

| ID | Division | Parish / Town Council | Location | Scheme | Problem | Justification / Comments | Requested By | Estimated Cost (£) | Estimated Timescale Assuming smooth progress | RAG | |
|----|----------|-----------------------|----------|--|-------------------------------------|---|---|-----------------------|---|----------|-------|
| 19 | IT397 | E&TB | Epping | 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 | |
| 20 | | E&TB | Epping | 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 Coopersale Common | Historic scheme list | £8,000 pedestrian refuge | 6 months | Amber |
| 21 | IT353 | E&TB | Epping | 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 |
| 22 | | E&TB | Epping | Hennall Street / 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 |
| 23 | | E&TB | Epping | 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 |
| 24 | | E&TB | Epping | 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 |
| 25 | | E&TB | Epping | 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 |

| ECC/ Epping Forest District Local Highways Panel | | | | | | | | | | | |
|--|----------|-----------------------------|---|--|--|---|-------------------------|--------------------|--|--|-----|
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| 26 | E&TB | Epping | 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 | N/A | Red |
| 27 | E&TB | North Weald Bassett | 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 | 3 months | Red |

| ID | Division | Parish / Town Council | Location | Scheme | Other issues / comments | Timescale | Requested By | Estimated Cost | RAG |
|----|----------|-----------------------------|----------|--|--------------------------------|--|-----------------|-------------------|-----|
| 1 | IT375 | E&TB | Epping | High Street, Epping | Arrow signs for Leisure Center | If leisure centre requires sign they should fund it. No further action. | | TBC | Red |
| 2 | IT374 | E&TB | Epping | High Street / Hemmnall Street, Epping | Vet Hospital sign | No further action (unless paid for by vet). | | TBC | Red |

| | Division | Parish / Town Council | Location | Type of Scheme | Details of Scheme | Issues / Comments / Reason for Scheme | Scheme Origination | Approx Timescale | Estimated Cost | Priority (RAG) |
|---|----------|-----------------------|--|----------------|---------------------------------|---|------------------------------------|------------------|----------------|----------------|
| 1 | E&TB | Epping | Bus Stop: 1500CPSALE1b, Coopersale Turn. Address: Epping Road, 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 |

| Division | Parish /Town Council | Site No | School | Location of patrol | Work required | Problem | Origin of request | Total Estimated Costs | Timescale | RAG |
|----------|----------------------|---------|-----------------------------|---------------------------------|---|---|------------------------|-----------------------|-----------|-------|
| E&TB | Epping | 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 |
| E&TB | Epping | 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 |

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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| Document Version: | A |
| Control Date: | 31/08/12 |

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|-----------|-------------|
| Form Ref: | Criteria |
| | Page 1 of 2 |

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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| Document Version: | A |
| Control Date: | 31/08/12 |

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| Form Ref: | Criteria |
| | Page 2 of 2 |