

**APPLICATION FOR COMMUNITY INFRASTRUCTURE LEVY (CIL) GRANT
FOR A PROJECT IN THE WOLVERCOTE NEIGHBOURHOOD FORUM AREA
2021 Round 1**

<p>TITLE Short title by which the project will be known</p>	<p>Blandford Avenue, Sunderland Avenue (south side) Highway Project - traffic calming</p>
<p>PROJECT APPLICANT(S) & CONTACT DETAILS Name of person (not organisation) who has initiated the project, with email & phone number</p>	<p>Peter Scott</p>
<p>APPLICANT ORGANISATION Name and type of organisation and, if applicable, charity number</p>	<p>Blandford-Sunderland Avenue TRO Project Team (Not incorporated as a company or charity)</p>
<p>OUTLINE PROJECT DESCRIPTION Short description so others not associated with the project can understand its purpose and scope. Include aims & objectives, and expected beneficiaries (max 150 words)</p>	<p>Aim: To prevent westbound through-traffic on the A40 trunk road from making use of Blandford Avenue or the Sunderland Avenue south service road as rat-run alternatives.</p> <p>Works: Install "No Entry" signs and modify kerbs to make entry at the eastern end difficult. (Phase 2 - see Plan below.)</p> <p>Beneficiaries: Residents and local users of these two residential streets, including pedestrians and cyclists.</p> <p>Note: This project is closely linked to, and interdependent with the Davenant Road part of the overall traffic calming project, known as Blandford Avenue, Sunderland Avenue, Davenant Road Highway Project (BSDHP). This overall project is item 2.7 in the WNF List of Community Aspirations, May 2021. The two parts of the project are being progressed in close collaboration by two different teams. Separate funding applications are made because the two parts involve separate plans, quotations and works, although ultimately neither can be implemented successfully without the other.</p>
<p>MAIN TASKS A list of the main tasks and, if appropriate, an initial project plan with timescales</p>	<p>Plans are subject to completion of Phase 1 - the design work by ODS and the TRO consultation process.</p> <p>This funding application relates to Phase 2 only: Phase 1 is fully funded. Phase 2 dates are relative to the date of the TRO approval, if successful.</p>

	<p>The Blandford/Sunderland outline plan is as follows. (The Davenant Road plan to be submitted as part of separate application.)</p> <table border="1"> <tr> <td colspan="2">PHASE 1</td> </tr> <tr> <td>July 2021 onwards</td> <td> Funding options explored: <ul style="list-style-type: none"> external sources (e.g. CIL) residents' voluntary contributions Provisional target pledges: £25k (for Blandford/Sunderland Phase 2 only). Principal players: Peter Scott, David Kelly, Barry Smith. </td> </tr> <tr> <td>15 August</td> <td>Residents' proposed traffic-control measures outlined to ODS</td> </tr> <tr> <td>TBD</td> <td> ODS complete design, specification and costing of measures, ready for TRO process. [Or, is an outline TRO proposal sufficient for the consultation process, with details and costings to be added after TRO decision?] </td> </tr> <tr> <td>TBD</td> <td>TRO decision announced</td> </tr> <tr> <td colspan="2">PHASE 2 (if TRO positive)</td> </tr> <tr> <td>Approval date</td> <td>Works go out to tender (after resolving any details) by ODS and other contractors</td> </tr> <tr> <td>Approval date</td> <td>Funding pledges to be in place</td> </tr> <tr> <td>+ 1 month</td> <td>Contractor chosen. Implementation starts</td> </tr> <tr> <td>+ 3 months</td> <td>Implementation complete</td> </tr> </table>	PHASE 1		July 2021 onwards	Funding options explored: <ul style="list-style-type: none"> external sources (e.g. CIL) residents' voluntary contributions Provisional target pledges: £25k (for Blandford/Sunderland Phase 2 only). Principal players: Peter Scott, David Kelly, Barry Smith.	15 August	Residents' proposed traffic-control measures outlined to ODS	TBD	ODS complete design, specification and costing of measures, ready for TRO process. [Or, is an outline TRO proposal sufficient for the consultation process, with details and costings to be added after TRO decision?]	TBD	TRO decision announced	PHASE 2 (if TRO positive)		Approval date	Works go out to tender (after resolving any details) by ODS and other contractors	Approval date	Funding pledges to be in place	+ 1 month	Contractor chosen. Implementation starts	+ 3 months	Implementation complete
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<p>STAKEHOLDERS & DETAILS OF CONSULTATION (e.g. Council, Highways, site owners or asset holders, community organisations, businesses, neighbours)</p>	<p>Identified stakeholders for Phase 2:</p> <ul style="list-style-type: none"> Residents of Blandford Avenue and Sunderland Avenue. Davenant Road TRO Project, and the residents of Davenant Road. Oxfordshire County Council – Highways Dept. Wolvercote Neighbourhood Forum. Oxford City Council and Oxford Direct Services. <p>Other potential stakeholders include: Police, Fire Service, Road Users.</p> <p>Details of consultation with residents: In a questionnaire survey of opinion in September 2018, 93% of Blandford Ave resident households supported the proposal for "No Entry" signs to prohibit vehicles from entering Blandford Ave or Sunderland Ave at their shared junction with the A40, with modification of kerbs to make the newly</p>																				

	<p>illicit turn difficult; 85% expressed willingness to contribute to the cost of the proposed measures. Corresponding figures for Sunderland Ave (south service road) were 60% and 53%.</p> <p>Since 2021, when Oxfordshire County Council agreed to the project to apply for a Traffic Regulation Order permitting these changes, residents have been kept in touch with developments through an email network.</p>
<p>RELEVANCE TO THE NEIGHBOURHOOD PLAN</p> <p>How does the project enhance or develop our neighbourhood?</p>	<ul style="list-style-type: none"> • The Wolvercote Neighbourhood Plan (WNP), pp.35-6, refers to the problems arising from the high volume of traffic and congestion along Sunderland Avenue between the Cutteslowe and Wolvercote Roundabouts. • The temptation for drivers to use the Sunderland Avenue service road, Blandford Avenue or Davenant Road as a shortcut results in part from this congestion, but it is also noted even in the absence of congestion on the main trunk road, for example to avoid the Sunderland Avenue traffic lights and/or to travel southwards along Woodstock Road. • Traffic using the two residential streets includes both heavy commercial vehicles and cars, often at high speed and therefore with a risk of fatalities. • The Oxford Gateway development is likely to exacerbate these problems significantly. • The WNF principles include, as part of principle #15, encouraging alternative transport – cycling and walking. We note that Blandford Avenue is part of a signed cycle route used by cyclists going to Wolvercote Primary School. • The WNF List of Community Aspirations document identifies a number of transport-related projects in line with the WNP. Item 2.7 of this list is the overall project of which this application forms a part: <i>Blandford Avenue, Sunderland Avenue, Davenant Road Highway Project (BSDHP) - traffic calming.</i>
<p>CONSENTS REQUIRED</p> <p>Are any legal consents required before the project can go ahead (e.g. from a Council department such as Highways, Planning, Building Control, or other statutory organisation)?</p>	<ul style="list-style-type: none"> • Oxford County Council Highways Dept. • TRO Consultation
<p>FINANCE</p>	<p>Estimated cost is £25k - £30k for the Blandford / Sunderland part of BSDHP only, for Phase 2 of the</p>

<p>How much will this project cost in total? What proportion is being sought from CIL funding? What other sources of finance are being pursued? Are you seeking matched funding? What will the CIL grant be spent on?</p> <p>PLEASE INCLUDE COPIES OF COST ESTIMATES</p> <p>(Two quotes are needed for applications for more than £1000.)</p>	<p>project. Phase 1 is fully funded. (The Davenant Road part of BSDHP will be the subject of a separate application for CIL funding.)</p> <p>This application is for £10k from CIL funds. The balance of approx. £15k - £20k will be sought from contributions by residents of Blandford and Sunderland Avenue (south side).</p> <p>Based on our discussions so far, we are confident that, given CIL funding support from WNF, the balance of funding will be forthcoming from residents. We see CIL funding support as a key factor in ensuring that residents will be willing to subscribe.</p> <p>Our current planning assumption is that ODS will complete design work by approximately December 2021.</p> <p>Subject to TRO Approval, we will then seek firm quotes from ODS and other contractors.</p> <p>The present application is therefore a placeholder. We will submit firm quotes to WNF as soon as they are available.</p>
<p>MAINTENANCE</p> <p>How will the outputs of the project be maintained and by whom? Please note that CIL grants cannot be used to cover ongoing costs.</p>	<p>The outputs, consisting of barriers to entry and signage at the eastern end of Blandford Avenue and the entrance to the Sunderland Avenue (south side westbound service road) have been carefully proposed bearing future maintenance in mind.</p> <p>In our discussions with the Highways Department, we have ensured that the works carried out according to the proposed approach are such that they would be willing in principle to maintain in future.</p>
<p>RISK ASSESSMENT</p> <p>Are there any financial or other risks to the completion of this project?</p> <p>Are there any safety issues associated with the project?</p>	<ul style="list-style-type: none"> • There is a risk of a shortfall in residents' contributions, to the extent that these are required. Given the responses we have received, we believe that this is a minimal risk. • The target contribution is likely to be of the order of £150 per household. (The worst-case contribution from each household will in any event not exceed £400; and it will probably be significantly less.) • This risk will be further mitigated by seeking additional funding sources. • There is a risk of delay in the provision of detailed planning by ODS and of an inability to secure the TRO itself. We are now seeing progress here, and

	<p>given that Phase 1 is fully funded, as shown in the Plan above, we would not expect to draw down any CIL funds until the TRO is approved.</p> <ul style="list-style-type: none"> • Finally, there is a risk that the selected contractor(s) fail to perform the works to an adequate standard or follow appropriate safety procedures. This risk will be addressed as part of the contracting process. The project team will support the contracting party in monitoring the works.
<p>MONITORING AND REPORTING</p> <p>How will the success of the project be monitored? Over what timescale?</p>	<p>The Blandford-Sunderland Avenue TRO Project Team will ensure that the Highways Dept. has a central role in signing off the works, and that this is clearly set out in the contract.</p> <p>The Project Team will monitor progress of the project from day-to-day and ensure compliance with plans, working as appropriate together with the Highways Dept.</p> <p>After completion, the same team will monitor and report on any breaches of the intended traffic regulation, if necessary with recommendations for improvements or enforcement.</p>
<p>OTHER COMMENTS OR INFORMATION</p> <p>Please list anything else of relevance you wish the Committee to be aware of.</p>	<p>The project team is fully aware of the interdependence of the Blandford/Sunderland and Davenant Road parts of the overall project. These arise from the fact that these routes together form the only viable way for drivers to avoid the main Sunderland Avenue carriageway when traffic is heavy. Due to the different configurations of these roads, the works themselves are likely to differ in substance even though the intended outcome is a shared one.</p> <p>We would like the Committee to note that this is not a normal “rat-run” issue:</p> <ul style="list-style-type: none"> • It involves HGVs making use of residential streets, as well as cars. • We have noted numerous cases of cars speeding recklessly, especially along the Sunderland Avenue south service road – to the point where, unless we act, it is only a matter of time before there is a serious accident. • As the Committee will be aware Sunderland Avenue is part of the Oxford Ring Road and the A40 trunk road. Traffic along this road will increase as a result of the Gateway project, and

so we believe it is vital to act now to address the problem.

Completed applications, WITH COPIES OF COST ESTIMATES/QUOTES WHERE APPLICABLE, should be sent with a covering email to wolvercotenf@gmail.com