



Organisation Name	Cllr Julia Wassell
Project Name	Herbert Road and Hawthorne Road
Funding Stream	Community Area Priorities
Total Cost of project	£4,024.16
Amount of Match Funding	£0
Amount being applied for	£4,024.16
Amount suggested	£4,024.16

Project Summary

Transport for Bucks (TfB) have provided advice about the feasibility of improvements to parking on Hawthorne Road and Herbert Road both of which are extremely congested with verges fully eroded. This is a long standing issue.

Initial Option Assessment

TfB performed a visual Inspection of both roads resulting in the following observations and recommendations:-

1. Hawthorne Road

There are only two sections of verge areas in this road which are at the junction with Lingfield Close. Based upon a visual inspection the verges did not appear to have any significant damage due to vehicle parking however, Google Maps dated April 2012 does shown evidence of verge damage due to vehicle parking. The initial view is that, if this is still deemed an issue, it is recommended that the installation of approximately 25 wooden bollards to both verge sections will prevent any future damage occurring.

2. Herbert Road

This road sits on a hill where the majority of the houses on the east side of the road sit well below the level of the carriageway meaning that no off road parking is available. Approximately 40-50% of the houses on the west side are sited higher than the carriageway meaning that no off road parking is available. Ash Hill Primary School is situated on the far north end of the road. It would appear that when this road was constructed, grass verges also known as service strips (areas where statutory utilities would be installed as easy access/excavation is available) were installed. It is thought that car ownership at this time would be relatively low. However, as years have passed the on road parking pressures have dramatically increased meaning that the grass verges have been used for car parking and other sections of verge where cars are partially parking on the verge and partially on the carriageway resulting in significant wear.

The section of verge at the southern junction with Micklefeld Road is being used as a parking area. This area should have bollards installed to prevent parking at the junction due to visibility issues when pulling out from this junction. The carriageway is 6.20 metres wide meaning that if two vehicles are parked opposite each other the remaining carriageway width would only be approximately 2.20 metres wide which would in effect block the carriageway for vehicles.

It was observed that the majority of the verge damage is to the east side of the road as most of the on road parking is situated on the west side. There is also some damage to the footway between the verge and property frontages.

Methodology:

The budget estimate is for a feasibility design exercise to provide a robust budget estimate for the preferred option. As initial guidance, options 1- 3 have been shown below with broad indicative costs but TfB would need to undertake design works before a more accurate cost estimate can be produced or quotations can be obtained.

- Initial ideas below would be discussed with scheme promotor to identify preferred option
- Design and budget estimate would be prepared using early contractor involvement.
- This would provide a robust budget estimate to enable funding to be applied for through the Community Board and match funding e.g. CIL funding.

Option 1

Reinstate the grass verges. This is not deemed as effective as the verges will only be parked upon again causing the same damage to occur. The high level Indicative cost for this option would be £16,000.00

Option 2

Convert the damaged grass verge areas into a "hard standing" allowing vehicles to park as they presently do. The remaining undamaged areas of grass verge to be retained. Bollards to be installed at the junction with Micklefield Road. This option is feasible and is preferred to Option 1. The high level indicative cost for this option would be £60,000.00

Option 3

Convert the grass verges on the east side only into a formal parking layby by removing the existing kerbing and utilising where possible some of the existing footways. The existing verges are predominately 1.10 metre wide therefore they could be increased in width by reducing the width of the footways where possible. This would be the most expensive option as the verges would need to be fully reconstructed to a carriageway specification. There may also be statutory utilities that require repositioning as they may not be at a suitable depth. The total area of damaged verge areas is approximately 700m². The high level indicative costs for this option would be £165,000.00

The two recommended feasibility options are high value and it should be noted that if no match funding is available it may not be feasible to take either of these forward in the future.

How does the project address local priorities?

The scheme directly links with the Local infrastructure and transport sub group interim priority to reduce problems with parking in the Community Board area.

How does the project align with the values, objectives and corporate priorities of Buckinghamshire Council?

This scheme provides the opportunity to improve road safety, our environment and maximise available funding to regenerate and improve our more deprived areas. Making improvements to walking routes in the local area safeguards adults and children and improves the health and wellbeing of local residents by increasing their confidence to use these walking routes in their local area.

Buckinghamshire Council is an appropriate source of funding for this project. Where the Road Safety budget is unable to meet the needs of every project in the County, local residents and councillors are encouraged to discuss road safety schemes with the community board.

The scheme has been scoped and assessed by Transport for Bucks who have made this recommendation and options.

How does the project achieve value for money?

This is a typical cost for a project of this kind. The project is value for money as it will improve the environment and road safety for residents, safeguarding adults and children by reducing accidents, injuries and near misses in the near future.

Community Board Coordinator comments

It is recommended that members consider this project for funding noting the above comments.

The applicant will be required to agree to terms and conditions, which include a monitoring agreement, as discussed with the Community Board Coordinator before the fund will be formally awarded.