

ID	Division	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale Assuming smooth progress	RAG
47	NW&N	Nazeing	B194 Nazeing New Road/North Street/Middle Street, Lower Nazeing	Junction improvement/Road Markings	Slight misalignment of north/south route Guidance arrows on carriageway to ensure cars turning right in each direction pass behind each other rather than in front	Staggered junction in North/South direction causing problems for vehicles turning right.		5k to investigate timings/guidance arrows	N/A	Amber
48	NW&N	Nazeing	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
49	NW&N	Nazeing	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. £50,000 for zebra crossing, if feasible	9 months	Amber
50	NW&N	Epping Upland	B181 junction with Upland Road to Chequers, Epping Upland	From Chequers to B181 junction with Upland Road - traffic calming (eg: change priority of B181and Upland Road junction/road surfaces, rumble strips approaching bend, speed reduction as for the 'Chambers Manor' corner, signing (e.g., bend, ice) and crash barriers, where feasible)	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
51	NW&N	North Weald Bassett	Wellington Road and Hampden Close, North Weald	Traffic calming and parking restrictions	Rat running (and on street parking restricting visibility). Speed humps not supported need alternative solution.	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	TBC	Over 1 year	Amber
53	NW&N	Sheering	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
54	NW&N	Roydon	Church Mead junction with High Street, Roydon	Junction protection	Commuter parking blocking visibility.	<b>LHP Agreed that restriction is required but this should be passed to the parking partnership.</b> However ECC do not install junction protection unless there is a proven safety issue due to maintenance issues.	Historic scheme list	Passed to Parking Partnership. (Estimated cost Approx. £3,000)	6 months	Red
55	NW&N	North Weald Bassett	A414 Canes lane j/w Vicarage Lane	Replace one-way system with an alternative solution allowing two-way access		Min RAB scheme validated but high cost £1,000,000, so need to look at alternatives. Scheme require validation.	New request Parish Council	TBC	2 years	red

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56	NW&N	Hastingwood	Mill Street	New footway and lowering of speed limit	Mill street used as an alternative route between Harlow and M11	Scheme validated - fro 500m of 2m footway	New request Parish Council	£100k (But may also require Stats diversion and land purchase costs)	TBC	red
57	NW&N	Nazeing	Middle Street (to link Bumbles green to PROW FP59), Bumbles Green	New footway on south side of road	Narrow road	Scheme requires validation	New request Parish Council	£30k (provisional, depending on answers/further info from LHP)	3 months (provisional)	
58	NW&N	Nazeing	Middle Street/St Leonards Road	Weight restrictions	To limit HGV traffic through Nazeing or could put up more advanced signage for existing weight restrictions on North Street/Nazeing Road	Scheme requires validation <b>Engineer: Additional information required - Are HGV's are getting stuck in the village? Is the village being used as a rat run? Speeding? Require more information please. Nazeing Rd has an existing 7.5T weight restriction. North St, Middle St and St Leonards Rd do not appear to have existing weight restrictions.</b>	New request Parish Council	TBC	TBC	
59	NW&N	Hastingwood	Hastingwood Road	HGV restriction 19:30 to 18:30hrs		Scheme requires validation <b>Engineer: Please clarify times – do you mean 0930 to 1830? What is the issue to be addressed? Is the route a rat run avoiding the M11 junction?</b>	New request Parish Council	£10,000 TBC	TBC	
60	NW&N	North Weald Bassett	Wellington Road and Hampden Close, North Weald	Parking restrictions on Saturdays	To alleviate problems from Saturday Market	Scheme requires validation/parking partnership. <b>Engineer: Estimate rat running to be via Vicarage Ln West/Church Lane, rather than the preferred High Rd route? Does rat-running occur in both directions? If it is an issue in one direction only, then a priority arrangement/small build-out to slow rat-running traffic before it passes the area in question. Build-outs/other calming not utilising humps would be very difficult to install due to the number and proximity of side roads and accesses. Parking restrictions are possible however hard to justify as there is zero 3-year PIA accident record, and it looks like several houses have no off-road parking; further restrictions will force people to park on verges or other less appropriate places. (Unless parking problems are not caused by residents, or are at specific times)</b>	New request Parish Council	TBC	TBC	
61	NW&N	Nazeing	Common Road /Waltham Road, Bumbles Green	Traffic Calming	Busy distributor road, deceptive bends with frequent accidents	Scheme requires validation <b>Engineer: Road appears to have good visibility etc. – lack of lighting may be an issue and require refurbished road markings. Need more information from Panel (what they want and why?) Can we have a plan showing the extents of the request?</b>	New request Parish Council	TBC	TBC	

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62	NW&N	Epping Upland	B182 j/w B181	Review of signage - possible replacement required of missing signs at Bury Farm which is a Maintenance Issue.	Vehicles travel at speed down hill	Scheme requires validation	New request Parish Council	£3,000 TBC	TBC	
63	NW&N	Epping Upland	B181 Cobbins Bridge	Priority working over bridge	Narrow bridge, causing problems when two vehicles try to pass	Could look at Vehicle Activated Signs, but these would require funds for on-going maintenance	New request Parish Council	£3,500 per VAS plus Maintenance costs	TBC	
64	NW&N	Sheering	Sheering Lower Road	Traffic calming measures	VAS Sign half way down road and existing speed limit 30 mph this does not seem to be adhered to and the sign is ineffective.	Scheme requires validation	New request Parish Council	TBC	TBC	
65	NW&N	Roydon	Harlow Road nr jw High Street	Pedestrian Crossing	Difficulties crossing the road	Scheme requires validation	Historic request Parish Council	TBC	TBC	
66	NW&N	Roydon	Hamlet Hill	Relocate Vehicle Activated Sign	request to move to a location further down the hill where vehicles build up speed	Scheme requires validation	New request Parish Council	TBC	TBC	

Division	Parish /Town Council	Site No	School	Location of patrol	Work required	Problem	Origin of request	Total Estimated Costs	Timescale	RAG	
6	NW&N	Roydon	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

Division	Parish / Town Council	PROW Number	Parish	Status	Scheme	Problem	By	From	Timescale	Cost (£)	Notes	RAG	
1	NW&N	North Weald Bassett	36	North Weald Bassett	Byway	Surface and drainage improvements	Heavily rutted and waterlogged. This is a byway open to all traffic, so vehicles are legally entitled to use it, with resultant damage to the surface, which is completely unhardened. There are ruts throughout the byway, which are approximately 12 – 18 inches deep and in places there are deeper holes. This combined with the side growth makes passage on foot difficult and even harder on horseback.	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.	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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