

6.0: Funding

v 1.0 – 16/10/19

6.0 Funding Sources

The primary source of finance for these works is the funding already allocated to road safety in Adderbury, much of which has come from developers via section 106 agreements for previous housing developments. The funds are held in two parts:

- c. £5,000 held under the control of APC, delegated to the EC, and
- c. £25,000 held under the control of OCC.

£30,000 will not go a long way in road improvements, but will enable a significant difference to be made, and so initial proposals focus on the effective use of this money. In making these proposals, the EC has taken into account some of the other potential sources of funding noted below.

Overall, probably two or three times the amount currently available is needed to implement all the main proposals. These may provide direct funding for elements of the works; partial funding or 'match funding' where APC contributes part and another source contributes part; or cost reduction measures where by scheduling our work to coincide with other similar work in the area, economies of scale can be found. Also our work might be 'tacked-on' to other works where e.g. mobilisation, supervision and perhaps even labour and plant costs are already funded.

6.1 Priorities for Existing Funding

The following considerations have guided our proposals:

- The c. £30,000 of funds currently available should be used to benefit as much of the village as possible, providing consistent approaches and reminders.
- Oxford Road needs to be provided with some calming measures, equitable with those that the other main roads into and out of the village have been provided with in recent years. This will bring Oxford Road up to the same standard, and is warranted because it has the worst traffic speed data and configuration risk of any road assessed.
- Berry Hill Road gateway & signage relocation is given priority in order to achieve consistency at all village entrances, and because of the open configuration.
- Support for enforcement by TVP is seen as critical – both directly via their camera vans, and with residents support through Community Speedwatch. TVP require parallel 'engineering' measures in addition to enforcement, hence those also proposed.
- The trial phase of the temporary restriction at the Oak Tree is provisionally included in order to assess effectiveness. The trial phase should be relatively low cost and will inform the design and planning of any permanent works.
- OCC were already planning to upgrade the control mechanism for the lights at the village centre, which should give improvements within Twyford.

At this stage, no formal estimating has been undertaken, and therefore costings are indicative to assist with outline budgetary discussions. The validity of these indicative costs will need to be verified with OCC and through tendering of work. We will also work with OCC to confirm the levels of approval required, and the associated timescales.

Adderbury Parish Council Environment Committee
Traffic Calming Proposals

The following allocation is proposed:

Budget (000)	Measure	Location/ Beneficiary	Reference - Potential Measures
4	Line & Roundel Painting	Village Wide	A3, A5, A6, B3, B5, B6, E3, E5, F5, G2, G5, H2, H5
4	Signage - Dia 880 & Hazard	Village Wide	A2, B2, E2, F2, G2, H2, H4
5	Gateway And Signage - New	Oxford Road	B2
5	Gateway And Signage - Relocate	Berry Hill Road	E10
2	Enforcement Hardstandings	Oxford Road & Milton Road	A20, B20
2	Sentinel Speedwatch Camera Purchase	Village Wide	A21-H21
1	Small Works (e.g. paint gates & trim trees)	Village Wide	A1. A2, B1, E1, E2, G2, H2
2	Oak Tree - Temporary Closure	Horn Hill Road to the High Street	F14
2.5	Traffic Order	Village Wide	
2.5	Contingency	Village Wide	
30	Total		

These measures should be implemented as soon as possible, with other sources of funding allocated in subsequent phases as and when they become available. Most can be implemented independently of each other.

6.2 Further Sources of Funding

Additional sources or combination opportunities include:

- TVP have funded a new speed indication device (SID) for Community Speedwatch, enabling us to redirect the funds that we had previously allocated for this to the Sentinel camera.
- Road safety funds that can be accessed via our District Councillor. Although provided for the whole district of Cherwell, the likelihood is that they will be not be allocated equally, but primarily to a much smaller number of specific villages that 'get their act together'.
- Similar funds that can be accessed via our County Councillor. Cllr Fatemian has indicated that he would be willing to fund half the purchase cost of a Sentinel Camera for Community Speedwatch.

- Section 106 funding provided by developers of construction sites in and around the village – both in the immediate future and beyond. A bid has recently been made by APC for s.106 funds for the Berry Hill Road ‘give and take’ islands.
- Combining efforts with other village projects. WFAC will be undertaking a significant amount of kerbing and surfacing work to form the entrance and car park for the new community facilities on Milton Road. This will be an early package of work for them, and the addition of the proposed chicaning will add only a small amount to their overall costs. This combined delivery would be at a fraction of the cost of implementing the chicaning in isolation, and as the community facilities would be the first beneficiaries of slower traffic, they may be persuaded to include this work as part of their much larger budget.
- Traffic Orders for temporary or permanent changes to road restrictions carry a fixed fee of over £2,000. However, many changes can be submitted under one Order, and it is generally valid for a 12 month period, so careful planning and combinations will prevent us having to submit these repeatedly. A hoped for OCC traffic order for Aynho Road was not ultimately required, but we remain in contact with OCC so that we can take advantage of other synergies.
- OCC highways general works – when crews are in the area carrying out work, then we can ask them to add our works on during their visit. In some circumstances, it may be possible for APC to fund the materials, and OCC to fund the labour and plant. A downside to be aware of is that our works are unlikely to be scheduled as a high priority, but for non-time critical work, this is a good option. We are likely to ask OCC to carry out the line painting work when they are next in the area.
- Volunteer effort in the development and design of works saves considerable cost compared to professional fees. All of this report and the associated research has been undertaken by volunteers.
- Similarly, works that do not require specialist skills and equipment can be carried out by residents to offset labour costs. Volunteer residents have cleaned road signs and painted the existing gates, and will probably put up new road signs where existing posts are available.
- Private sponsorship may be found to support at least one of the proposals – that of the large planters that could form the physical element of the closure at the Oak Tree. Although initially temporary, if maintained periodically there is considerable scope for these to become permanent.
- Having ‘shovel-ready designs on the shelf’. Government funding is generally allocated at the start of each financial year, and that funding will be allocated to specific work areas and schemes. There is generally no flexibility in reallocating this funding, except in the final quarter of the year when it becomes clear that an original scheme for which funding is allocated is not going to progress in the anticipated timescales. Faced with the prospect of handing back an underspend, budget holders can become rapidly interested in funding other ‘shovel-ready’ schemes that also meet their core criteria.

For these reasons, a lack of immediate funding for works should not deter us from getting schemes designed, approved, and then put on the shelf: in anticipation that one or more of the above routes becomes available. Sometimes this can happen at very short notice.