



Organisation Name	Downley Parish Council
Project Name	Downley Controlled Crossing Feasibility Study
Funding Stream	Community Area Priorities
Total Cost of project	£9,710.44
Amount of Match Funding	£4,855.22
Amount being applied for	£4,855.22
Amount suggested	£4,855.22

Project Summary

An application was submitted by Downley Parish Council requesting a feasibility study. The study will review the installation of two pedestrian crossing points in Downley, High Wycombe.

Downley Parish Council are aware that a number of options are possible (manned vs. unmanned and also pelican, toucan etc.) but are unsure on the suitability and/or impact on traffic flow. The Parish Council have approved Transport for Bucks to undertake a feasibility study of pedestrian crossing on Plomer Hill and Plomer/Green Lane Downley.

How does the project address local priorities?

The Community Board agreed its priorities on 9 July which included a priority for **Traffic and Road Issues**.

This project would address the local area priority around road safety and making pedestrians safe.

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

Corporate priority: Strengthening our communities

Pedestrian crossings are safer places for pedestrians to cross the road and where they are given priority. This in turn will improve the health and wellbeing of the community.

How does the project achieve value for money?

The installation of this scheme will be delivered by Transport for Bucks and the Parish Council have agreed to source £4,855.22 match funding for this project.

A feasibility study in the initial design stage is a scheme aimed to identify key constraints and risks, and will provide a recommended design to consider developing further.

Community Board Coordinator comments

Given the evidence provided above we recommend that this project (Feasibility Study) is considered for funding.

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.



Organisation Name	Pipers Lane School
Project Name	Pipers Lane Speed Limit Reduction
Funding Stream	Community Area Priorities
Total Cost of project	£17,979.88
Amount of Match Funding	£5,400
Amount being applied for	£5,400
Amount suggested	£5,400

Project Summary

There is no public footpath on Pipers Lane and the school receive complaints from the local residents about vehicles speeding. These vehicles are, however, not actually speeding as the National Speed Limit applies in that part of the lane. The first part of the lane and the A4128 which it joins has a 30mph speed limit, but this ends just before some houses on the bend.

Pipers School and the residents, support the view that the 30mph limit should be extended from the main road through to the school. There are no objections. The lane only goes to the school and they have 14 coaches and 300 cars delivering students and staff in the mornings and again collecting in the afternoons.

How does the project address local priorities?

The Community Board agreed its priorities on 9 July which included a priority for **Traffic and Road Issues**.

This project would address the local area priority by encouraging drivers to be more aware of their surroundings, reducing their speed near the local school and making the area safer for young people, parents and local residents.

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

Corporate priority: Strengthening our communities

We want to improve the health and wellbeing of young people, parents and local residents by increasing their confidence in road safety by ensuring that the road has the correct speed limit throughout the length of Pipers Lane.

How does the project achieve value for money?

The installation of this scheme will be delivered by Transport for Bucks and the school have agreed to source £5,400 match funding for this project.

The outcome of this project will add value to the safety of the school community and local residents.

Community Board Coordinator comments

Given the evidence provided above we recommend that this project is considered for funding.

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.



Organisation Name	West Wycombe Parish Council
Project Name	West Wycombe High Street
Funding Stream	Community Area Priorities
Total Cost of project	£6,172.60
Amount of Match Funding	£3,086.30
Amount being applied for	£3,086.30
Amount suggested	£3,086.30

Project Summary

An application was submitted by West Wycombe Parish Council to carry out a feasibility study on measures to prevent driving on the pavement through the High Street, West Wycombe.

Due to the narrowness of the street and on-street parking bays, vehicles are reportedly driving on the footway to make progress rather than giving way. This is particularly prevalent with large vehicles and at peak times, and the Parish considers pedestrian safety to be at risk.

How does the project address local priorities?

The Community Board agreed its priorities on 9 July which included a priority for **Traffic and Road Issues**.

The Project will also contribute towards the delivery of the Transport and Road Issues Sub Group Priority Objectives for improving *road safety*, ensuring *pedestrian areas are safe* and *parking issues and parking reviews* are addressed.

This project would address the local area priority around road safety and making pedestrians safe.

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

Corporate priority: Strengthening our communities

Pedestrian safety is paramount, so measures to prevent driving on the pavement through the High Street would improve the health and wellbeing of the community.

How does the project achieve value for money?

This project is a feasibility study only at this stage and it will be delivered by Transport for Bucks. The Parish Council have agreed to source £3,086.30 match funding for the study.

A future PID and funding report will be required for the implementation of any physical measures identified and agreed as a result of this feasibility study.

Initial assessment indicates that the Parish Council's (PC) proposed measure of bollards is feasible. TfB will therefore undertake a site visit with the PC's representatives to ensure we have a clear, shared picture of what is needed.

Community Board Coordinator comments

Given the evidence provided above we recommend that this project (Feasibility Study) is considered for funding.

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.



North West Chiltern Community Board Funding Report - 2020/21		Date of Decision 30/09/2020
Organisation Name	This is a joint scheme between High Wycombe Community Board and the North West Chilterns Community Board and Downley Parish Council.	
Project Name	Junction Protection Markings	
Funding Stream	Community Area Priorities	
Total Cost of project	£41,153.60 (£7,834.74 North West Chilterns Community Board and Downley Parish Council / £33,318.86 High Wycombe Community Board)	
Amount of Match Funding	£3,917.37	
Amount being applied for	£3,917.37	
Amount suggested	£3,917.37	
Project Summary		

This is a joint scheme which is being funding, 80% High Wycombe Community Board and 20% by the North West Chilterns Community Board and Downley Parish Council approximately.

The project is for the design, statutory consultation and implementation of yellow line parking restrictions that after installation will be legally enforceable under a Traffic Regulation Order.

Originally an initial assumption had been made that this commission would cover 26 sites in High Wycombe for generic Highway Code test 'no waiting at any time' double yellow line restrictions (DYL).

This list was updated in March 2020 to incorporate sites 1 to 39. Following further discussions and clarification with Downley Parish Council an additional two sites 40 and 41 were included in July 2020.

Site	Road name (location)	Restriction/work type	Likely will need informal consultation
1	Toweridge Lane/Heathfield Road	Junction protection	
2	Gilletts Lane/ Mill End Road	Junction protection	
3	St George's Court	Junction protection	
4	Arundel Road (o/s number 61)	Remove double yellow lines	
5	Pinewood Road/Lane End Road	Junction protection	
6	Warren Wood Drive / Keep Hill Road	Junction protection/Highway code for brow of hill	
7	Hall Close	Highway code for sharp bend	
8	Lorraine Close/Totteridge Road	Junction protection	
9	Hollis Road / Hicks Farm Rise	Junction protection	
10	Totteridge Road (just below Denewood)	Highway code on bend	
11	Micklefield Road junction with Herbert Road (by 3 pedestrian refuges and on sharp bend opp Ash Hill School)	Highway code on bend/Junction protection	
12	Sussex Close	Junction protection	
13	Farm Close from Tilling Crescent	DYL on one side of Tilling Farm Close /Highway code for access	
14	Chippedale Close/Walton Drive	Junction protection	
15	Walton Drive junction with Arnison Avenue	Junction protection	
16	Green Hill/Coningsby Road	Junction protection	
17	Kingshill Road	DYL to prevent pavement parking - Highway code	
18	Benjamin Road	Line refreshment	
19	Marlow Hill outside High School	DYL on bend - Highway code	
20	Deeds Grove to Knights Hill	Some kind retriCTION 12-2pm to help access for bus	✓
21-37	Hithercroft Road (all junctions)	Junction protection on up to 16 junctions if garage access roads are also included	
38	Mines Close	Junction protection and DYL along access road - highway code	
39	John Hall Way	DYL around bend - highway code - potential limited element of resident permit parking	✓
40	Faulkner Way /Grays Lane	Make the School Keep Clear enforceable and put in junction protection	
41	Pastures / Plomer Hill	Junction protection	

This list is based on requests collated by Simon Garwood, Localism Manager and Amy Jenner and Jackie Binning, Community Board Coordinators. These requests have been received from councillors and officers

Transport for Bucks have assumed costs for design, statutory consultation and implementation for 37 Highway Code 'test 'no waiting at any time' double yellow line restrictions, along with an additional two sites where the majority of the proposals are Highway Code.

To explain further, every motorist should park and drive in accordance with the Highway Code - <https://www.gov.uk/guidance/the-highway-code>. Where motorists are not parking in accordance with the highway code we sometimes have to introduce parking restrictions. For example, if a motorist is parking within 10 metres of a junction they are doing so in contravention of Rule 243 of the Highway Code. So a double yellow line on the junction would be called a Highway Code test double yellow line restriction.

How does the project address local priorities?

The Community Board agreed its priorities on 9 July which included a priority for **Traffic and Road Issues**.

This project will also contribute towards the delivery of the Transport and Road Issues subgroup Priority Objectives for improving *road safety*, ensuring *pedestrian areas are safe* and *parking issues and parking reviews* are addressed.

A number of councillors have submitted roads for this scheme and agree that this is a local priority. The priority is to reduce problems with parking and improve road safety for pedestrians in the Community Board area.

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

Corporate priority: Strengthening our communities

This scheme is a really good example of collaborative working across different wards and parties to improve parking issues across the Community Board area. It also provides the opportunity to improve road safety and visibility at junctions for motorists and pedestrians in the local area. Improvements in road safety will also increase the health and wellbeing of local residents by increasing their confidence in using walking routes in their local area.

Buckinghamshire Council is an appropriate source of funding for this project.

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 road safety for residents and safeguarding for adults and children by reducing accidents, injuries and near misses in the near future. Combining multiple roads into one scheme reduces overall costs. The scheme will improve road safety for a number of residents in both community board areas.

The total cost for the scheme is £41,153.60 which will include the design, statutory consultation and implementation of yellow line parking restrictions that after installation will be legally enforceable under a Traffic Regulation Order. The proportion for the North West Community Board and Downley Parish Council is £7,834.74. Downley Parish Council have agreed to source £3,917.37 in match funding. The roads for the Downley area are listed in the table above as part of numbers 21-37 which has assumed the length of Hithercroft Road and 38, 40, 41 and are also listed below. The remaining roads are part of the High Wycombe Community Board.

- Jct of Littleworth and Hithercroft Road
- Jct of Plomer Green Ave and High St.
- Jct of Pastures and Plomer Hill/Plomer Green Lane
- Jct of Faulkner and Grays (school chevrons too)

- Jct of Grays and Plomer Green Ave
- Jct of Mines Close

Community Board Coordinator comments

Given the evidence provided above we recommend that this project is considered for funding.

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.