

ID	District	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale Assuming smooth progress	RAG
1	Epping Forest	Brook Road, Buckhurst Hill	Creation of footpath at Buckhurst Hill end of Brook Road, to link with existing footpath (Waltham Forest end)	No footpath (heavily trafficked by vehicles and pedestrians), school and bus stop create demand.	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. 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.	Parish/District Councillors	£25,000-50,000 footpath construction	9 months	Green
2	IT351	Epping Forest	A121, Highbridge Street / B194, Beaulieu Drive, Waltham abbey,	Junction improvement	Unclear problem (congestion?), more information required		5k to investigate timings	N/A	Amber
3	IT353	Epping Forest	B1393 High Road/ Theydon Rd, Epping	Junction improvement	Unclear problem (congestion?), more information required	Unclear what issue is. This has recently been designated an Air Quality Management Area.	5k to investigate timings	N/A	Amber
4	IT358	Epping Forest	B194 Nazeing New Road/North Street/Middle Street, Lower Nazeing	Junction improvement	Unclear problem (congestion?), more information required	Unclear what issue is.	5k to investigate timings	N/A	Amber
5	IT359	Epping Forest	A1168, Rectory Lane/ Borders Lane/ The Broadway, Loughton	Junction improvement	Peak period congestion. 5+ collisions.	Currently two mini-roundabout junctions. Queue survey? Investigate? See IT360. Appears to be an issue with vehicles turning into / out of Barrington Green blocking roundabout - this could be rat-running by vehicles attempting to avoid the Broadway. It may be possible to stop up Barrington Road, or to make it left-turn out only. An Origin-Departure survey would give more information. It may be necessary to review impact on adjacent junctions on Rectory Lane.	7k investigation	1 year	Amber
6	IT360	Epping Forest	A1168, Rectory Lane/ Westall Road, Loughton	Junction improvement	Congestion.	Review parking restrictions. Parking restrictions required (road used by commuters). Turning count may show need for a mini-roundabout although layout is not ideal (essentially a five-arm junction). Maintenance required. See also IT359	3k investigation	1 year	Amber
7	IT390	Epping Forest	Quaker Lane / A112 Sewardstone Road,	Junction improvement	Unclear problem (congestion?), more information required	Unclear what issue is.	5k to investigate timings	N/A	Amber
8	IT791	Epping Forest	Hemnal Street	Island redesign / replacement		Presume at junction with Clarks Lane. Opportunity to tidy junction up / widen footways.	30k	6 months	Amber
9	IT816	Epping Forest	Highbridge St, W junction with Meridian Way (on Herts bdry)	refuge for pedestrians / cyclists	Difficult for cyclists to cross carriageway. Cycle facility is not consistent.	Engineer's site visit suggested that proposal would not fit within highway constraints. Narrowing strategic route would be against policy. No feasible method for crossing point - cycle routes can be provided along footway.	15k	6 months	Amber
10	IT836	Epping Forest	The Broadway, Loughton	Pedestrian guardrail at Thomas Willingale School	Pupils entering carriageway from new school exit.	Member of Public	2k	3 months	Amber

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11	Epping Forest	Lower Queens Road, Buckhurst Hill	Speed Humps o/s school	Perceived speeding	O/s Buckhurst Hill CP School? Located at the end of a cul de sac. Likely that speeding is a perceived issue. Traffic calming further up Lower Queens Road will require removal of parking - likely to receive objections. Recommend against scheme.	Member of Public	40k	1 year	Amber
12	Epping Forest	Woodgreen Road, Waltham Abbey	Speed Control Measures	Speeding	40mph Road - limited frontages several sections might not meet criteria for 40. Not cost effective.	Member of Public	N/A	N/A	Amber
13	Epping Forest	Southend Lane, Waltham Abbey	Speed Humps	Speeding	Southend Lane is a narrow winding single-lane cul-de-sac. Low flows (only leads to farm, possibly private) - maintenance issue. Not cost effective.	Member of Public	N/A	N/A	Amber
14	Epping Forest	Epping High Street, Southern end	Congestion management	Congestion	Unclear what can be done without more comprehensive investigation. Requires Feasibility Study		10k feasibility study	TBC	Amber
15	Epping Forest	Oakwood Hill j/w Chigwell Lane, Loughton	Parking restrictions (double yellow lines), installation of timber bollards, and additional planting, trees and bulbs to create an attractive 'avenue'	Aesthetic issues	Verge used for parking. The introduction of the Debden parking scheme, following the recent review is likely to exacerbate the problem. Installing bollards may move issue elsewhere. Formal consultation required for TROs.	Residents and town councillors	£600 per standard bollard; £800 per wooden bollard	6 months	Amber
16	Epping Forest	Loughton High Road j/w The Drive, Loughton	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.	Congestion.	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 groups 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	Historic scheme list	£10,000 investigation costs	3 months investigation	Amber
17	Epping Forest	Roding Road, Loughton	Rephasing of traffic lights and additional lining to enable a left and right filter lane at the lights. Changing parking restrictions to allow additional lane of traffic.	Congestion.	Removal of parking is likely to prove unpopular with residents/ shopkeepers. However this will reduce congestion and improve air quality. 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.	Historic scheme list	£5,000-10,000 investigation costs; works £50,000-150,000. Changes to waiting restrictions £3,000	9 months	Amber

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18	Epping Forest	Manor Road, Chigwell	VAS	Speeding	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	Historic scheme list	£3,500 mains powered VAS; £4,500 solar powered VAS	3 months	Amber
19	Epping Forest	St Leonard's Road, Nazeing	Village Gateway and repositioning of VAS	Speeding	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 leading to high approach speeds. 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 (may need to be custom made), but should be Parish responsibility.	Historic scheme list	£15,000	6 months	Amber
20	Epping Forest	Nazeing Road, Nazeing	Installation of pedestrian crossing (zebra) adjacent to the present exits from St Giles car park and Nazeingbury Parade.	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.	One advantage of a crossing would be a reduction of the parking on the verges by heavy lorries while the drivers visits the shops. Officers have concerns with the proximity of a proposed crossing to the existing traffic signals at the Nazeing crossroads	Historic scheme list	£80,000 for a controlled zebra crossing	9 months	Amber
21	Epping Forest	Ongar Road, Lambourne	VAS	Speeding in vicinity of play area.	Existing signs are often obscured by overgrown trees. A VAS would help raise profile of speed limit, likely to become overgrown so may be of limited benefit. 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	Historic scheme list	£4,500 for solar powered VAS	3 months	Amber
22	Epping Forest	B184, Fyfield	2 x VAS either end of 30mph zone	Speeding	On the B184 Ongar/Dunmow Road the speed limit was reduced from 40mph to 30mph through the main drag of Fyfield in 2007. 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.	Historic scheme list	£4,500 for solar powered VAS	3 months	Amber
23	Epping Forest	Beech Lane, Buckhurst Hill	One way system along Beech Lane, giving traffic flow from A104 to High Road	TBC	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.	Historic scheme list	£25 - 30,000 costs associated with traffic calming, Traffic Regulation Order, signs and lining	9 months	Amber

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24	Epping Forest	Westbury Road, Buckhurst Hill	Build-outs	Non compliance with one way system.	A speed survey carried out on this road identified that in excess of 10 cars were 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.	Historic scheme list	£30,000	9 months	Amber
25	Epping Forest	Manor Road j/w Vicarage Lane, Chigwell	Junction improvement	Turning movements are difficult due to junction arrangement	There are stats in the area. It may be possible to install a mini-roundabout or alter the priority of the junction. Initial designs / liaison with stats companies to be undertaken before the scheme can be confirmed.	Historic scheme list	£6,000 feasibility design. Works ~ £40,000	9 months (total)	Amber
26	Epping Forest	Toot Hill j/w Mill Lane	Kerb the bennett island. landscape either flowerbed or flower tubs, to clean up eyesore, stop obtrusive parking and create a focal point	Overrun (and aesthetics)	Planting beyond remit of LHP. Limited benefit.	Historic scheme list	5,000-7,500.	3 months	Amber
27	Epping Forest	Toot Hill Road / Epping Road / School Lane, Toots Hill	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	Perceived speeding and aestheitics	The gateways are a sound proposal, however would be subject to there being sufficient verge width. Gateways should be parish council responsibility.	Historic scheme list	£1.200 per gateway	3 months	Amber
28	Epping Forest	Hemnal Street j/w Grove Lane, Epping Town	Installation of pedestrian crossing	Difficult to cross road.	Unclear demand. Most appropriate location would require land to be taken from the Corporation of London to construct a new footway as well as possible statutory undertakers diversionary works. Pedestrian refuge may be more appropriate than a crossing. Land issues are likely to make project untenable.	Epping Society	£7,500 per pedestrian refuge; £80,000 for a controlled zebra crossing	1 year	Amber
29	Epping Forest	Town Green, Epping Town	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.	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	Historic scheme list	Approx £2,000	3 months	Amber
30	Epping Forest	B181, Epping Upland	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 involving vehicles leaving the carriageway. Residents are concerned due to the increase in traffic.	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.	Historic scheme list	£2,500 signing/lining scheme; £20,000 anti-skid application on bends	6 months	Amber
31	Epping Forest	Little Laver Road adj Threeways property, Moreton, Bobbingworth & The Lavers	Installation of kerbing to control and divert access water	Flooding of property from highways land.	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	Historic scheme list	£5,000	3 months	Amber

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32	Epping Forest	A113 High Road; Dolphin Court, Chigwell	Pedestrian refuge	Difficult to cross	It was noted that there were reasonable gaps in traffic to allow pedestrians to cross safely at most times. Vehicle speeds are relatively low, 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 will be difficult. A refuge could be installed prior to the commencement of the filter lane in the area of Dolphin Court. On the Strategic Network will require specific sign off.	Historic scheme list	£7,500 per pedestrian refuge	6 months	Amber
33	Epping Forest	Buckhurst Way (north of Station Road), Buckhurst Hill	Pedestrian refuge	Difficult to cross	85th percentile over 30mph. high number of elderly/children crossing. 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.	Historic scheme list	£7,500 per pedestrian refuge	6 months	Amber
34	Epping Forest	Roding Lane, Buckhurst Hill	Pedestrian facilities at signal junction	Difficulty crossing road	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.	Historic scheme list	£5,000-10,000 feasibility study; £200,000 signal design and implementation	9 months	Amber
35	Epping Forest	Coopersale Common (between Brickfield and Institute Roads), Epping	Pedestrian refuge	Difficult to cross road.	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	Historic scheme list	£8,000 pedestrian refuge	6 months	Amber
36	Epping Forest	Barrington Road (j/w Doubleday Road), Loughton	Dropped kerb location x2	Difficult to cross		Historic scheme list	£2000 per pair	3 months	Amber
37	Epping Forest	Sandford Avenue (j/w Westall Road), Loughton	Dropped kerb location x2	Difficult to cross		Historic scheme list	£2000 per pair	3 months	Amber
38	Epping Forest	Colebrook Lane (j/w Westall Road), Loughton	Dropped kerb location x2 (one of these on 'south' side of Westall Road)	Difficult to cross		Historic scheme list	£2000 per pair	3 months	Amber
39	Epping Forest	Harvey Gardens (j/w Colebrook Lane), Loughton	Dropped kerb location x2	Difficult to cross		Historic scheme list	£2000 per pair	3 months	Amber
40	Epping Forest	Conveyers Way (j/w Colebrook Lane), Loughton	Dropped kerb location x2	Difficult to cross		Historic scheme list	£2000 per pair	3 months	Amber

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41	Epping Forest	Queens Road, Loughton	Speed humps	Perceived speeding	Straight road. May be difficult to locate due to accesses / onstreet parking. Suggest consultation early in design life, suggest opposition from local residents is likely.	Historic scheme list	£30,000	9 months	Amber
42	Epping Forest	Roundhills, Waltham Abbey	Elderly crossing sign or road humps	Perceived speeding	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	Historic scheme list	£1,000-1,500 per sign; £40,000 for humps	Sign 3 months; humps 9 months	Amber
43	Epping Forest	Forest Edge, Buckhurst Hill	Convert single yellow line along forest stretch to double yellow line, as congested parking at weekends when hall is hired out	Inappropriate parking and congestion.	Scheme for Parking Partnership	Historic scheme list	£3,000	6 months	Amber
44	Epping Forest	Brook Road, Buckhurst Hill	Pedestrian facilities at signal junction	Difficult to cross road.	A feasibility study / pedestrian count is required	Historic scheme list	Study £15k. Works £120k	9 months	Amber
45	Epping Forest	Thornwood Road, North Weald	Pegasus Crossing	Difficulty crossing	A feasibility survey and pedestrian/horse flow is required	Historic scheme list	Survey £1000. £150,000+	9 months	Amber
46	Epping Forest	Main Road, North Weald	Drop kerb requests	Request for the installation of dropped kerbs opposite Kiln Road for wheelchair access to York Road through the hedge.	Footpath opposite road. Will require construction of footway.	Historic scheme list	£15,000	6 months	Amber
47	Epping Forest	Wellington Road and Hampden Close, North Weald	Traffic calming and parking restrictions	Rat running (and onstreet parking restricting visibility).	Existing junction protection in force (sections of 'no waiting at any time' restrictions). Difficult to locate traffic calming due to accesses / parking. Will require consultation - unlikely to be popular	Historic scheme list	£40,000 humps	Over 1 year	Amber
48	Epping Forest	Westbury Road/Palmerston Road/, Buckhurst Hill	Review of all traffic measures put in place	Mini-roundabout is perceived unsafe with one way road. See also Amberley Road / Russell Road.	Local opposition to one way road. High and unequal flows create confusion. 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. 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. May be benefit to review of area.	Historic scheme list	Feasibility study £5,000	6 months	Amber
49	Epping Forest	A414 j/w Rookery Road	Dedicated right turn lane	Congestion	There is currently an informal right turn lane, initial investigation indicates that the impact on the network is limited. Suggest no further action.	Historic scheme list	£200,000	1 year +	Amber
50	IT368	Epping Forest	Church Road / Russell Road / A121, High Road, Buckhurst Hill	Junction improvement	Unclear problem (congestion?), more information required		2k	3 months	
51	Epping Forest	B181, Epping Upland	Road outside "Travellers Friend" - thrust bore horizontally across the road to reconnect the pond to the drain holes opposite	TBC	Corporation of London land - will require liaison if this is still an issue.	Historic scheme list	TBC	TBC	
52	IT366	Epping Forest	Chigwell Rise, Chigwell	Traffic Calming on approach to zebra crossings	Speeding.	Member of Public	N/A	N/A	Red
53	IT369	Epping Forest	Earls Path, Loughton	traffic calming Measures after Road Death	Speeding	Member of Public	N/A	N/A	Red

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54	IT370	Epping Forest	Gravel Lane, Chigwell	Speeding Issues traffic calming	Speeding	60mph strategic route. Traffic calming against policy. Site being progressed as Yr 1 Safety Scheme.	Member of Public	N/A	N/A	Red
55	IT371	Epping Forest	Great Lawn, Ongar	Zig Zag lines	Unclear problem, more information required	Where are 'zigzag' lines required? There is no school, hospital, fire station or zebra crossing. Installing zig zags at any other location is against national policy.	County Council	N/A	N/A	Red
56	IT387	Epping Forest	Palmerston Road, Loughton	Speed Hump request	Speeding	PR2 Road, Speed humps against policy.	Member of Public	N/A	N/A	Red
57		Epping Forest	Chester Road, Loughton	Chicanes and pedestrian crossings	Speeding	On PR2; against Speed management Policy - will require formal sign off. Existing speed humps, the width of the road encourages vehicles to increase speed. The use of Chicanes as in Willingale Road appears to be more effective way of calming traffic. Unclear where they can be located, given the presence of vehicle crossovers and junctions. There may be no need for a controlled crossing - a pedestrian refuge may be a better alternative.	Petition by local residents, support by Town councillors	£12,000 per chicane; £80,000 for a controlled, zebra crossing; £7,500 per pedestrian refuge	9 months	Red
58		Epping Forest	Downhall Road/ Little Laver Road/ Watery Lane, Matching	Re-alignment of priority of junction	Inappropriate HGV use on Watery Lane	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. Watery Lane is on strategic network - switching priority will require formal sign off. 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. Altering priority may cause safety issues. 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. Vegetation 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.	Historic scheme list	£5,000-£7,500	3 months	Red

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59	Epping Forest	Honey Lane, Waltham Abbey	Installation of pedestrian crossing, VAS and additional yellow lines	Speeding. Collision history.	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. The current speed limit is 30mph but is not adhered to and rarely enforced. Appropriate location has yet to be defined. On Strategic Route Network so will require formal sign off.	Petition	N/A	N/A	Red
60	Epping Forest	Hoe Lane, Lambourne	Weight restriction	Inappropriate HGV use.	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. The local school is located on Hoe Lane and therefore the road is heavily used and there are many concerns and complaints. Awaiting freight strategy. Hoe Lane is on Strategic Network, so weight restriction is against policy.	Historic scheme list	£3,000 costs associated with Traffic Regulation Order and signs	N/A	Red
61	Epping Forest	Market Place, Abridge	Junction improvements	Confusing junction arrangement	There are currently no feasible engineering options due to site constraints.	Historic scheme list	N/A	N/A	Red
62	Epping Forest	A113 j/w Church Road, Passingford, Stanford Rivers	Mini roundabout on A113 Stanford Rivers at junction with Church Road. Would reduce speed	Speeding / Congestion	A mini-roundabout on the A113, which is a primary route is against ECC policy.	Historic scheme list	N/A	N/A	Red
63	Epping Forest	A121 High Road (near Spring Grove), Loughton	Signal controlled crossing	High volumes crossing road at school times.	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. On the Strategic Network - will require specific sign off.	Historic scheme list	£170,000+ for the installation of a Puffin Crossing	9 months	Red

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64	Epping Forest	Crooked Mile, North of Saxon Way and / or Crooked Mile, North of Monkswood Avenue, Waltham Abbey	Signal controlled crossing (s)	Road safety	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/c 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. On Strategic network, will require sign off.	Historic scheme list	£250,000 for the installation of Puffin Crossings either side of the carriageway (Saxon Way). £150,000 for upgrading existing signals (Monkswood Ave)	9 months	Red
65	Epping Forest	A123 Hainault Road, Chigwell	Traffic calming/speed reduction	Difficult to cross.	The road is too narrow for a refuge. Limited pedestrian flows, formal crossing not appropriate (potentially dangerous). Traffic calming may help but the A123 is a priority 1 route, so traffic calming would be against policy.	Historic scheme list	N/A	N/A	Red
66	Epping Forest	B173 Manor Road j/w Stanwyck Road, Chigwell	Junction improvement/pedestrian refuge	Junction perceived as dangerous. Difficult to cross road.	(Pedestrian phasing has been installed at the junction of Manor Road and Fencepiece). Road too narrow for refuges. Could accommodate formal crossing, limited pedestrians crossing (park and nursery create demand). Altering the flow at the junction could improve the situation - this would have a knock-on effect so would require investigation. Any junctions changes could incorporate traffic calming elements. Strategic route any measures will require sign off.	Historic scheme list	£170,000 for puffin crossing; 10,000 for investigating flow patterns.	9 months	Red
67	Epping Forest	B173 Manor Road j/w Tomswood Road, Chigwell	Signal controlled crossing	Difficult to cross road	There is limited available locations due to the presence of crossovers. Not high pedestrian flows, no recorded collisions perceived as dangerous due to traffic speed and behaviour. Consider signalizing the junction with pedestrian phase. Traffic calming features could reduce the speed and improve safety for drivers. Strategic route, measures will require specific sign off.	Historic scheme list	£170,00 if a suitable location is found for a puffin crossing; £7,500 per refuge is an alternative, should a suitable location not be found; £40,000 zebra crossing	9 months	Red
68	Epping Forest	Turpins Lane, Chigwell	Signal controlled junction	Difficult to cross road	Request for crossing, however no suitable location. Alternative maybe to signalise Turpin's Road / Manor Road junction. High collision history at junction. Manor Road is on strategic network, so would require sign off.	Historic scheme list	200,000 for signal-controlled junction.	9 months	Red

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69	Epping Forest	B181 Lindsey Street, Epping	Signal controlled junction	High speeds / difficult to cross.	Too narrow for refuge, but potentially provide space for a crossing facility. Although the site is a cut through for traffic at peak hours, it is a fairly quiet site and no children were noted to cross, nor have there been any recorded pedestrian casualties' in the past 5 years. As the 85th percentile speed of traffic is 34 and 36mph, consideration could be given to some form of traffic calming. It must also be noted that the footway is narrow and the grass verge is the property of the Corporation of London. On Strategic network would require sign off.	Historic scheme list	£170,000 puffin crossing	9 months	Red
70	Epping Forest	Church Hill (Northeast of the Uplands), Loughton	Signal controlled crossing	Difficult to cross road	High pedestrian and vehicle flows. Signal-controlled crossing most appropriate at this location. A suitable location has been identified North East of the Uplands for a possible zebra crossing installation, however this may affect the Traps Hill junction. No other suitable location has been identified. There is an existing pedestrian refuge at the proposed location for the new crossing. On PR2, will require formal sign off.	Historic scheme list Supported by Councillor Mrs C Pond	£150,000	9 months	Red
71	Epping Forest	Station Road, Epping	Signal controlled crossing/pedestrian refuge	Difficult to cross road	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. No clear location 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. A crossing will require sign off.	Historic scheme list	£170,000 puffin crossing	9 months	Red
72	Epping Forest	Rectory Lane (nr Newmans lane), Loughton	Pedestrian refuge	Difficulty crossing road	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. A pedestrian refuge could be installed just south of Newman's Lane this would assist pedestrians in crossing the road and reduce vehicle speeds. A similar facility has already been installed further south on Rectory Lane. This is on a Strategic route so would require sign off.	Historic scheme list	£10,000 pedestrian refuge.	6 months	Red

ID	District	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale Assuming smooth progress	RAG
73	Epping Forest	Crooked Mile (Harold Crescent), Waltham Abbey	Signal controlled crossing/pedestrian refuge	Difficulty crossing road	A pedestrian refuge is provided to the north of Harold Cr, desireline is south of the junction. As vehicle speeds are recorded as higher than 35mph a signalised pedestrian crossing would be more appropriate than a Zebra crossing. New crossing should be proposed further North from the existing dropped kerbs, on the traffic island, to avoid vehicle crossovers either side. On Strategic network so would require sign off.	Historic scheme list	£7,500 to amend existing vehicle splitter island where appropriate	6 months	Red
74	Epping Forest	Pyrles Lane, Loughton	Pedestrian refuge	Difficulty crossing road	A crossing near the shops would require removal of parking and receive objections. A crossing elsewhere would be away from the desire line so would not be used. Pedestrian flows are high throughout most of the day, traffic flows are low allowing pedestrians to cross in the gaps without using a formal crossing. Recommended no further action. On Strategic network so would require sign off.	Historic scheme list	£7,500	6 months	Red
75	Epping Forest	Alderton Hill, Loughton	Pedestrian refuge	Difficult to cross road	Location limited by accesses. Suggest pedestrian refuge be provided 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. On PR2, so will require formal sign off.	Historic scheme list	£12,000	6 months	Red
76	Epping Forest	Ivy Chimneys, Epping	Pedestrian refuge	Difficult to cross road	Pedestrian movements associated with school. 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. Unclear if this meets SCP requirements. On strategic route, will require sign off.	Historic scheme list	£8,000	6 months	Red
77	Epping Forest	Honey Lane (Wood Green Road), Waltham Abbey	Pedestrian crossing	Difficult to cross road.	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 is taken. Very fast road with no footway on North side of Honey Lane. Nowhere to cross to. On PR2 against Traffic Management Strategy.	Historic scheme list	N/A	N/A	Red
78	Epping Forest	Honey Lane (Stonyshotts), Waltham Abbey	Pedestrian refuge/traffic calming	Difficult to cross road.	Many of the pedestrians crossing are children who often need further assistance in crossing the road. Careful consideration will need to be taken with regards to the siting of the crossing. On PR2 so will require sign off. Traffic calming would be beneficial for pedestrians but is against policy on strategic route.	Historic scheme list	£9,000 pedestrian refuge only.	6 months	Red
79	Epping Forest	Sewardstone Road, Waltham Abbey	Pedestrian crossing	Difficult to cross road.	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. On PR2 against policy - low flows likely to be unsafe.	Historic scheme list	£40,000 for zebra crossing	9 months	Red

ID	District	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale Assuming smooth progress	RAG
80	Epping Forest	Goldings Hill, Loughton	Pedestrian crossing	Difficult to cross road.	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.	Historic scheme list	£40,000 for zebra crossing	9 months	Red
81	Epping Forest	Gravel Lane j/w Maypole Drive, Chigwell	Junction improvements	Unclear problem	Already has existing junction protection. Extra signage could confuse drivers and add unnecessary street clutter	Historic scheme list	N/A	N/A	Red
82	Epping Forest	Stonards Hill j/w Stewards Green Road, Epping	Junction improvements with Stewards Green Road	Unclear problem	Alignment and signage appear adequate.	Historic scheme list	N/A	N/A	Red
83	Epping Forest	Albion Hill, Loughton	One way road	Congestion	Likely to increase speeds / reduce road safety.	Historic scheme list	£3,500 Traffic Regulation Order	N/A	Red
84	Epping Forest	B172, Abridge Road, Abridge.	Priority working over bridge	Bridge too narrow for large vehicles to pass each other.	Priority to those vehicles leaving Abridge and travelling towards Theydon Bois. Forward visibility may well be a concern with the implementation of priority, may lead to congestion in Abridge. On Strategic network so will require sign off. This scheme had been approved by previous panel, unclear of whether it's been implemented.	Historic scheme list	£3,500	6 months	Red
85	Epping Forest	Luxford Place, Sheering	Waiting restrictions	Commercial vehicles parking in Luxford Place	For parking partnership (not panel).	Historic scheme list	£3,500 waiting restrictions	N/A	Red
86	Epping Forest	Roundhills j/w Honey Lane, Waltham Abbey	Junction protection	Onstreet parking in hazardous location.	Existing DYL junction protection exists	Historic scheme list	N/A	N/A	Red
87	Epping Forest	Woodside junction High Road, North Weald	Weight restriction. An island at the junction of Woodside and NM High Road	HGV's using route / perceived speeding.	Island is proposed to restrict HGV access, however HGV access is required for existing industrial units. Weight restriction / traffic calming not appropriate. PR2 against policy. Does not meet criteria for speed limit reduction.	Historic scheme list	£8,000	3 months	Red
88	Epping Forest	B172, Abridge and Stapleford Abbots	Removal of weight restriction	TBC	This is likely to lead to ratrunning of London traffic towards the A414 via Ongar (however it has also been raised the fact that the Police can't enforce the weight restriction on Hook Lane owing to the signage). Officers have looked at the signage and it can not be signed any differently. ECC Legal Department have looked at the TRO and it appears that old Epping TRO needs to be amended to enable enforcement. Awaiting freight management strategy.	Historic scheme list	N/A	N/A	Red
89	Epping Forest	Amberley Road (inc j/w Russell Road) Buckhurst Hill	Potential junction alterations and one-way traffic order	Safety risk - adjacent wall struck	Junction appears acceptable. No injury collisions. A one way order is likely to increase speeds / be more dangerous. Unclear what can be achieved.	Historic scheme list	N/A	N/A	Red
90	Epping Forest	Oak Lodge/Grange Hill, Buckhurst Hill	Traffic calming	Speeding	Introduction of one or two speed humps. Application made in response to complaints received from the residents. Unclear location. More information required.	Historic scheme list	Approx. £15,000		Red

ID	District	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale Assuming smooth progress	RAG
91	Epping Forest	Near primary school, Stapleford Abbots	Pedestrian crossing	Difficult to cross road.	On strategic route network - will require sign off.	Historic scheme list	If it is a zebra crossing approx. £20,000. A Puffin would be approx. £90,000 (+£20,000 for design)	9 months	Red
92	Epping Forest	Farm Way/Forest Edge/Station Way, Buckhurst Hill	Traffic calming on Station Way/Farm Way, junction warning signs or VASs	Collision history / speeding on approaches	Previously AR site - lining improved. Route not on strategic network but no suitable location for traffic calming. Adjacent to County Boundary. Speed of roads does not meet ECC VAS policy (2009), Likely view to VAS restricted by on-street parking. Unclear what engineering solution can be installed (short of signalisation ~150k).	Historic scheme list	VAS Signs: £6,000 approx. per sign. Traffic Calming £20-£30,000	6 months	Red
93	Epping Forest	Church Mead junction with High Street, Roydon	Junction protection	Commuter parking blocking visibility.	This should be passed to the parking partnership. However ECC do not install junction protection unless there is a proven safety issue due to maintenance issues.	Historic scheme list	Approx £3,000	6 months	Red
94	Epping Forest	The Street, High Ongar	Parish gateway signs (entering from East)	None	Gateway signs should be parish responsibility. Maintenance issues. No further action.	Historic scheme list	N/A	N/A	Red
95	Epping Forest	Manor Road, Lambourne End	Slow signs	Inappropriate speeds	Slow signs in place at appropriate locations around bend, suggest no further action.	Historic scheme list	N/A	N/A	Red
96	Epping Forest	Fountain Place, waltham Abbey	Residents parking zone	Car parking issues	Scheme for Parking Partnership	Historic scheme list	N/A	N/A	Red

KEY

Green	A high priority scheme against strategic criteria
Amber	A low priority scheme against strategic criteria
Red	A scheme which is against Essex Policy or there is no appropriate engineering solution.
White	Scheme pending validation
Grey	Scheme prioritised for funding 2012/13

ID	District	Location	Scheme	Other issues / comments	Timescale	Requested By	Estimated Cost	RAG
1	IT356	Epping Forest	B181 Epping Road, corner by Bury Farm, Epping Upland	reconsider signing			0.5k	Amber
2	IT357	Epping Forest	o/s The Chequers, Epping upland	Bend/slow down/chevron			0.5k	Amber
3	IT388	Epping Forest	Passingford Bridge, Stapleford Abbotts	Airport sign	Suggest that a sign here would not be appropriate as there is no onward signing		5k for signing review	Amber
4	IT395	Epping Forest	Sewardstone Road, Waltham Abbey	Activity Centre Sign	No further action (unless paid for by activity centre)		TBC	Red
5	IT400	Epping Forest	Tempest Mead jw Station Road (private), North Weald	Give Way Lines	Is this a private road? No further action.		TBC	Red
6	IT405	Epping Forest	Woodgreen Road, Epping Forest	Horse warning signs - passed to Forest Strategy for consideration	Specific locations required		0.5k	Amber
7	IT378	Epping Forest	Lancaster Road, North Weald	Larger dead end			0.5k	Amber
8	IT383	Epping Forest	Moreton Road, Shelley Common, Ongar	horse warning signs	Specific locations required		0.5k	Amber
9	IT352	Epping Forest	A414, North Weald	Pre School	Unclear issues - direction sign for pre-school? No further action (unless paid for by pre-school).		TBC	Red
10	IT374	Epping Forest	High Street / Hemmnall Street, Epping	Vet Hospital sign	No further action (unless paid for by vet).		TBC	Red
11	IT375	Epping Forest	High Street, Epping	Arrow signs for Leisure Center	If leisure centre requires sign they should fund it. No further action.		TBC	Red
12	IT403	Epping Forest	Various in Manor Road, Lambourne	Slow Signs	PR2 Road - no obvious hazards / locations for slow markings. Unclear where they would be installed.		0.5k	Amber
13		Epping Forest	London Road and Ongar Road, Abridge	Village gateways	Gateway signs should be parish responsibility		2k	Red
14		Epping Forest	Bobbingworth Mill, Moreton, Bobbingworth & The Lavers	Village/Gateway signs	Gateway signs should be parish responsibility		2k	Red

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Grey	Scheme prioritised for funding 2012/13

District	Location	Type of Scheme	Details of Scheme	Issues / Comments / Reason for Scheme	Scheme Origination	Approx Timescale	Estimated Cost	Priority (RAG)
1	Epping	BSI	Installation of a new metal shelter, plus raised kerbs and dropped kerbs.	Shelter installation to improve customer environment at well used stop. Raised kerbs and dropped kerbs to improve accessibility.	Historic scheme	6 months	£7,500	Amber
2	Epping	BSI	Installation of a new metal shelter, plus raised kerbs and dropped kerbs.	Shelter installation to improve customer environment at well used stop. Raised kerbs and dropped kerbs to improve accessibility.	Historic scheme	6 months	£7,500	Amber
3	Epping	BSI	Install new wooden bus shelter.	Several bus stop users have requested a shelter for the stop to protect them from the elements. (Hard standing and raised kerbs installed at this stop in 2011/12.)	Requested by members of the public	3 months	£7,500	Amber

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	Scheme prioritised for funding 2012/13

District	Site No	School	Location of patrol	Work required	Problem	Origin of request	Total Estimated Costs	Timescale	RAG	
1	Epping Forest	10415	Epping Primary School	Coronation Hill, Epping (zebra)	Parking restrictions to prevent parking on site - <i>check signs</i>	Issues raised with site safety assessment	Site safety assessment	1.77k	3 months	Green
2	Epping Forest	10412	Ivy Chimneys Primary School	Centre Drive, Epping	Parking restrictions at site to prevent parking on site and in immediate vicinity	Issues raised with site safety assessment	Site safety assessment	1.77k	6 months	Green
3	Epping Forest	10413	Roydon Primary School	Epping Rd, Roydon	Extend school keep clear markings	Issues raised with site safety assessment	Site safety assessment	1.2k	3 months	Green
4	Epping Forest	10418	St John's CE Primary School	Church Rd, Buckhurst Hill	Measures to prevent parking close to site on footway	Issues raised with site safety assessment	Site safety assessment	3.54k	3 months	Green
5	Epping Forest	10404	Hereward Primary School	Colebrook Lane, Loughton	Parking restrictions opposite school to prevent parking on patrol site	Issues raised with site safety assessment	Site safety assessment	1.77k	6 months	Green
6	Epping Forest	10407	Thomas Willingale Primary School	Willingale Rd, Loughton	Extend school keep clear markings to bus stop	Issues raised with site safety assessment	Site safety assessment	1.18k	3 months	Green
7	Epping Forest	10408	Upshire Primary School	Upshire Rd, Waltham Abbey	Replace patrol plate with school plate close to school	Issues raised with site safety assessment	Site safety assessment	0.59k	3 months	Green
8	Epping Forest		Epping Junior School	St John's Road, Epping	Redundant site - removal of 2x signs and posts 545+547.1	Issues raised with site safety assessment	Site safety assessment	£2k	3 months	Green

KEY

Green	A high priority scheme against SCP criteria
Amber	A low priority scheme against SCP criteria
Red	Further information required before a decision can be made
	Pending validation
	Scheme prioritised for funding 2012/13

Ref	District	Location	Measure	Benefit	Budgetary Cost	Mandatory work	RAG	Design Timescale	Install Timescale
No schemes identified									

KEY

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Red	A scheme which is against Essex Policy or there is no appropriate engineering solution.
	Pending validation

SCOOT

Split Cycle and Offset Optimisation Technique. This calculates the flow of vehicles along each spur of a junction and can then calculate the timings of the signals required to deal with heavier or lighter amounts of traffic during each cycle of the signals. Particularly good for peak and off-peak periods.

OTU

Outstation Transmission Unit. These are in signals and are controlled via the SCOOT system.

RMS

Remote Monitoring System. This allows the signals to report back to the main system in Threadneedle House to say that something is wrong with them.

MOVA

Microprocessor Optimised Vehicle Actuation. Similar to SCOOT but works better for isolated signals rather than larger junctions.

ID	District	Location	Scheme	Problem	Scheme sponsor	Estimated Cost (£)	Timescale	RAG
No schemes identified								

KEY

Green	A high priority scheme against strategic criteria
Amber	A low priority scheme against strategic criteria
Red	More information required.
	Pending validation

District	PROW Number	Parish	Status	Scheme	Problem	By	From	Timescale	Cost (£)	Notes	
1	Epping Forest	36	North Weald Bassett	Byway	Surface and drainage improvements	Heavily rutted and waterlogged. Only passable to skilled off road motorised users	Essex Highways	Internal	6 weeks	30k	Improvements to the sub base, wearing course and improvements to the drainage system to enable the byway to tolerate passage by the various types of users and the increase in volume of traffic.
2	Epping Forest	1	Moreton	Byway	Filling ruts and surfacing	Heavily rutted and waterlogged. Only passable to skilled off road motorised users	Essex Highways	Internal	6 weeks	30k	Filling ruts and surface to fix existing damage
3	Epping Forest	5 / 1	Abbess Roding/ Fyfield	Byway	Surface and drainage improvements	Heavily rutted and waterlogged. Only passable to skilled off road motorised users	Essex Highways	Internal	6 weeks	40k	Improvements to the sub base, wearing course and improvements to the drainage system to enable the byway to tolerate passage by the various types of users and the increase in volume of traffic.
4	Epping Forest	3 / 3	Ongar/ High Ongar	Footpath	Bridge widening	Bridge requires widening and provision of slope to replace existing steps, route heavily used by number of elderly users to access shops and other services in Ongar, alternative route is along A414	Essex Highways	MoP		37k	Bridge requires widening and provision of slope to replace existing steps, route heavily used by number of elderly users to access shops and other services in Ongar, alternative route is along A414

KEY

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Amber	A low priority scheme against strategic criteria
Red	A scheme which is against Essex Policy or there is no appropriate engineering solution.
	Pending validation
	Scheme prioritised for funding 2012/13

Ref No.	District	Location	Proposed Solution	Timescale	Cost (£)	RAG	
1	20	Epping Forest	Mount Road j/w Banks Lane	Junction re-alignment, signs and lines	TBC	30k	Green
2	21	Epping Forest	Claypit Hill	Add more 30mph road markings	TBC	2k	Green
3	22	Epping Forest	High Rd jw Forest Rd	Parking enforcement, central island and ETP engagement	TBC	5k	Green
4	23	Epping Forest	Manor Road j/w Tomswood Road	Signalise junction (by SA2000)	TBC	179k	Green
5	24	Epping Forest	Gravel Lane	Chevrons, vergemarkers and lines. Speed limit reduction (£3,000.00, FYRR 1762). Possible resurfacing (£30,000.00, FYRR 176).	TBC	3k	Green
6	25	Epping Forest	Sewardstone Road j/w Quaker Lane	Increase intergreen timings and ETP engagement	TBC	4k	Green
7	26	Epping Forest	Outside Patsalls, Pudding Lane	Improve drainage, Include Pudding Lane in winter gritting programme. Possible resurface.	TBC	30k	Green
8	27	Epping Forest	A104 j/w RangersRoad	Refresh road markings, replace anti skid surfacing, replace missing signs, clean and clear vegetatuion away from existing signs, clear vegetation and remove cattle sign to improve vision along A104 to the right.	TBC	25k	Green

KEY

Green
Amber
Red

A high priority based on Collision history

A medium priority based on Collision History

A scheme which is against Essex Policy or there is no appropriate engineering solution.

Scheme pending Validation

Scheme prioritised for funding 2012/13

Prioritisation Criteria for LHP



The following criteria have been used to prioritise the schemes across the various disciplines:

Improvement Schemes

All schemes prioritised by the strategic criteria identified within the Local Transport Plan (these have been identified as criteria to enable a simple appraisal of a scheme's alignment to the HST / ICS / EssexWorks objectives).

- Improves connectivity of development / regeneration areas (Weighted)
- Reduces journey times / improves reliability along major urban / inter urban routes (Weighted)
- Reduces the incidence / severity of collisions (Weighted)
- Increases the availability / awareness of travel choice
- Improves interchange between modes / services
- Reduces CO2 emissions
- Improves the management of freight
- Reduces travel impacts on the natural / built / historic environment
- Improves public perception of safety
- Protects the value of existing assets
- Improves asset safety / standard / resillience
- Improves journey experience
- Improves travel options for those with disabilities / mobility constraints
- Improves access to further education / jobs / services for those at risk of isolation
- Promotes healthier lifestyles
- Improves the quality of public spaces
- Improves access to strategic road network / major rail interchange
- Increases role of voluntary / charity sector in transport service provision
- Responds to a priority identified through public consultation

Bus Stop Improvements

Prioritisation ranked by:

- Safety and Security
- Accessibility - physical accessibility and using the bus as a means to access key services (healthcare, education, etc)
- Punctuality & Congestion
- Customer Environment - making bus travel more comfortable for existing and potential customers

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EssexITS

Scheme identified and prioritised by Five Year Road Map, based on the following criteria.

- Revenue Cost: Cost of item per annum including communications (and power ?) costs
- Work Type: An indication of the type of work, number does not indicate preference just identification
- Congestion:
- Customer information:
- KSI / Safety:
- Carbon reduction:
- VFM:
- Equipment Reliability: Contribution to the a more reliable asset

Safer Roads

Prioritisation based on quantifiable collision history (intervention level based on four injury collisions in the most recent three-year period).

SCP

Prioritisation based on

- Duty of care to ECC employees working in the road (weighted)
- Volume of pedestrians
- Volume of traffic

PROW

Prioritisation based upon:

- To meet legal criteria such as the Equalities Act or where new routes have been added to the Definitive Map by legal process
- To improve important links in the PROW network and to help access key services
- To have the greatest impact on the greatest number of users, particularly the more vulnerable

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