

ID	Division	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale Assuming smooth progress	RAG	
31	LC	Loughton	Pyrles Lane Service Road	Speed/traffic reduction		Scheme validation - Recommend raised speed tables/humps along length of service road (approx 100m). Allow for 3 x speed humps, full width across road, 25m spacings. Tables to finish approx 20mm from kerb face so as to eliminate drainage remedials and to remove the trip hazard to pedestrians. A streetlighting column will also need to be erected at each table location. Cost: £30k including warning signs, electrical connections, and costs related to consultation. Timescale 12 months – including consultation	New request Town Council	£30k	12 months	Green	
32	IT359	LC	Loughton	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
33	IT360	LC	Loughton	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
34	IT350	LC	Loughton	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 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	Historic scheme list	£10,000 investigation costs	3 months investigation	Amber
35		LC	Loughton	Barrington Road (j/w Doubleday Road), Loughton	Dropped kerb location x2	Difficult to cross		Historic scheme list	£2000 per pair	3 months	Amber
36		LC	Loughton	Sandford Avenue (j/w Westall Road), Loughton	Dropped kerb location x2	Difficult to cross		Historic scheme list	£2000 per pair	3 months	Amber
37		LC	Loughton	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

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38	LC	Loughton	Harvey Gardens (j/w Colebrook Lane), Loughton	Dropped kerb location x2	Difficult to cross		Historic scheme list	£2000 per pair	3 months	Amber	
39	LC	Loughton	Conyers Way (j/w Colebrook Lane), Loughton	Dropped kerb location x2	Difficult to cross		Historic scheme list	£2000 per pair	3 months	Amber	
40	LC	Loughton	Traps Hill/Alderton Hill/Borders Lane	Mini-roundabout and pedestrian refuge islands		Scheme requires validation - Now Validated	New request Town Council	£50k	12 months	Amber	
41	IT369	LC	Loughton	Earls Path, Loughton	traffic calming Measures after Road Death	Speeding--HGV signage	Investigated by Safety Team following fatality. They could not find an appropriate engineering solution. Speed limit to be altered as part of EF Review. Traffic calming against policy. Costs to be split equally between LC and BH&LS	Member of Public	Awaiting confirmation of scheme from Area Office	N/A	Red
42	LC	Loughton	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	
43	LC	Loughton	Pyrls 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	
44	LC	Loughton	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	
45	LC	Loughton	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	
46	LC	Loughton	Alderton Hall Lane, south of junction with The Lindens	"Jockey Rail" to protect verge from parked vehicles		Scheme requires validation - extent of scheme now confirmed.	New request Town Council	£3,000 TBC	TBC		

ECC/ Epping Forest District Local Highways Panel										
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47	LC	Loughton	Debden Lane	Speed limits 30mph/bend priority scheme/ Vehicle Activated Sign		<p>Scheme requires validation Engineer: Debden Lane is currently 30mph/40mph. The 30mph section is quite tight and narrow, however the road markings are sufficient for the type of road (no centre line, clear edge lines). Which speed limit is requested to be looked at?</p> <p>What is meant by "Bend priority scheme"?</p> <p>Is the VAS to combat speeding traffic (i.e. 30mph legend) or another issue (such as bend warning sign)?</p> <p>Can we have locations/plans/sketches showing the areas of concern please?</p>	New request Town Council	TBC	TBC	

Division	Parish / Town Council	Location	Type of Scheme	Details of Scheme	Issues / Comments / Reason for Scheme	Scheme Origination	Approx. Timescale	Estimated Cost	Priority (RAG)
7	LC	Loughton	BSI	High Priority; Installation of 23 metre bus cage & no waiting plate. Consultation with residents & businesses within 25 metres of the stop will be consulted prior to works being implemented.	Cars are continually parking along this stretch of road resulting in the buses being unable to pull in to access the raised kerbs at the bus stop. Wheelchair users has expressed continuing frustration at being unable to use the stop due to the parked cars.	Requested by wheelchair user.	3 months	£ 600.00	Green
8	LC	Loughton	BSI	High Priority; Installation of 23 metre bus cage & no waiting plate. Consultation with residents & businesses within 25 metres of the stop will be consulted prior to works being implemented.	Cars are continually parking along this stretch of road resulting in the buses being unable to pull in to access the raised kerbs at the bus stop. Wheelchair users has expressed continuing frustration at being unable to use the stop due to the parked cars.	Requested by wheelchair user.	3 months	£ 600.00	Green
9	LC	Loughton	BSI	High Priority; Installation of 23 metre bus cage & no waiting plate. Consultation with residents & businesses within 25 metres of the stop will be consulted prior to works being implemented.	Cars are continually parking along this stretch of road resulting in the buses being unable to pull in to access the raised kerbs at the bus stop. Wheelchair users has expressed continuing frustration at being unable to use the stop due to the parked cars.	Requested by wheelchair user.	3 months	£ 600.00	Green
10	LC	Loughton	BSI	High Priority; Installation of 23 metre bus cage & no waiting plate. Consultation with residents & businesses within 25 metres of the stop will be consulted prior to works being implemented.	Cars are continually parking along this stretch of road resulting in the buses being unable to pull in to access the raised kerbs at the bus stop. Wheelchair users has expressed continuing frustration at being unable to use the stop due to the parked cars.	Requested by wheelchair user.	3 months	£ 600.00	Green

	Ref No.	Division	Parish / Town Council	Location	Proposed Solution	Timescale	Cost (£)	RAG
4	22	LC/BH&LS	Loughton	High Rd jw Forest Rd, Loughton	Parking enforcement, central island and ETP engagement, £5k cost split £2.5k between LC and BH&LS	TBC	5k	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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