

**APPLICATION FOR COMMUNITY INFRASTRUCTURE LEVY (CIL) GRANT
FOR A PROJECT IN THE WOLVERCOTE NEIGHBOURHOOD FORUM AREA
Spring Round 2026**

1. Please read the “Guidance Notes for WNF CIL Funding Applications”
2. The sections of this application form may be used flexibly to provide additional information where necessary. Not all sections will be relevant to all projects, and you may leave these blank.
3. Applications will be assessed by the WNF Steering Committee, taking account of the following criteria; applicants may wish to include supporting information regarding their project’s fit to the criteria.
 - Location within or serving the WNF Community
 - The recipient operates as a recognised body with a nominated bank account
 - The project has agreement in principle from the property or asset owner
 - Value for money
 - Consideration has been given to health and safety requirements
 - Environmental sustainability
 - Innovation
4. If your application is successful, please
 - Confirm to the Forum receipt of funding from the City Council
 - Send us photographs of your finished project.

APPLICATION DATE	21st March 2026
REVISION DATE if applicable	
TITLE Short title by which the project will be known	Davenant Road Pedestrian Safety and Traffic Calming
PROJECT APPLICANT(S) Name of person (not organisation) who has initiated the project. Do not include contact details here: see page 3.	Chris Dalley
APPLICANT ORGANISATION Name and type of organisation, if applicable, charity number.	Davenant Road Community Group
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>This project seeks to mitigate the impact of development on our local infrastructure (which is one purpose of CIL funding)</p> <p>Davenant Road connects Banbury and Woodstock Roads inside the Ring Road. It is used as a main pedestrian and cycle thoroughfare between Cutteslowe and Wolvercote. The increased traffic load on the Woodstock and Banbury roundabouts is putting great pressure on this ‘short-cut’. The road is wide and straight for >350m, encouraging speeding and rat-running by lorries. It is on a primary school route but the pavements are no longer suitable for wheelchairs or push-chairs, forcing pedestrians into the road. After a decade of discussions with the County Council, a scheme has been approved to ‘build-out’ six sections of pavement.</p>



Problem: 40cm gap (No 18)

Issue 1: Improve pavement safety and improve compliance with accessibility legislation.

Families walk westward towards Wolvercote Primary School and eastwards towards Cutteslowe Primary School. Mature trees block the pavement, forcing pedestrians, prams, wheelchairs and pets into the road during rush hours. Build-outs will provide safety on the pavement, encouraging walking.



Solution: 1990s build-out (No 14)

Beneficiaries: improved safety for pedestrians, especially children, wheelchair and pram users. Encouragement to walk not drive.

Issue 2: Calm speeding traffic.

Vehicles will have to negotiate each build-out which creates a pinch-point for traffic flow.

Beneficiaries: safety for pedestrians and road users; quieter road for 100 households.

MAIN TASKS

A list of the main tasks and if appropriate an initial project plan with timescales.

- # Construct six, and improve three, pavement build-outs according to the detailed drawings and specifications approved by the Council.
- # Apply for a road closure (done: planned from April 2026).
- # Add three storm gullies and connect to main drainage
- # Replace parking signs and road markings to revised Traffic Order.

STAKEHOLDERS & DETAILS OF CONSULTATION

(e.g. Council, Highways, site owners or asset holders, community organisations, businesses, neighbours)

Extensive neighbourhood discussions resulted in the formation of a Community Action Group; more than 50 households contributed to a fund for expenses. Local Councillors Gant and Buckley are involved and fully supportive. ODS produced the outline design and have bid to do the work. County Council has approved the scheme and the (few) changes to parking regulations, and will contribute to the cost. The Traffic Regulations Order has been for public consultation (twice! – 2023 and 2025). Highways have agreed the Road Closure. Thames Water are on notice for alterations to the storm gullies.

RELEVANCE TO THE NEIGHBOURHOOD PLAN

The Wolvercote and Banbury Road roundabouts are under great traffic pressure and this will be exacerbated

<p>How does the project enhance or develop our neighbourhood?</p>	<p>by: ‘traffic gate’ on Marston Ferry Road; redesign of Woodstock Road; traffic generated by developments at Oxford North, Begbroke Science Park, new football stadium, North Oxford Golf Club, Priory Grove, etc. The Council admitted in our planning hearing that they have no overall impact statement for the cumulative effects of these on Ring Road traffic. Inevitably, Google Maps shows Davenant Road to be a faster way to cross between the Woodstock and Banbury Roads so more traffic is choosing it. The current situation will only grow worse as all these new initiatives come into play unless active steps are taken to mitigate them now.</p> <p>This project will ensure an orderly traffic flow through a vulnerable residential neighbourhood which is used as a main pedestrian and cycle thoroughfare between Cutteslowe and Wolvercote, including those seeking access to Port Meadow and Cutteslowe Park. It will contribute to calmer traffic in neighbouring areas.</p>
<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>	<p># a Traffic Regulation Order to alter the parking arrangements (achieved) # Highways approval for the detailed kerb design and signage (achieved) # application for a road closure (agreed) # Agreement of Thames Water to storm gully alterations (agreed)</p>
<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 FIRM QUOTATIONS</p>	<p>Since our previous application, we have engaged in extensive discussions with senior County Council officers. The project has been scaled back slightly and some of the conditions eased. The total cost including VAT is now £80,000 (the exact sum is a bit murky as many Council budget pots have been raided!)</p> <p>Oxford County Council has agreed to bear a substantial portion of the cost – and all of the project risk. As a consequence we will have to use their subsidiary ODS to do the work, so we only have one quotation. However, the previous ODS bid on which this is based was competitive.</p> <p>ODS will not accept a contract with a Community Group, so an arrangement has been agreed whereby David Morgan, who had been acting as our consultant, would be appointed our agent and Clerk-of-Works so that his company could contract with ODS.</p> <p>We seek a grant of £53,325.60</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 changes will be ‘adopted’ by the Council as part of the general kerb structure and pavements of Davenant Road.</p>
<p>RISK ASSESSMENT</p>	<p>ODS will make its own risk assessments and take</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>	<p>responsibility for all aspects of project safety.</p> <p>The financial risk if “unforeseen” issues arise – such as the location of underground services causing problems, or an unexpected rise in material costs is being borne by OCC.</p> <p>The current Traffic Order expires in July 2026, by which time the whole project must have been completed.</p>
<p>MONITORING AND REPORTING</p> <p>How will the success of the project be monitored? Over what timescale?</p>	<p>The police have not done a credible job of establishing speeding issues, so there is no base-line against which to measure improvement. Other indicators are:</p> <ul style="list-style-type: none"> ~a) fewer places where pedestrians and prams are forced into the road. ~b) Fewer ‘near-misses’ reported by residents when exiting driveways (caused by speeding vehicles) ~c) Subjective reports from residents of fewer high-speed vehicles ~d) Reduction in ‘road rage’ incidents reported to the police
<p>OTHER COMMENTS OR INFORMATION</p> <p>Please list anything else of relevance you wish the Committee to be aware of.</p>	<p>Previous CIL grants were received to complete the detailed design work on the project.</p> <p>An application for the full cost of £129,000 was rejected by the Steering Committee in 2025.</p> <p>It is a proven design solution - two build-outs were completed by the Council in the 1990s</p> <p>More than 14 new properties have been built in Davenant Road since 2010</p>
<p>Completed applications, WITH COPIES OF FIRM QUOTATIONS WHERE APPLICABLE should be sent with a covering email to wolvercotenf@gmail.com</p>	