

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

2021 Round 1

<p>TITLE Davenant Road Traffic Calming and reduction</p>	<p>Davenant Road Highway Project - traffic calming and speed inhibition.</p>
<p>PROJECT APPLICANT(S) & CONTACT DETAILS Name of person (not organisation) who has initiated the project, with email & phone number</p>	<p>Ian French</p>
<p>APPLICANT ORGANISATION Name and type of organisation and, if applicable, charity number</p>	<p>Davenant Road Community Group (Registered Community Action Company with written constitution).</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 reduce the volumes of traffic using Davenant Road as a rat run between Banbury Road and Woodstock Road</p> <p>To stop HGVs and other commercial overweight vehicles using Davenant Road</p> <p>To slow the traffic using the road with speed inhibitors and calming measures</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 Blandford Avenue, and Sunderland Avenue, (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 (or alternative body) 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>

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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: There have been several consultations with residents and overwhelming responses supporting the initiatives.</p>																				

	<p>Over 75% of residents have already contributed to the fighting fund and the vast majority have indicated support for further funding. There have been several comments related to the damaged pavements and road surfaces, largely caused by HGVs and it is hoped to persuade Council to also address these issues which are a problem for disabled and elderly residents and road users.</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, a newsletter managed by The Neighbourhood watch group, and a very active Whats App Group.</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 and the need to redesign Banbury and Woodstock roads. ● The temptation for drivers to use Davenant Road as a shortcut, results in part from this congestion, and the fact that Davenant Road is the only two-way road connecting Banbury Road and Woodstock Road. The congestion on both of these main roads into and out of Oxford leads to rat running and parking problems. ● 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 Davenant Road is heavily used by cyclists and is a major cycle route used by family cyclists going to Wolvercote Primary School in one direction and Cutteslowe Primary School in the other direction (as the catchment areas have changed recently). ● 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>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 (Two quotes are needed for applications for more than £1000.)</p> <p><i>[WNF note: no quotes have been received.]</i></p>	<p>Estimated cost is £25k - £30k for the Davenant Road Project as phase 1 is funded.</p> <p>This application is for £10k from CIL funds. The balance of approx. £15k - £20k will be sought from contributions by residents of Davenant Road and other potential Community funding.</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 or alternative competent authorities will complete design work by 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 proposed traffic calming measures and speed inhibitors would be maintained by Highways.</p> <p>In our discussions with the Highways Department, we have ensured that the works will be carried out according to the proposed approach, 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 £250 per household. (The worst-case contribution from each household will in any event not exceed £350; and it will probably be significantly less.) ● This risk will be further mitigated by seeking additional funding sources.

	<ul style="list-style-type: none"> ● 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 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. ● 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 Davenant Road 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 Davenant Road – to the point where, unless we act, it is only a matter of time before there is a serious accident. ● The pressure on adjacent roads - especially from construction traffic – will only increase

	<p>with the start of the Oxford North development.</p> <ul style="list-style-type: none">● We would ask the committee to be aware that Davenant Road have been trying get Council action since 2016, have physically addressed full County Council, and been supported by various councillors, but despite freedom of information requests and numerous interactions, we have seen the problems worsen and there is a real risk to health and physical safety which we wish to resolve. <p>We would also confirm that the Davenant Road project team has access to a wide range of professional services including engineering, project management, financial competence, legal advice and fund raising.</p>
<p>Completed applications, WITH COPIES OF COST ESTIMATES/QUOTES WHERE APPLICABLE, should be sent with a covering email to wolvercotenf@gmail.com</p>	