

Highways Ref	Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Previous Indicative Estimated Costs	Type/Causation of Request
3	Med	Loughton	Chester Road	Chicanes and pedestrian crossings	Speed reduction measures for Chester Road to include the installation of Chicanes and a pedestrian crossing. Current speed limit 30mph. History of a serious accident involving a child, petition has been organized by residents, reports of speeding traffic including buses on this section of Chester Road despite the existing speed humps, the width of the road encourages vehicles to increase speed, Police have undertaken speed camera checks, initial suggestions of the installation of a VAS or SID was not thought to be sufficiently effective in this location, the use of Chicanes as in Willingale Road appears to be more effective way of calming traffic. Support from local residents and Town Councillors	It may be possible to achieve chicanes, however a detailed survey will need to be undertaken to find a suitable location, given the presence of vehicle crossovers and junctions. There may be no need for a controlled crossing, however a pedestrian refuge may be a better alternative. In either case a survey will be required to establish the most suitable location and type of crossing.	£12,000 per chicane; £80,000 for a controlled, zebra crossing; £7,500 per pedestrian refuge	Speeding
4	Med	Loughton	Oakwood Hill j/w Chigwell Lane	Additional lining, bollards and additional planting	The restoration and protection of the grass verge in Oakwood Hill from the junction with Chigwell Lane adjacent to the Roding Valley Nature Reserve on one side and the Oakwood Hill Industrial Estate on the other to create a 'gateway' entrance into this part of Loughton. Current speed limit 30mph. Suggested solutions including parking restrictions (double yellow lines), installation of timber bollards, and additional planting, trees and bulbs to create an attractive 'avenue' similar to the Remembrance Avenue in Colchester approached from the A12. The grass verge adjacent to the Nature Reserve is used for commuter parking from Debden station. The verge permanently shows the impact of vehicles and deposit mud onto the road. As parts of the verge become impassable, vehicles park further from the junction, continuing the problem. The introduction of the Debden parking scheme, following the recent review is likely to exacerbate the problem, to the detriment of the area. The scheme is supported by the residents and town councillors	The planting suggestion may not be included in scheme by ECC, however the installation of bollards will prevent footway/verge parking and maybe sufficient without the need for additional waiting restrictions	£600 per standard bollard; £800 per wooden bollard	Congestion
5	Med	Loughton	Loughton High Road j/w The Drive	Removal of traffic lights and re-direction of traffic	Improvements to the traffic lights junction of Loughton High Road with Brooklyn Avenue/The Drive. Include the removal of the additional phase of the traffic lights that controls the egress of vehicles from Brooklyn Parade into Brooklyn Avenue, which causes unnecessary congestion into the High Road and The Drive. All vehicles exiting from Brooklyn Parade should be required to turn left into Brooklyn Avenue. Current speed limit 30mph. This will improve highway safety, reduce congestion and is supported by the Town Council.	This project was part of a 2008/2009 'Congestion Busting' scheme, which was widely unsupported by various group because of the proposal to remove parking. Officers have concerns about introducing 'left turn only' from Brooklyn Parade, as this may cause dangerous manoeuvres. Officers suggest an investigation is carried out on the timings of the lights at peak hours to reduce the use of Brooklyn Parade. Until further investigations are carried out it is difficult for Officers to put forward proposals that differ significantly from the 'Congestion busting' scheme proposed in 2008/9	£5,000-10,000 investigation costs	Congestion
6	Med	Loughton	Roding Road	Rephasing of traffic lights and additional lining to enable a left and right filter lane at the lights	Currently the traffic queue for the junction of Roding Road at the junction with Valley Hill/Oakwood Hill and often backs up from the traffic lights beyond the underground bridge, causing congestion at the mini roundabout at the junction with Alderton Hill. This problem is not isolated to peak periods. There is also insufficient road width for two lines of traffic, however the road is regularly obstructed by parked vehicles on the inside lane and the introduction of additional 'No waiting' restrictions on Roding Road, north west of Hill on the easterly side of the road, whilst enabling two lines of vehicles to wait for the change of traffic lights at the junction. This is likely to prove unpopular with and be vetoed by the residents/shopkeepers. However this will reduce congestions, provide environmental improvements through reduced pollution. It is proximity of Roding Valley High School and is supported by the Town Council	Rephasing of the signals and the provision of 'right turn' and 'left turn' filter arrows would require investigation into the changes of capacity. Existing waiting restriction Mon-Fri 2-3pm and Mon-Sat 8am-6.30pm and no waiting at any time at junctions. Any major changes to waiting restrictions is likely to be objected to by residents and shop-keepers. Whilst this will have only a minimal impact on congestion at the signal junction, it will help to open up the carriageway to fully accommodate the two way traffic. This can be implemented at an estimated cost of £3,000.	£5,000-10,000 investigation costs; should the investigation prove the proposal is feasible the project costs would be in the region of £50,000-150,000. Changes to waiting restrictions could be implemented at a cost of £3,000	Congestion

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7	Med	Chigwell	Manor Road	VAS	Request for VAS due to current high speeds. Proximity to school and support from local representatives	No adverse comments associated with this proposal, however agreement would need to be sought from the Parish Council for support in funding any future maintenance costs associated with the VAS	£3,500 mains powered VAS; £4,500 solar powered VAS	Speeding
8	Med	Buckhurst Hill	Brook Road	Creation of footpath	A) Brook Road links with Buckhurst Hill with the London Borough of Waltham Forest. It is heavily used by vehicles and pedestrians. Without a footpath, pedestrians, children and elderly are at risk. B) Request to create a footpath at Buckhurst Hill end of Brook Road to join up with existing footpath at the Waltham Forest End. Brook Road runs between Epping New Road and Whitehall Road, where there is a bus stop and Bancroft's school is within walking distance. There are possible land purchase issues with Corporation of London and the scheme may require moving a ditch or building a raised path over the ditch. Local residents have made representations to local Councillors. Supported by Cllr Ann Haigh and Cllr Jill Sutcliffe, Chairman Joyce Darby and Cllr Angela Cass.	The land is the property of the Corporation of London. A possible 'way-leave' will be 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.	£25,000-50,000 footpath construction	Pedestrian
9	High	Matching	Downhall Road/Little Laver Road/Watery Lane	Re-alignment of priority of junction	Realignment of priority junction of Downhall Road/Little Laver Road/Water Lane, Matching. Erection of signs warning 'Access Only Unsuitable for HGVs' or 'Unsuitable for Sat Navs' at both entrances of Water Lane. HGVs are using Water Lane as a through route and it is totally unsuitable for such vehicles. The junction layout is straight through from Downhall Road to Water Lane, although the signage points to Little Laver Road, this only encourages the use of Water Lane.	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	Junction Improvement
17	High	Nazeing	St Leonards 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
18	Med	Nazeing	Nazeing Road	Installation of pedestrian crossing (zebra)	It seems that the best location would be adjacent to the present exits from St Giles car park and Nazeingbury Parade. Possibly a small portion of the bushes in front of the Parade might have to be removed. Currently users of the Church car park, preschool parents and pupils and residents of Elizabeth Close and Nazeing Road weave their way between traffic. They don't walk to the lights at Nazeingbury crossroads. There are obvious risks of accidents between the vehicles and pedestrians, because of the speeding and misjudgement. One advantage of a crossing would be a reduction of the parking on the verges by heavy lorries while the drivers visits the shops. There is wide support for a crossing here.	Detailed investigations would be required to determine the pedestrian desire line (i.e. where pedestrians are likely to cross/cross appropriately). The feasibility of the scheme will be subject to a detailed investigation being carried out to determine the requirements of a pedestrian crossing facility. Officers have concerns with the proximity of a proposed crossing to the existing traffic signals at the Nazeing crossroads [Local Transport Note 2/95(S.2.1.5.1)]	£80,000 for a controlled zebra crossing	Pedestrian

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19	Med	Waltham Abbey	Honey Lane	Installation of pedestrian crossing, VAS and additional yellow lines	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.	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		Speeding and Pedestrian
21	Low	Lambourne	Hoe Lane	Weight restriction	Hoe Lane is a small winding rural road with a speed limit of 60mph. There are points which are not wide enough for vehicles to pass each other at speed. There are also blind bends which enhance the danger. HGVs regularly use this road in error, on an almost daily basis. The Parish Council is unable to get an agency to monitor and enforce the width restriction. However if a weight restriction was put in place, they would be able to contact Truckwatch, who would be able to monitor the situation. The local school is located on Hoe Lane and therefore the road is heavily used and there are many concerns and complaints. It has also been in the local paper on many occasions with concerns from local people.	This cannot be achieved until the Sustainable Freight Strategy is put in place	£3,000 costs associated with Traffic Regulation Order and signs	Weight restriction
23	Med	Lambourne	Ongar Road	VAS	The speed limit along Ongar road reduces from 60mph to 30mph outside the village hall. There are currently signs located here to warn traffic of the reduction in speed limit. However as these signs are placed along the roadside where there is foliage and trees, these signs are often obscured by overgrown trees. The newly introduced children's playground on Ongar Road at the Abridge Village Hall is within the 30mph speed limit zone and due to the presence of children in this locality is now more imperative for vehicles to be aware that they must reduce their speed to 30mph at the village gateway. The current signs are often obscured by trees, which are the responsibility of the residents and so are sometimes obscured for a length of time before they are cut back. A VAS would ensure that the traffic are aware of the reduction in speed. The wall at the entrance at the village hall has been knocked down twice and the house opposite has also had its wall knocked down at least three times.	Appropriate locations will need to be sought and agreement will need to be obtained from the Parish Council for support of future maintenance costs associated with the VAS	£4,500 for solar powered VAS	Speeding
25	High	Fyfield	B184	2 x VAS either end of 30mph zone	On the B184 Ongar/Dunmow Road the speed limit was reduced from 40mph to 30mph through the main drag of Fyfield in 2007. This followed years of campaigning by residents who suffered the consequences of speeding traffic, including a proliferation of motorbikes (the B184 is a designated route by biker clubs). Whilst the 30mph limit has made some improvements, residents hope to enhance the scheme within 2 speed activated signs at either end of the 30mph zone. The Parish Council would prefer two solar powered mobile units.	The locations will need to be determined by a speed survey to ensure that the proposal meets with Essex County Council criterion.	£4,500 for solar powered VAS	Speeding

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28	Med	Buckhurst Hill	Beech Lane	One way road	A historical request for a one way system along Beech Lane, giving traffic flow from A104 to High Road	Approval will need to be sought from Essex County Police. Please note that such a scheme may increase vehicle speed. If a one-way system is implemented, Officers would recommend traffic calming measures are included as part of the scheme. However this would increase the costs of the scheme to £25 - 30,000 including TRO costs	£25 - 30,000 costs associated with traffic calming, Traffic Regulation Order, signs and lining	Congestion
29	Med	Buckhurst Hill	Beech Lane	One way road	A historical request for a one way system along Beech Lane, giving traffic flow from High Road to A104	Approval will need to be sought from Essex County Police. Please note that such a scheme may increase vehicle speed. If a one-way system is implemented, Officers would recommend traffic calming measures are included as part of the scheme. However this would increase the costs of the scheme to £25 - 30,000 including TRO costs	£25 - 30,000 costs associated with traffic calming, Traffic Regulation Order, signs and lining	Congestion
30	High	Buckhurst Hill	Westbury Road	Build-outs	A request identified through the Buckhurst Hill parking review. Build-outs will assist in reducing the current non-compliance with the one-way system along this stretch of road	A speed survey carried out on this road identified that in excess of 10 cars where recorded as travelling the wrong way along the one way system in a 2 day period. These raised concerns, not only with Essex County Council, but also Essex County Police.	£30,000	Driver Compliance
32	High	Chigwell	Manor Road j/w Vicarage Lane	Junction improvement		A more detailed investigation into turning movements would be required	£30,000	Junction Improvement
33	Med	Abridge	Market Place	Junction improvements		There are currently no feasible engineering options at this time		Junction Improvement
34	Low	Stanford Rivers	Passingford	Various	1.) Triangle the end of Mill Lane, Toot Hill - kerb the triangle, landscape either flowerbed or flower tubs, to clean up eyesore, stop obtrusive parking and create a focal point 2.) Gateways at Toot Hill, 6no (3 lots of 2): One pair on Epping Road, one pair on School Road and one pair on Toot Hill Road. Could be decorative and would slow traffic as they are made aware they are entering a village area. 3.)Mini roundabout on A113 Stanford Rivers at junction with Church Road. reconstruction of a mini roundabout at this increasingly busy junction. Would reduce speed.	1.) The exact location would need to be identified with the Parish Council. 2.) The gateways are a sound proposal, however would be subject to there being sufficient verge width. 3.) A min-roundabout on the A113, which is a primary route is very unlikely to meet Essex County Council criteria	1.) £5,000-7,500. 2.) £1.200 per gateway	Speeding

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39	High	Epping Town	Hemnal Street j/w Grove Lane	Installation of pedestrian crossing	A crossing is required on Hemnal Street and the junction with Grove Lane. Supported by Epping Society	This proposal will be subject to the footway width being sufficient to accommodate a crossing and pedestrian desire lines identified through survey and assessments. It must also meet with the pedestrian crossing regulations. Consideration could be given to installing pedestrian refuges which may reduce vehicle speeds. However a detailed survey will be required. A detailed survey has been undertaken, which shows one possible location. This would require land to be taken from the Corporation of London to construct a new footway as well as possible statutory undertakers diversionary works. The scheme would also be subject to a safety audit which may raise road safety concerns	£7,500 per pedestrian refuge; £80,000 for a controlled zebra crossing	Pedestrian
40	Med	Epping Town	Town Green	Replacement of aluminium signage	This location is part of a conservation area. The aluminium signage is very poorly placed in respect of the town greens and detracts from the otherwise pleasant visual aspect. Consideration of the signage in terms of its impact on the visual environment may be able to come up with a better scheme of signage perhaps incorporating a wooden fingerpost at the location of the existing signs	Unable to achieve this. Regulations dictate that traditional fingerpost designs should only be used on unnumbered rural roads where traffic speeds are low. An alternative solution would be to use black posts and black backed traffic signs. These are used in other conservation areas	Approx £2,000	Signage
41	Med	Epping Upland	B181	Outside Greenwood and Chequers - traffic calming in the form of different road surfaces, rumble strips approaching bend, speed reduction as for the 'Chambers Manor' corner, signing (e.g., bend, ice) and crash barriers	There have been a number of accidents whereby cars have gone into the front garden of Chequers and the land fronting Greenwood. Recently a car crashed into the garage of Greenwood, ending up on the garage roof; police estimated the car was travelling at 60/70mph. Although Greenwood is set back from the road, Chequers is not. It is understood that some accidents are caused by drivers not knowing the road. There is also the effect of frost/ice on the surface where vehicles skid and lose 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
42	High	Epping Upland	B181	Road outside 'Travellers Friend' - thrust bore horizontally across the road to reconnect the pond to the drain holes opposite		Further investigation and talks with Corporation of London shall be required		Drainage
44	Med	Bobbingworth & The Lavers	Little Laver Road adj Threeways property	Installation of kerbing to control and divert access water	The property at this junction Threeways, has regularly suffered from flooding and due to verge erosion alongside the property in Little Laver Road the situation has deteriorated. Proposal has been made for the installation of kerbing to control and divert the excess water		£5,000	Drainage

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46	High	Loughton	A121 High Road (near Spring Grove)	Signal controlled crossing	A historical request for a pedestrian crossing.	In view that this site has a high vehicle/pedestrian conflict ratio, it is recommended that a signalized facility be considered at this location. The width of the road may preclude a refuge, but there is good visibility at the site for a crossing. Although the 85th percentile speeds of traffic in below 30mph northbound, it is faster southbound and may not be deemed suitable for a zebra crossing. The volume of traffic is quite high at this location, but the majority of pedestrian activity is to and from the school. Assuming there is not a school crossing patrol solution to the peak hour demands, the interruption to traffic flow with a computerized signalized crossing would be restricted to these periods only.	£170,000+ for the installation of a Puffin Crossing	Pedestrian
47	High	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 Monkswood Ave signalised junction. Subject to design considerations, a new signalised crossing facility could be considered in the area north of Saxon Way. However, because of the road width in this area there may be a need for staggered crossing facility, which would require road widening/carriageway realignment to maintain the current traffic lane capacity. Further investigation will be required to access the impact and safe location of such a facility.	£250,000 for the installation of Puffin Crossings either side of the carriageway	Pedestrian
48	High	Waltham Abbey	Monkswood Avenue	Signal controlled crossing	A historical request for a pedestrian crossing.	See Crooked Mile N of Saxon Way	£150,000 for upgrading existing signals	Pedestrian
50	Med	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
51	Med	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

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52	Low	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
53	Med	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
54	High	Chigwell	B173 Manor Road W of Tomswood Road	Signal controlled junction	A historical request for a pedestrian crossing, however there is limited available locations due to the presence of crossovers.	Although there are not a high number of pedestrians at these two crossing locations, there have not been any pedestrian injuries in the last five years, yet due to traffic speed and behaviour, these locations are potentially very dangerous. There is a case to consider signaling the junction itself with pedestrian phase option where appropriate. This would have the benefit of assisting pedestrians to cross safely and to provide some sort of traffic control, which with traffic calming features could reduce the speed and improve safety for drivers.	£170,00 if a suitable location is found for a puffin crossing; £7,500 per refuge is a alternative options should a suitable location not be found; £40,000 zebra crossing	Pedestrian
55	Med	Chigwell	B173 Manor Road E of Tomswood Road	Signal controlled junction		See B173 Manor Road E of Tomswood Road	£170,00 if a suitable location is found for a puffin crossing; £7,500 per refuge is a alternative options should a suitable location not be found; £40,000 zebra crossing	Pedestrian

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56	Low	Chigwell	Turpins Lane	Signal controlled junction	A historical request for a pedestrian crossing.	Pedestrians crossing were relatively low, as are the vehicle flows. There is no particular delay in crossing the road. However, it must be born in mind that there have been 21 casualties, including two fatal, on this road over the past 5 years. It is advised that signalizing 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	£40,000 for zebra crossing	Pedestrian
57	Low	Chigwell	Tomswood Road	Signal controlled junction	A historical request for a pedestrian crossing.	There were only a relatively small number of pedestrian movements recorded and the speed of traffic was generally fairly slow on this arm of the junction. 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.	Pedestrian
58	Low	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 quite 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 for of traffic calming. However, there does not appear to be any difficulty in crossing the road. It must also be noted that the footway is narrow and the grass verge is the property of the Corporation of London	£170,000 puffin crossing	Pedestrian
60	High	Loughton	Church Hill (near the Uplands)	Signal controlled crossing	A historical request for a pedestrian crossing. (Staples Road School) Supported by Councillor Mrs C Pond	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 porposed location for the new crossing	£80,000 zebra crossing	Pedestrian
61	High	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	Pedestrian

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								Pedestrian
62	Med	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	Pedestrian
63	Med	Loughton	Rectory Lane	Pedestrian refuge	A historical request for a pedestrian crossing. (Alderton School)	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 signalled 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.	£7,500 pedestrian refuge.	Pedestrian
64	Med	Waltham Abbey	Crooked Mile (Harold Crescent)	Signal controlled crossing/pedestrian refuge	A historical request for a pedestrian crossing.	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.	£7,500 to amend existing vehicle splitter island where appropriate	Pedestrian
65	Low	Loughton	Pyries Lane	Pedestrian refuge	A historical request for a pedestrian crossing.	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 Pyries 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	£7,500	Pedestrian

Highways Ref	Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Previous Indicative Estimated Costs	Type/Causation of Request
66	Med	Loughton	Alderton Hill	Pedestrian refuge	A historical request for a pedestrian crossing.	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	£7,500	Pedestrian
67	Low	Epping	Ivy Chimneys	Pedestrian crossing	A historical request for a pedestrian crossing.	The pedestrian count illustrates high volumes of parents and children crossing are concentrated in the morning and afternoon with very little pedestrian movement of the remainder of the day. In these circumstances a school crossing patrol is usually the best way of controlling and protecting these crossing movements. 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
69	Low	Waltham Abbey	Honey Lane (Wood Green Road)	Pedestrian crossing		The pedestrian flows are very low and although traffic levels are high it is not felt that there is a latent demand to cross at this location. It is therefore recommended that no further action to is taken. Very fast road with no footway on North side of Honey Lane	£40,000 for zebra crossing	Pedestrian
70	Med	Waltham Abbey	Honey Lane (Stonyhotts)	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
71	Low	Waltham Abbey	Sewardstone Road	Pedestrian crossing		The pedestrian flows recorded at this site are very low, and although traffic levels are high it is not felt that there is a latent demand to cross at this location. It is therefore recommended that no further action be taken at this site.	£40,000 for zebra crossing	Pedestrian
72	Low	Loughton	Goldings Hill	Pedestrian crossing		The pedestrian flow recorded was very low and although traffic levels are high, it is not felt that there is latent demand to cross at this location. It appears that the main reason to cross the road is for the bus stop on either side of the road. It is therefore recommended that no further action be taken with regards to a pedestrian crossing.	£40,000 for zebra crossing	Pedestrian
73	Med	Epping	Coopersale Common	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

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74	Med	Loughton	Barrington Road (j/w Doubleday Road)	Dropped kerb location x2			£1000 per pair	Informal crossing
75	Med	Loughton	Sandford Avenue (j/w Westall Road)	Dropped kerb location x2			£1000 per pair	Informal crossing
76	Med	Loughton	Colebrook Lane (j/w Westall Road)	Dropped kerb location x2 (one of these on 'south' side of Westall Road)			£1000 per pair	Informal crossing
77	Med	Loughton	Harvey Gardens (j/w Colebrook Lane)	Dropped kerb location x2			£1000 per pair	Informal crossing
78	Med	Loughton	Conveyers Way (j/w Colebrook Lane)	Dropped kerb location x2			£1000 per pair	Informal crossing
80	High	Buckhurst Hill	Forest Edge	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

Highways Ref	Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Previous Indicative Estimated Costs	Type/Causation of Request
								Junction Improvement
81	Med	Chigwell	Gravel Lane j/w Maypole Drive	Junction improvements		Already has existing junction protection. Extra signage could confuse drivers and add unnecessary street clutter		Junction Improvement
82	High	Epping	Stonards Hill j/w Stewards Green Road	Junction improvements with Stewards Green Road			£30,000	Junction Improvement
84	Med	Loughton	Albion Hill	One way road	Suggestion to ease the parking on the road		£3,500 Traffic Regulation Order	Congestion
85	Med	Loughton	Queens Road	Speed humps	To reduce the speed to traffic along the hill		£30,000	Speeding
86	Med	Lambourn	Market Place	Priority working over bridge	Priority to those vehicles leaving Abridge and travelling towards Theydon Bois	Forward visibility may well be a concern with the implementation of priority working	£3,500	Congestion
87	High	Waltham Abbey	Roundhills	Elderly crossing sign or road humps		A scheme such as road humps would need to be incorporated throughout the whole estate and not in isolation to ensure the impact of reducing vehicle speeds as desired	£1,000-1,500 per sign; £40,000 for humps	Speeding
88	Med	Buckhurst Hill	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	Parking
97	Med	Sheering	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	Parking
98	Med	Theydon Bois	B172 Abridge Road	Clearway Order			£3,500 Traffic Regulation Order	Congestion

Highways Ref	Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Previous Indicative Estimated Costs	Type/Causation of Request
99	High	Buckhurst Hill	Brook Road	Pedestrian facilities at signal junction		A feasibility study is required	£100,000+	Pedestrian
100	Med	North Weald	Thornwood Road	Pegasus Crossing		A feasibility survey and pedestrian/horse flow is required	£150,000+	Pedestrian
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	Junction Improvement
103	Med	North Weald	Main Road	Drop kerb requests	Request for the installation of dropped kerbs opposite Kiln Road for wheelchair access to York Road through the hedge.		£1000 per pair	Informal
104	Med	North Weald	Wellington Road and Hampden Close	Traffic calming and parking restrictions	My concerns are around the use of Wellington Road as a rat run to the market on Saturdays, plus the amount of cars parked in the road at the junction of Wellington Road and Hampden Close, which obscure the view of oncoming traffic on Wellington Road and which will no doubt cause a serious accident in the near future. I think there should be traffic calming and parking restriction put in place in Wellington Road/Hampden Close	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 undertake which will take approximately 18 months	£40,000 humps	Speeding and Parking
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	Junction Improvement

Highways Ref	Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Previous Indicative Estimated Costs	Type/Causation of Request
								Weight restriction
108	Med	North Weald	Woodside - Thornwood	Weight restriction	Extremely heavy duty lorries are becoming more prolific. Residents cannot contemplate walking down the road to the park with two children in the pram, when she could come face to face with an extended juggernaut lorry on one of the blind bends or even a 'boy racer'. No pavements! She has no choice but to drive. And what about the listed buildings in Woodside?	Currently has a weight restriction		Weight restriction
110	Med	Bobbingworth & The Lavers	Bobbingworth Mill	Village/Gateway signs			£1,000 per pair (per site)	Signage
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.	Junction Improvement
113		Abridge	London Road and Ongar Road	Village gateways			Approx. £500 per gate	Speeding
114		Buckhurst Hill	Oak Lodge/Grange Hill	Speeding/Traffic calming	Introduction of one or two speed humps. Application made in response to complaints received from the residents.		Approx. £15,000	Speeding
115		Stapleford Abbots	Near primary school	Pedestrian crossing			If it is a zebra crossing approx. £20,000. A Puffin would be approx. £90,000 (+£20,000 for design)	Pedestrian

Highways Ref	Ranking	Ward/Parish	Road/Location	Project	Application details	Officer Comment	Previous Indicative Estimated Costs	Type/Causation of Request
116		Buckhurst Hill	Westbury Road/Palmerston Road/ Russell Road/Amberly Road	Review of all traffic measures put in place	The problems here are complementary. There is no reason why vehicles couldn't safely go up Westbury Rd from Russell Rd to access Scotland Rd. It might need a sign to stop people driving up to the junction with Palmerston Rd. (there is already one on Scotland Rd). At Russell Rd/Amberley Rd junction, drivers misunderstand the oblong concrete patch and drive the wrong side of it, so that they end up demolishing a resident's front wall when they swerve to avoid a vehicle coming up Amberley Rd. As for the mini roundabout on Palmerston Rd at jcn with Westbury Rd, there has recently been an accident involving serious injuries. Drivers who do not know the area, driving up Palmerston Rd (often quite fast), will automatically look right for traffic they think may come out of Westbury Rd (but there isn't any because of the one-way in Westbury) and they aren't prepared for vehicles turning right off Palmerston Rd at the roundabout (hence the accident). They need also to look left to check nothing is coming out of the upper part of Westbury Rd or that anyone is using the pedestrian crossing beyond the roundabout.	Cont. <u>Application details:</u> Residents, who live in the top half of Westbury Lane, want to turn right at the roundabout to access their road, and they tell me they are terrified because of fast traffic coming up the hill. Several times when I have been driving down Palmerston Rd a car has come up the hill, failed to signal until the last minute (or not at all) and has swung across me to enter the lower part of Westbury Road. Locals say it was safer as a plain crossroads before the roundabout was put in. Newly added - (09/12/10) Officers suggest a feasibility study of considered for this site first of all.	Feasibility study:£3-4,000 approx.	Traffic Improvements
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 Junction Improvement
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	Junction Improvement