately £130,000.

The Cabinet Members has indicated that some flexibility existing within this budget to determine minor traffic type schemes but it is his desire to also provide a visible level of Ranger type work.

Last year, Rangers works were provided for about 8 months. This would leave a sum available for the Panel of around £43,000.

⁴ A form of road maintenance pertaining to concrete roads only; Concrete roads are constructed with joints between large sections to enable movement, contraction and expansion. This form of maintenance will concentrate on the repairing of these joints.

Traffic Improvements

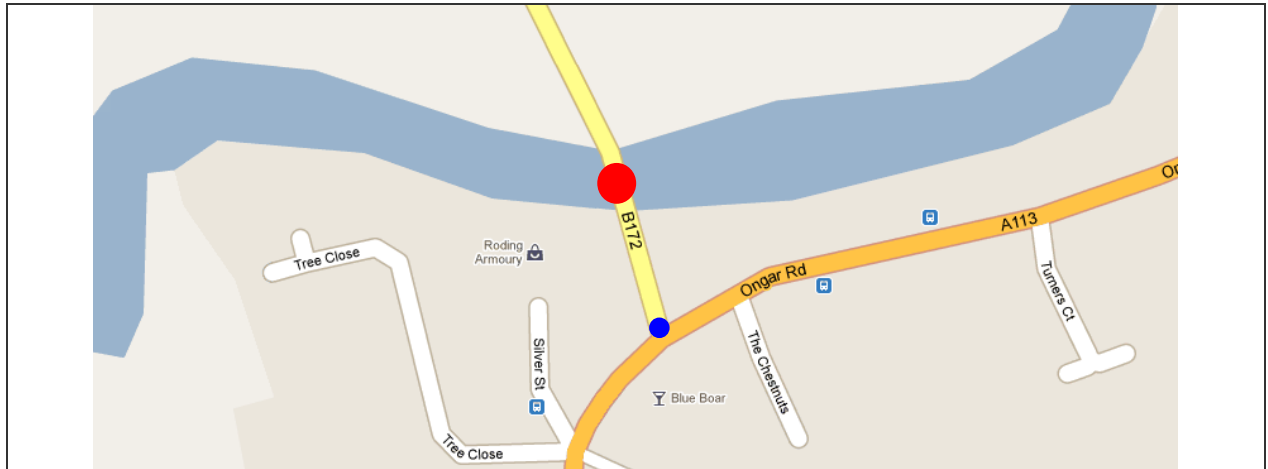
At the last meeting of the Panel, Members were requested to submit their top three priorities in terms of traffic improvements. Nineteen responses were received from Members and Parishes. They are summarised below and each suggestion is presented in further detail in the attached pages.

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 may wish to consider how these suggestions are progressed. Members may not wish to pursue a suggestion if it is not perceived viable at this stage. They may wish to allocate funding for investigation work on a particular scheme if the Local Highway Budget permits, lobby the Council for those schemes of a substantial nature or instruct ECC to carry out some informal consultation to gain a true view from local residents on a particular scheme.

Highway Ref	Parish/Ward	Location	Description	Voting reference	Voting reference	Voting reference	Number of times requested
86	Abridge	Abridge Road	Priority working over bridge	04			1
33	Abridge	Market Place	Junction improvements	15			1
117	Buckhurst Hill	Farm Way/Forest Edge/Station Way	Traffic calming on Station Way/Farm Way, junction warning signs or VASs	01			1
99	Buckhurst Hill	Brook Road	Pedestrian facilities at signal junction	01			1
62	Buckhurst Hill	Roding Lane	Pedestrian facilities at signal junction	01			1
8	Buckhurst Hill	Brook Road	Creation of footpath	09			1
55	Chigwell	B173 Manor Road E of Tomswood Road	Signal controlled crossing	02			1
32	Chigwell	Manor Road j/w Vicarage Lane	Junction improvement	02			1
53	Chigwell	B173 Manor Road j/w Stanwyck Road	Junction improvement/pedestrian refuge	02			1
New	High Ongar	A414 junction with Rookery Road	A dedicated right turn lane at the junction	03			1
New	High Ongar		Parish gateway signs	03			1
23	Lambourne	Ongar Road	Vehicle activated sign	04			1
New	Lambourne	Manor Road	Slow signs	04			1
74-78	Loughton	Various locations	Dropped kerbs	05			1
4	Loughton	Oakwood Hill j/w Chigwell Lane	Additional lining, bollards and additional planting	05	07	08	3
66	Loughton	Alderton Hill	Pedestrian refuge	05	06		2
60	Loughton	Church Hill (near the Uplands)	Signal controlled crossing	06	07	08	3
3	Loughton	Chester Road	Chicanes and pedestrian crossings	07	08	15	3
5	Loughton	Loughton High Road j/w The Drive	Removal of traffic lights and re-direction of traffic	15			1
17	Nazeing	St Leonard's Road	Village Gateway and repositioning of VAS	09			1
106	North Weald	Woodside junction High Road	An island at the junction of Woodside and NM High Road	10			1
108	North Weald	Woodside – Thornwood	Weight restriction	10			1
104	North Weald	Wellington Road and Hampden Close	Traffic calming and parking restrictions	10			1
New	Ongar	Fyfield Road	Vehicle activated sign	11			1
118	Roydon	Church Mead junction with High Street	Junction protection	12			1
New	Waltham Abbey	Fountain Place	Car parking/obstruction issues	13			1

Abridge



Abridge, Abridge Road	●	Priority working over bridge	Indicative costs: £3,500
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Highway reference: 86	Voting reference: 04
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The current width at the centre of the bridge can allow two cars to pass closely, with due driver care. However, not so if one vehicle happens to be a larger vehicle. Currently, in these situations vehicles will give way to oncoming traffic, as determined by driver behaviour.

If priority working was to be installed at this location, priority would be for the vehicles exiting Abridge and therefore consideration would need to be given to the congestion which may occur at peak times, on the route into Abridge. Additionally, there are concerns with regards to forward visibility and the siting of statutory signs required for a priority working, as members will see from the photo below. (For example, the sign would need to be placed adjacent to the give way markings. Entering the village, this would currently be difficult to place in conjunction with existing speed limit signs, which indicate the exact location of where the speed limit starts. Exiting the village, if the sign were to be sited by the bridge, this may affect the structure of the bridge due to the signs' foundations. If the sign was to be placed further towards the junction, there is an increased likelihood that this will be repeatedly struck or missed by the drivers manoeuvring the junction.)

A volume survey would give a good indication of the level of traffic that passes this place and what impact this suggestion would have on traffic flow. This would cost in the region of £1000.



Market Place, Abridge	●	Junction improvements	Indicative costs: £20,000
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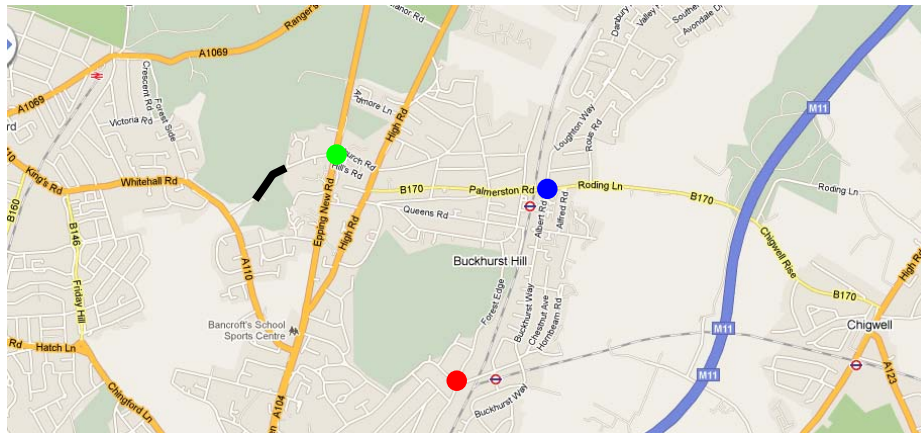
Highway reference: 33	Voting reference: 15
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Possible junction improvements could include signalling the junction. However this would not be feasible here in terms of the volume of traffic and the costs associated with such a scheme. Plus, the siting of the equipment would be very difficult given the existing site constraints.

Manoeuvring of the junction is the main cause of concern at this location. It is not possible to make changes to the layout of the junction due to the site constraints. However, some improvement could be brought about through resurfacing and relining of the junction, in addition to attending to the kerbs at the junction, which are currently being over-run, and raising these to deter drivers from cutting the corners.

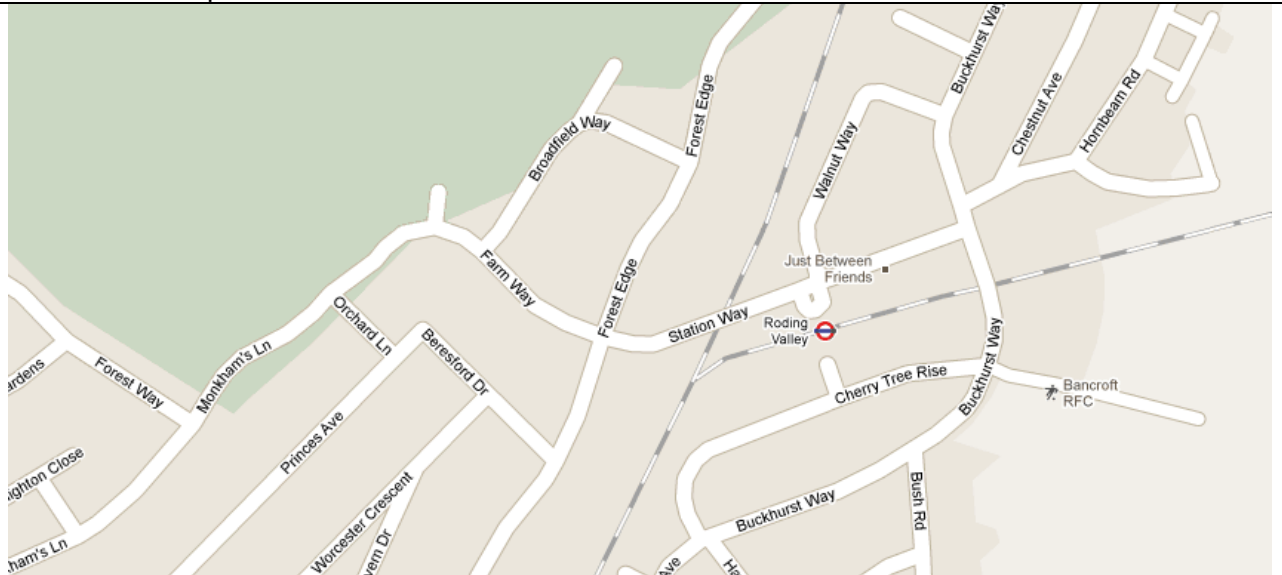


Buckhurst Hill



Farm Way/Forest Edge/Station Way, Buckhurst Hill	Traffic calming on Station Way/Farm Way, junction warning signs or VASs	Indicative costs: Traffic calming: £30-40,000
Highway reference: 117	Voting reference: 01	
Speed data (2009) Farm Way NW bound: 85 th percentile: 33.6mph; SE bound: 85 th percentile: 33.8mph Forest Edge NE bound: 85 th percentile: 30.2mph; SW bound: 85 th percentile: 29.5mph Station Way NE bound: 85 th percentile: 27.3mph; SW bound: 85 th percentile: 26.1mph		
<p>A request has been received here, as it is felt that there is nothing that ever gets done here and that accidents demolishing walls occur on a regular basis and there have been a number of collisions/near misses. The request states that the traffic travels too fast on Station Way/Farm Way and there are bends which make it difficult to see if the road is clear to cross or enter from Forest Edge. Traffic calming is requested or at least warning signs or reduced speed limits or VASs. Drivers on the road think they have a clear run and aren't prepared for the quite busy section.</p>		
<p>The existing speed limit is 30mph and thus reducing this further is not an option. Speeding can be addressed through Police enforcement.</p>		
<p>This location has been the focus of two separate collision site reviews in recent years, the outcome of which brought about improvements in signage and lining. Warning signs are sufficient for the location.</p>		
<p>In terms of the suggestions for traffic calming, a raised junction would need to be accompanied by associated traffic calming speed humps/cushions. However finding suitable locations in Farm Way to implement humps/cushions would be difficult due to the proliferation of vehicle crossovers. In addition, a consultation would need to be undertaken with residents in the area and their support for the proposal would need to be considered. It would take approximately 18 months to implement. In addition, such calming would only be taken up to the Essex County boundary, at the most. To gain public perception on traffic calming proposals, an informal consultation can be undertaken.</p>		
<p>Officers have applied for a 'Stop' sign at this junction to the Department for Transport (DfT) on Forest Edge at the location shown in the photo, as this was the approach that accident statistics indicated was the arm that required treatment. DfT however, refused the application as they deemed the proposal did not meet criteria for a 'Stop' sign.</p>		

Vehicle activated signs could be considered. However, this cannot be pursued as the recorded speeds are below the required ECC criteria.



Brook Road junction with Epping New Road, Buckhurst Hill	Pedestrian facility at signal junction	Indicative costs: Investigation: £15,000 Crossing: £120,000
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Highway reference: 99	Voting reference: 01
Speed data (2010)	
Epping New Road: NE Channel: 85 th percentile: 36.4mph (2010)	
Epping New Road: SW Channel: 85 th percentile: 39.9mph (2010)	
Brook Road: NE bound: 85 th percentile: 33.7mph (2008)	
Brook Road: SW bound: 85 th percentile: 33.4mph (2008)	

Schools are located along High Road and in order for parents to access these from Brook Road and Epping New Road they are required to cross Church Road.

The junction is already signalised and thus, pedestrian phasing would be required at a cost of approximately £120,000. These costs would need to be met by a capital budget.

A feasibility study however, would need to be carried out. This would cost £15,000. This survey would include a vehicle capacity survey, designs and assessment of the designs in terms of the implications on the network and capacity of the junction and a topographical survey.



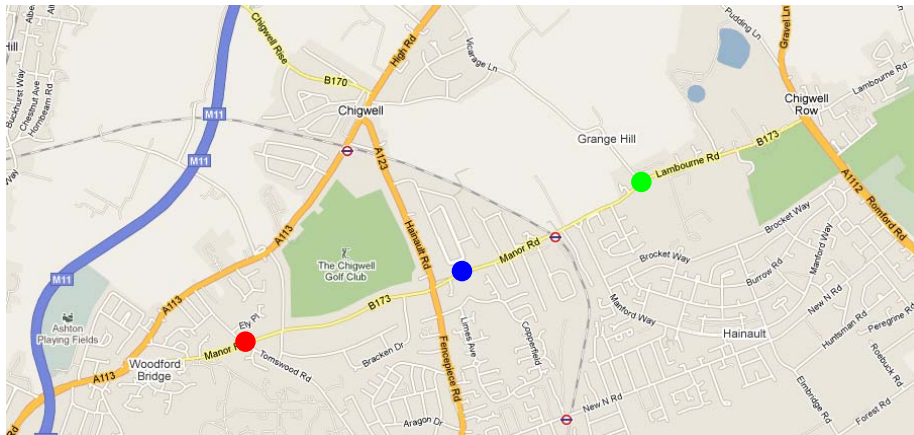
Roding Lane, Buckhurst Hill	Pedestrian facilities at signal junction	Indicative costs: Investigation £15,000 Crossing: £120,000
Highway reference: 62	Voting reference: 01	
Accident data		
Speed data		
<p>It is not considered entirely necessary that a crossing is installed at this location, as a facility 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 Roding Lane. However a feasibility study would need to be undertaken and consideration given to the whole junction in terms of installing a signalised pedestrian crossing facility. This would cost £15,000. This survey would include a vehicle capacity survey, designs and assessment of the designs in terms of the implications on the network and capacity of the junction and a topographical survey.</p>		
<p>A signalised crossing would cost approximately £120,000. These costs would need to be met by a capital budget.</p>		



Brook Road, Buckhurst Hill	Creation of footpath	Indicative costs: £25-50,000
Highway reference: 8	Voting reference: 09	
<p>A request has been received to create a footpath at the 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.</p> <p>The scheme may require moving a ditch or building a raised path over the ditch.</p> <p>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>The land is the property of the Corporation of London. A possible 'way-leave' will be required to create the footpath. Officers have been given the 'in principle' agreement from the Corporation of London. Neither the CoL nor the Officers have any adverse comments about the proposal.</p> <p>Once a design had been completed, this would have to be submitted to the Corporation of London for approval and the progression of the scheme would be dependent on their consent.</p>		



Chigwell



B173 Manor Road E of Tomswood Road, Chigwell	Signal controlled crossing	Indicative costs:
Highway reference: 55	Voting reference: 02	
Accident data: 3 serious 5 slight		
Speed data (2010) Manor Road: NE bound: 85 th percentile: 35.6mph Manor Road: SW bound: 85 th percentile: 34.8mph A separate report is provided to the Panel.		



Manor Road junction with Vicarage Lane, Chigwell ●	Junction improvement	Indicative costs: Mini: £40,000 Realignment: £40,000
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Highway reference: 32	Voting reference: 02
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Accident data
3 slight

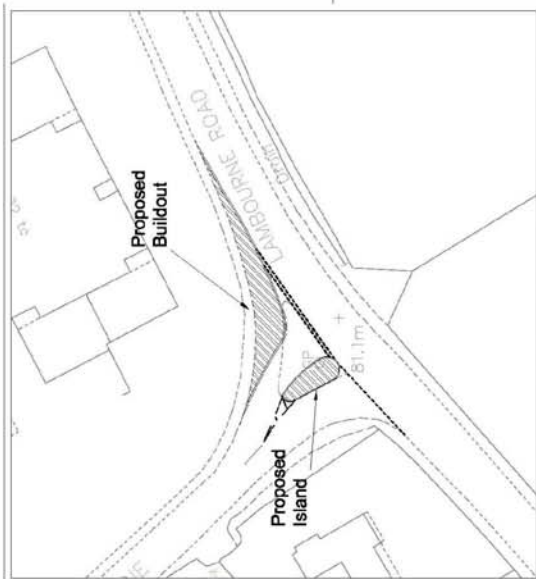
Speed data (2009)
Vicarage Lane: NW bound: 85th percentile: 42.0mph
Vicarage lane: SE bound: 85th percentile: 43.4mph


The main cause of concern at this location is the tight turning manoeuvres required when travelling from Manor Road and turning right into Vicarage Lane. Additionally, when turning out of Vicarage Lane, there is limited visibility from the right, due to the boundary of the property at the junction.

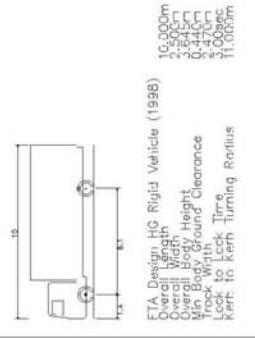
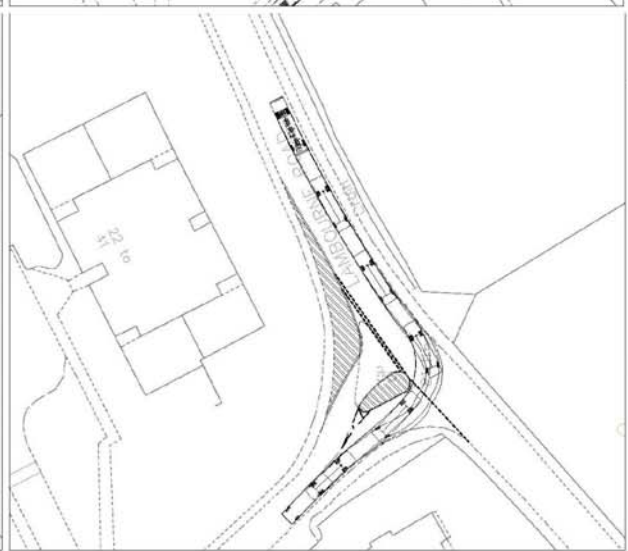
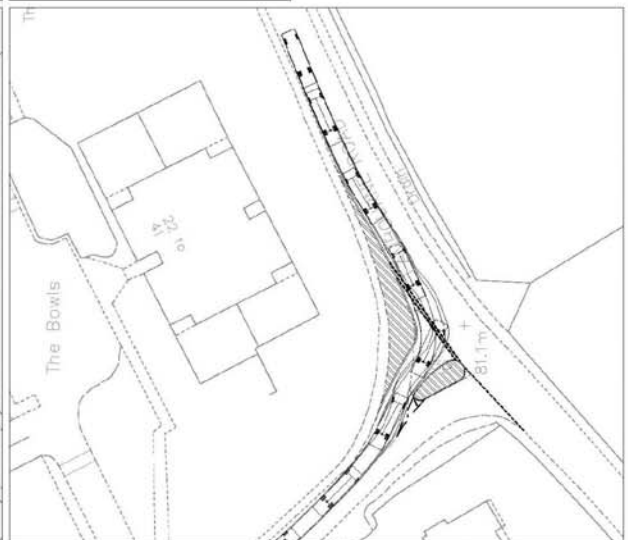
A possible solution would be to remove the existing island and install a mini-roundabout. However, it can be seen from the photo below that there is an existing BT chamber within the island. This and the extent of other utilities apparatus and equipment present within the soft area need to be investigated, as this will have implications on the costs of such a scheme. Services, such as cables, within soft areas tend to be relatively shallow, but those under a road construction need to be much lower. This is the reason that this needs to be investigated. In some instances, the lowering of existing services has made a scheme prohibitive. A suggestion for members to consider would be to undertake this investigation (i.e. digging trial holes) and the design work in the first year, at a cost of approximately £2,000. Then follow this with the construction on site in the following year.

An alternative option would be to consider changing the alignment of the junction and altering the channel of flow of traffic. A drawing is attached. Again, this will be reliant on sufficient depth of the existing services and the suggestion above, to carry out the scheme in two parts is recommended here.





No.	Revision	By	Date
 ESSEX COUNTY COUNCIL Highways and Transportation			
David Forde Area Highway Manager			
Title: Local Highways Panel Vicarage Lane /w Manor Rd Junction Improvement Works Preliminary Design/Autotrack Study			
<small>Information on this drawing is for guidance only. It is not intended to be used for any other purpose. It is the responsibility of the user to ensure that the information is up to date and correct.</small>			
Date:	03/2010	Scale:	M75
Drawn:	AR	Checked:	—
Designed:	AR	Survey:	OS Data
<small>Information on this drawing is for guidance only. It is not intended to be used for any other purpose. It is the responsibility of the user to ensure that the information is up to date and correct.</small>			
Drawing No. (A2)			0001
REV.			—



B173 Manor Road junction with Stanwyck Road, Chigwell	Junction improvement/pedestrian refuge	Indicative costs:
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Highway reference: 53	Voting reference: 02	
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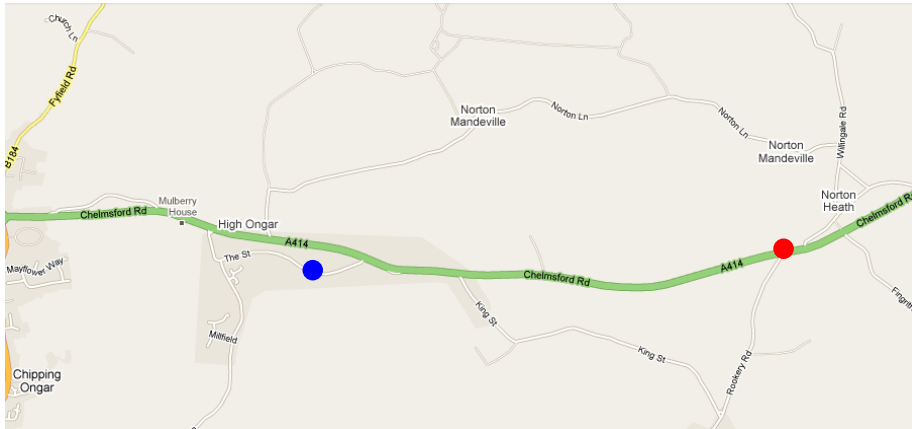
Speed data (2010)
 Manor Road: NE bound: 85th percentile: 35.6mph
 Manor Road: SW bound: 85th percentile: 34.8mph

To install a pedestrian refuge, a minimum road width of 7.5m is required. The current road width at this location is 6.5m and thus a refuge cannot be accommodated here. In addition to this, it has been observed that siting a refuge will be difficult in light of the number of vehicle crossovers, which prohibit a safe location for such a crossing.

In terms of junction improvements, there are no perceived engineering solutions which could bring about any safety improvements at this location.



High Ongar



A414 junction with Rookery Road, High Ongar	● A dedicated right turn lane at the junction	Indicative costs:
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Highway reference: New	Voting reference: 03	
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There is currently an informal turning lane, which enables drivers to manoeuvre to the right of the lane.

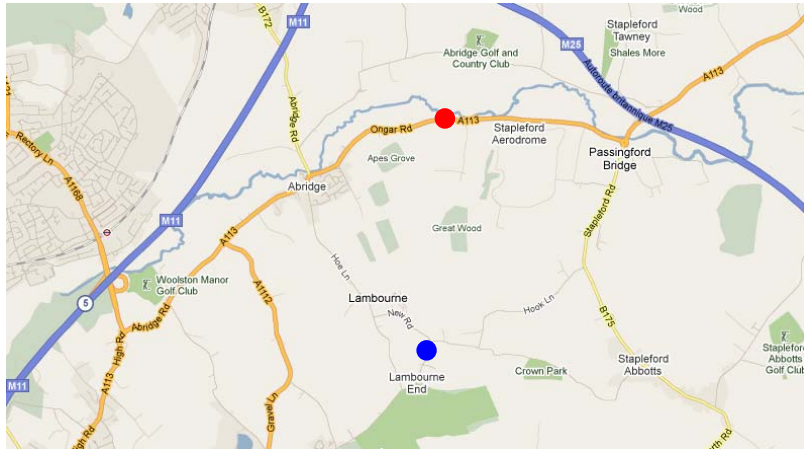
There is insufficient width at this location to provide a dedicated right turn lane.

Drivers, who wish to turn at this location do not cause major implications or congestion on the network at this point.



The Street, High Ongar (entering from the East)	Parish gateway signs	Indicative costs: £15,000
Highway reference: New	Voting reference: 03	
Speed data NE Bound: 85 th percentile: 39.0mph SW Bound: 85 th percentile: 38.1mph		
<p>A request has been received from the Parish for gateway signs entering the village from the East.</p> <p>There are two possible sites for consideration., the first being at the location in the first photo. It can be seen that the verges here are narrow, but a bespoke design displaying the Village name could be accommodated here.</p> <p>Another location for consideration would be at the start of the speed limit within the village, shown in the second photo below. However, the gateway features cannot be accommodated here.</p>		
		

Lambourne



Ongar Road, Lambourne	●	Vehicle activated sign	Indicative costs: £9,000
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Highway reference: 23	Voting reference: 04	
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A request has been received requesting, the speed limit along Ongar Road be reduced 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 it is now more imperative for drivers 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.

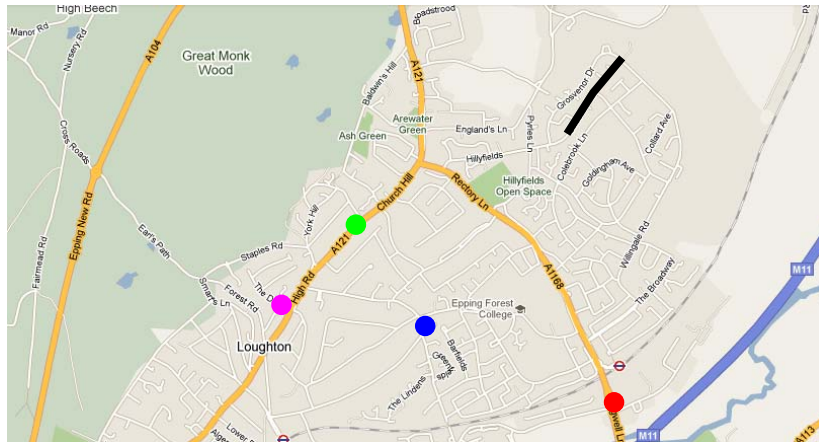
A VAS would ensure that the traffic is aware of the reduction in speed. The wall at the entrance to the village hall has been knocked down twice and the house opposite has also had its wall knocked down at least three times.

The appropriate location for a vehicle activated sign would need to be sought. A speed survey will determine the most suitable location as determined by the ECC policy, and then consideration would need to be given as to the accommodation of the sign on site.

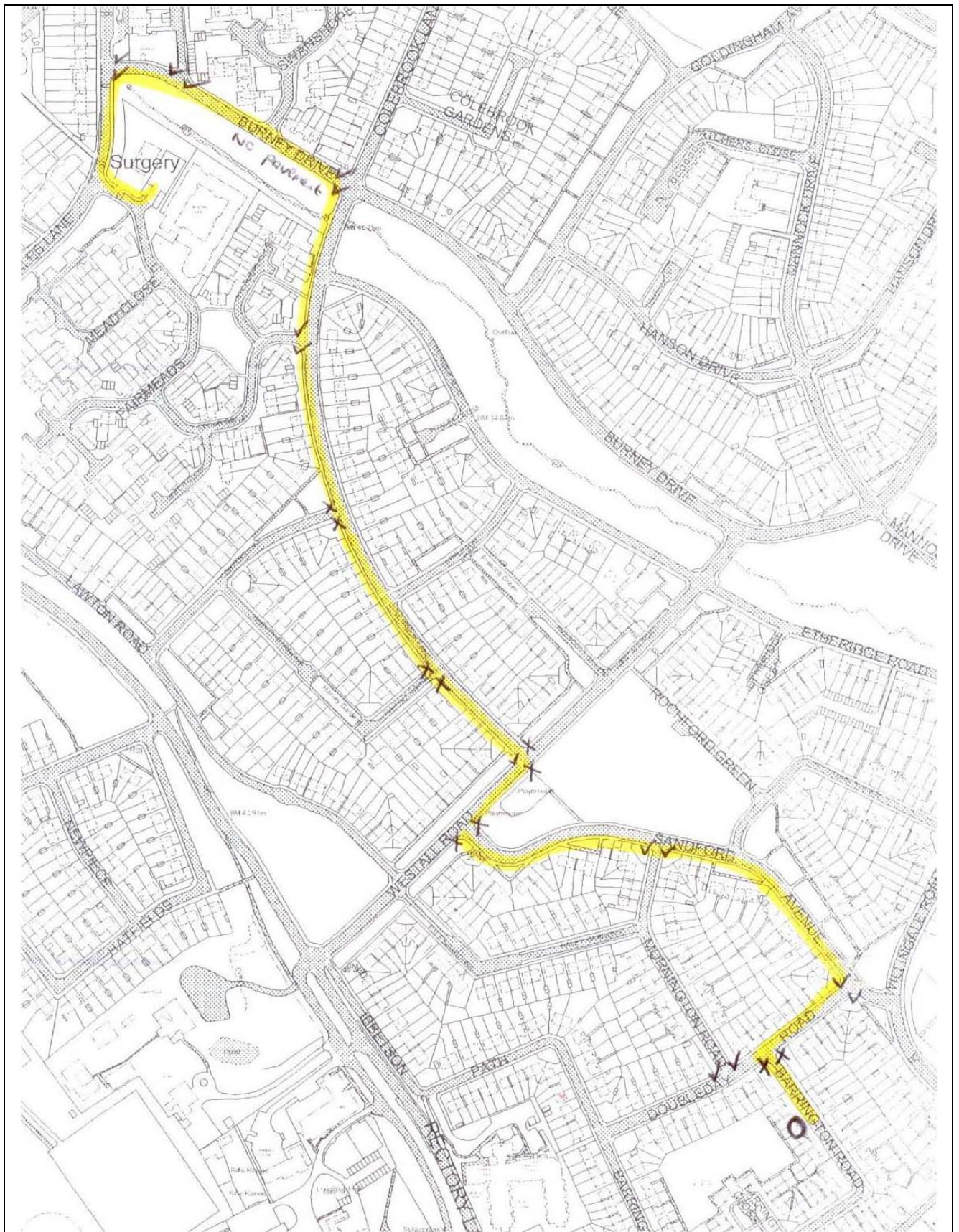


Manor Road, Lambourne	●	Slow signs	Indicative costs:
Highway reference: New	Voting reference: 04		
Speed data (2008) SW Bound: 85 th percentile: 45.2mph NE Bound: 85 th percentile: 44.9mph			
Slow signs must be associated with a warning sign (e.g., bend), in locations where the driver is required to slow down.			
Slow signs are already in place at appropriate locations along this route and therefore Officers recommend that no further action be taken with regards to additional slow signage.			
 <p>The map displays the route of Manor Road through Lambourne and Lambourne End. Key features include: <ul style="list-style-type: none"> Manor Road: The main route running north-south through the center. Lambourne: Located at the northern end of the route. Lambourne End: A large green area at the southern end of the route. Crown Park: A green area to the east of the route. Other roads: New Rd, Hook Ln, Bournebridge Ln, and Miller's Ln are also shown. </p>			

Loughton



Various locations, Loughton	Dropped kerbs	Indicative costs: £5,000
Highway reference: 74-78	Voting reference: 05	
<p>A request has been received and is in response to concerns of elderly local residents walking from Barrington Road, Loughton to the Health Surgery in Pyles Lane.</p> <p>The list is as follows:</p> <ul style="list-style-type: none"> Barrington Road at its junction with Doubleday Road x 2 Sandford Avenue at its junction with Westall Road x 2 Colebrook Lane at its junction with Westall Road x 2 (one of these on 'south' side of Westall Road) Harvey Gardens at its junction with Colebrook Lane x 2 Conveyers Way at its junction with Colebrook Lane x 2 <p>Locations are shown on the sketch attached.</p>		



Oakwood Hill junction with Chigwell Lane, Loughton	Additional lining, bollards and additional planting	Indicative costs: Restriction: £12,000 Bollards (dependent on extent): £20,000
Highway reference: 4	Voting reference: 05, 07, 08	
<p>A request has been received for 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.</p> <p>Suggested solutions include parking restrictions (double yellow lines), installation of timber bollards, and additional planting, tress and bulbs to create an attractive 'avenue' similar to the Remembrance Avenue in Colchester approached from the A12.</p> <p>The grass verge adjacent to the Nature Reserve is used for commuter parking from Debden station. The verge permanently shows the impact of vehicles and deposits of mud on the road. As parts of the verge become impassable, vehicles park further from the junction, extending the problem. The introduction of the Debden parking scheme, following the recent review, is likely to exacerbate the problem, to the detriment of the area.</p> <p>The scheme is supported by the residents and town councillors.</p> <p>Any restrictions that will be put in place here will require vehicles to park elsewhere. This will inevitably displace 20 or so vehicles, which may park further to Marlescroft Way. This will need to be considered before any decision on placing parking restrictions at this location.</p> <p>A formal consultation will need to be undertaken as part of the legal process in developing a traffic regulation order, and it must be borne in mind that the commuters who currently park here may object to the proposal.</p> <p>The planting suggestions, is not one that ECC can include within this scheme, however the installation of bollards may prevent footway/verge parking and may be sufficient without the need for additional waiting restrictions.</p>		



Alderton Hill, Loughton	Pedestrian refuge	Indicative costs: £15,000
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Highway reference: 66	Voting reference: 05, 06
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Accident data
 2 Serious
 3 Slight

Due to the low traffic levels and speeds at this location, it is suggested that a pedestrian refuge will suffice here. However, this will be subject to sufficient road width and visibility. Additionally, finding a suitable location due to the proliferation of vehicle crossovers may hinder this project. Taking this into account, placing a refuge here will reduce the distance pedestrians from Alderton Hill will have to walk to reach the school. The proximity of the school means that there is a higher than average proportion of vulnerable pedestrians crossing the road.



Church Hill (near the Uplands), Loughton	Signal controlled crossing	Indicative costs: Signal crossing: £150,000 Zebra: £40,000 Investigation: £5,000
Highway reference: 60	Voting reference: 06, 07, 08	

The number of pedestrians who cross Church Hill is relatively high and flow remains consistent throughout the day. Similarly, the traffic flows remain high. It is therefore considered that a signal controlled crossing should be installed at the location of, or in the vicinity of, the existing pedestrian refuge. However, it must be borne in mind that this may affect the Traps Hill junction. This would need to be capially funded.

A zebra crossing could be considered at this location, but may not be appropriate. The appropriateness of such a crossing would be determined by a pedestrian and vehicular survey, speed survey and safety audit.

There are some initial concerns that these proposals may not be possible be to accommodated within the exiting footway widths. This will be identified through any studies which are undertaken.



Chester Road, Loughton	Chicanes and pedestrian crossings	Indicative costs: Chicanes: £ 60,000 Cushions: £40,000
Highway reference: 3	Voting reference: 07, 08, 15	
<p>A request has been received for speed reduction measures in Chester Road, to include the installation of chicanes and a pedestrian crossing.</p> <p>The current speed limit is 30mph.</p> <p>The applicant states that there is a history of a serious accident involving a child. A petition has been organized by residents and there have been 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 were not thought to be sufficiently effective in this location. The use of Chicanes as in Willingale Road appears to be a more effective way of calming traffic. Support from local residents and Town Councillors has been given.</p> <p>It may be possible to achieve chicanes, however a detailed survey will need to be undertaken to find suitable locations given the presence of vehicle crossovers and junctions.</p> <p>It must also be borne in mind that chicanes, in some cases, increase speeds, as vehicles try to 'beat' the oncoming traffic to the chicane.</p> <p>An alternative consideration would be to consider extending the existing traffic calming cushions further towards Davenant's Foundation School. A consultation process would need to be undertaken, and the views of residents must be considered.</p>		



High Road junction with The Drive	Removal of traffic lights and redirection of traffic	Indicative costs: £60,000
Highway reference: 5	Voting reference: 15	

Speed data (2010)

NE Bound: 85th percentile: 35.7mph

SW Bound: 85th percentile: 34.5mph

A request has been received to make improvements to the traffic lights on the junction of Loughton High Road with Brooklyn Avenue/The Drive, including 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.

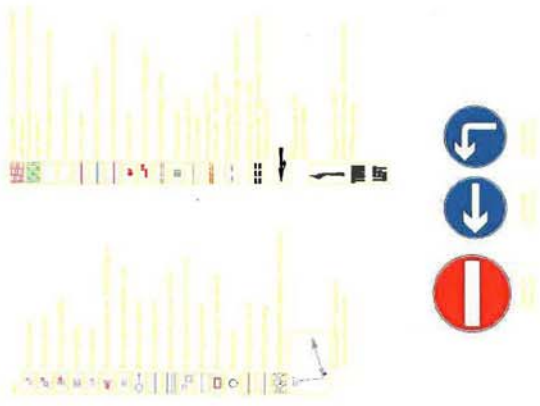
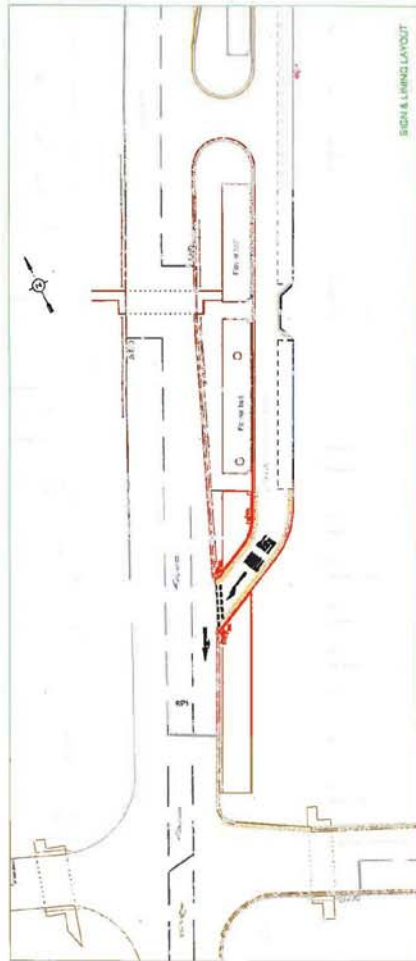
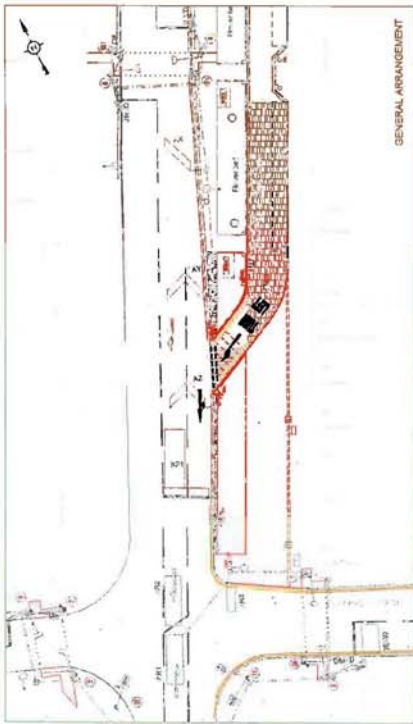
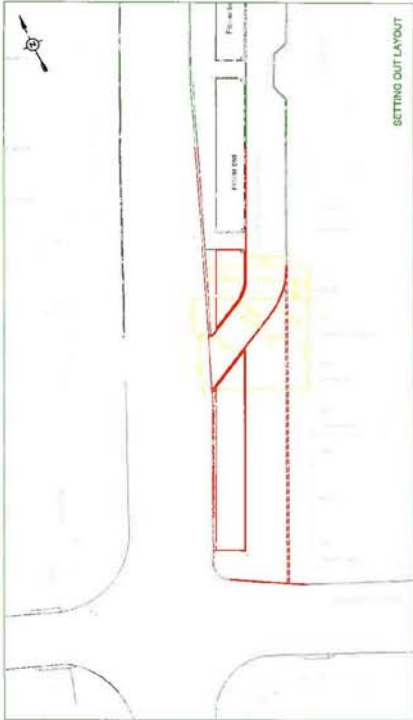
This will improve highway safety, reduce congestion and is supported by the Town Council.

This project was part of a 2008/2009 'Congestion Busting' scheme, which was widely unsupported by various groups because of the proposal to remove parking.

Officers have concerns about introducing a '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.





No.	Revision	By	Date
A	Signing for new slip road	MAP	Dec


ESSEX COUNTY COUNCIL
 Highways and Transportation
 David Fovlin
 Area Highway Manager

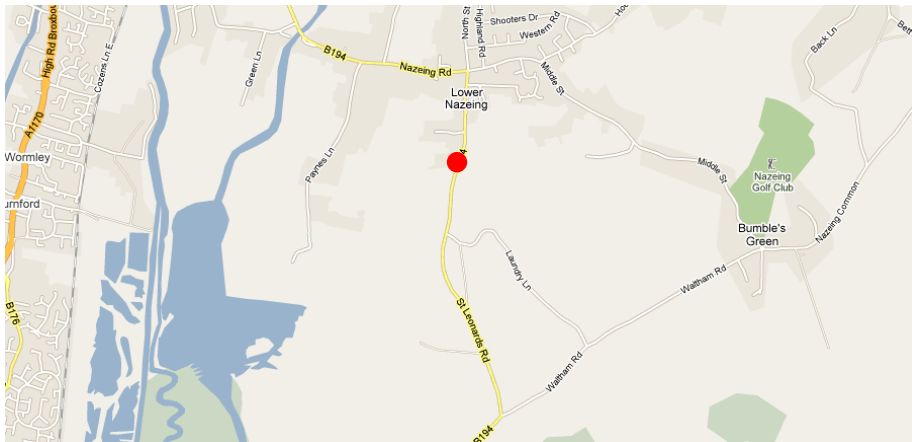
TITLE:
 Brooklyn Avenue
 High Road Signals Scheme
 General Arrangement, Setting Out
 & Signing Layouts

Client:	Essex CC
Date:	25.10.08
Drawn:	MAP
Checked:	EM
Design:	AM
Survey:	CS Data

Drawing No. (A3)
 Rev.

PT10-D6-BROOKPDE-0A

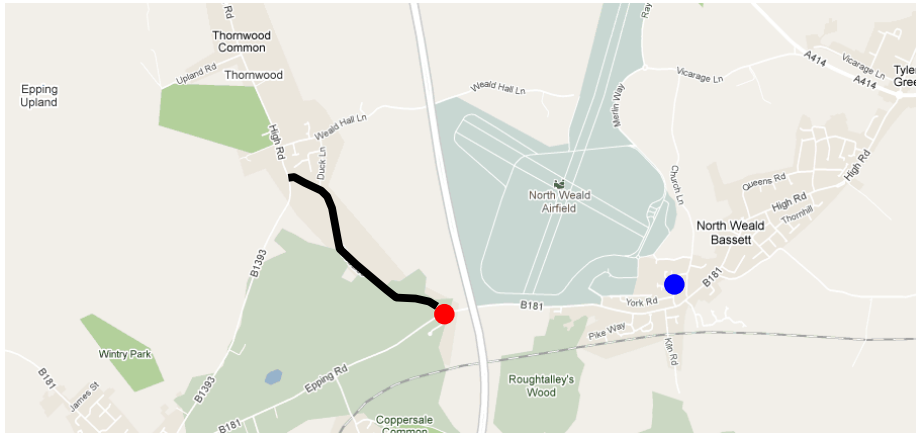
Nazeing



St Leonard's Road, Nazeing	Village gateway and repositioning of VAS	Indicative costs: £15,000
Highway reference: 17	Voting reference: 09	
<p>Speed data (2010) South Hyde Mead: N bound: 85th percentile: 30.36mph South Hyde Mead: S bound: 85th percentile: 32.1mph South Tatsfield: NE bound: 85th percentile: 35.6mph South Tatsfield: SW bound: 85th percentile: 37.3mph</p>		
<p>The applicant states that 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.</p> <p>The B194 (St Leonards Road) is a busy route and is de-restricted immediately prior to the urban area. Entry speeds are typically in the 40/60mph range. It is important that these speeds are quickly reduced because of the pedestrian flow to the school and local shops. There is no road crossing until the lights at Nazeingbury. Many residents feel threatened by the speeding traffic.</p> <p>The VAS sign detailed above was located at a point that met ECC criteria, based on a speed survey and assessments carried out. The sign is 300m North of the speed limit sign.</p> <p>Gateway signs are possible, however a bespoke design may need to be considered, due to the narrow width of the verges.</p>		



North Weald Bassett



Woodside junction with High Road, North Weald	An island at the junction of Woodside and High Road	Indicative costs:
Highway reference: 106	Voting reference: 10	
<p>A request has been received for the installation of an island at the junction of Woodside and High Road, as this 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).</p> <p>This junction is at the end of a residential area, with a 40mph speed camera near-by. The proposal will still allow HGV access, as there will be a continued need for the existing industrial units to be serviced by these vehicles. Therefore, Officers recommend that this suggestion is not taken forward.</p>		



Woodside – Thornwood, North Weald	Weight restriction	Indicative costs:
Highway reference: 108	Voting reference: 10	

It is considered by the applicant that 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 could come face to face with an extended juggernaut lorry on one of the blind bends or even a 'boy racer'

The existence of a particular weight restriction does not impose a blanket ban on vehicles over that weight, for access purposes. This is because there are limited exemptions to Weight Restriction Orders in order to allow access to collect or deliver goods, or carry out maintenance.



Wellington Road and Hampden Court, North Weald	Traffic calming and parking restrictions	Indicative costs: £40,000
Highway reference: 104	Voting reference: 10	

Concerns have been raised 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. It is considered that there should be traffic calming and parking restrictions put in place in Wellington Road/Hampden Close.

Existing junction protection is already in place and enforced at this location.

North of Beaufort Close on Wellington Road, locating speed humps may be problematic due to the presence of vehicle crossovers. It may be easier to find locations south of Beaufort Close. This may affect the frequency of the humps and the impact of the scheme.

A full consultation would need to be undertaken as part of the legal process, taking account of residents' opinions and thus, this may make this a lengthy process.



Ongar



Fyfield Road, Ongar	Vehicle Activated Sign	Indicative costs: £9,000
Highway reference: New	Voting reference: 11	
<p>A vehicle activated sign would be located where speeds of vehicles meet the criteria. This would involve the undertaking of a speed survey to determine if the desired location meets current ECC criteria. The cost of a speed survey would be in the region of £350.</p>		



Roydon



Church Mead junction with High Street, Roydon	Junction protection	Indicative costs: £5,000
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Highway reference: 118	Voting reference: 12
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It is considered that 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 they are there all day.

Junction protection is possible at this location. Consultation would need to be undertaken as part of the legal process.



Waltham Abbey



Fountain Place, Waltham Abbey	Car parking/obstruction issues	Indicative costs: £5,000
Highway reference: New	Voting reference: 13	
<p>Currently, ECC do not fund the introduction of residents' parking zones, or similar. Funding is provided by the District Council, but due to the ongoing substantial parking reviews, additional roads are not being considered at present. At the meeting of 22 June 2010 Members were advised that no new parking reviews would be taking place until the three which are underway are complete. Once complete, as the Cabinet decision currently stands, individual locations may be looked at, but only where practical solutions exist and where there is a clear consensus in favour of the proposal.</p> <p>ECC could pursue, should members wish, the installation of junction protection, to ensure visibility entering and exiting the junction.</p>		



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.