

ID	Division	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale Assuming smooth progress	RAG
7	C&LB	Chigwell	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
8	IT836	C&LB	Loughton	The Broadway, Loughton	Pedestrian guardrail at Thomas Willingale School	Pupils entering carriageway from new school exit.	Member of Public	2k	3 months	Amber
9	C&LB	Chigwell	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 £30K maximum agreed for scheme	9 months (total)	Amber
10	C&LB	Chigwell	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
11	IT366	C&LB	Chigwell	Chigwell Rise, Chigwell	Traffic Calming on app to zebra crossings	Speeding.	Member of Public	N/A	N/A	Red
12	IT370	C&LB	Chigwell	Gravel Lane, Chigwell	Speeding Issues traffic calming	Speeding	Member of Public	N/A	N/A	Red
13	C&LB	Chigwell	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
14	C&LB	Chigwell	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

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15	C&LB	Chigwell	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 signaling 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	£170,000 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
16	C&LB	Chigwell	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
17	C&LB	Chigwell	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
18	C&LB	Chigwell	Oak Lodge/Grange Hill, Chigwell	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

Division	Parish /Town Council	Site No	School	Location of patrol	Work required	Problem	Origin of request	Total Estimated Costs	Timescale	RAG	
2	C&LB	Loughton	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
3	C&LB	Loughton	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

Division								
Ref No.	Parish / Town Council	Location	Proposed Solution	Timescale	Cost (£)	RAG		
1	23	C&LB Chigwell	Manor Road j/w Tomswood Road, Chigwell	Signalise junction (by SA2000) £179K, alternative scheme £30K	TBC	179k £30K	Green	
2	24	C&LB Chigwell	Gravel Lane, Chigwell	Chevrons, verge markers and lines. Speed limit reduction (£3,000.00, FYRR 1762). Possible resurfacing (£30,000.00, FYRR 176).	TBC	3k	Green	
3	26	C&LB Chigwell	Outside Patsalls, Pudding Lane, Chigwell	Improve drainage, Include Pudding Lane in winter gritting programme. Possible resurface.	TBC	30k	Green	

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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