



Oxfordshire Together

Giving communities control over local services

A different way of delivering highway services with Town & Parish Councils & Community Groups

Oxfordshire County Council puts residents and communities at the heart of everything we do and our approach to supporting thriving communities must be as diverse as they are. It is important that we continually seek to improve what we do and how we do it, embracing new opportunities and ways of working.

At Oxfordshire County Council, we are looking to refresh and broaden our approach to community-led highway & transport services through the Oxfordshire Together (OXTOG) initiative. We recognise that Town & Parish Councils and Community Groups are at the heart of local communities and know their local priorities and needs best, which is why we have based our content on the outcomes of our recent survey.

As part of this, we have been working with local groups, parish and town councils – individually or in clusters – to understand what their community priorities are and how we can enable and support better delivery of these. We appreciate each locality is different and not all want to be involved, but we have put together the following guidance to explain what may be possible for local communities to do or do more of directly and help empower communities to have greater control and influence over the work within their area. The responsibility of the county council and the services it delivers will not change, this is about providing opportunities for delivering differently, should there be interest in doing so, that better reflects local needs potential enables more to be done.

Where do I start...?

Do you want to work with your neighbours or go it alone?

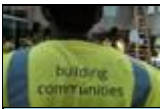
Some local councils are focussing on their individual area, while others are working together with neighbouring places to form a cluster, spreading the work and the cost between them. If you are a small parish and want to do more talk to your neighbours, they may well be in the same position as you.

What can I do?

Following on from consulting with our Town and Parish Council's we have identified the following key areas that they would like to focus on, read our "How-To-Guides" to learn more.

- [Vegetation clearing](#)
- [Sign cleaning](#)
- [Public Rights of Way maintenance & inspection](#)
- [School crossing patrols](#)
- Grass cutting
- Salt bin management
- Service notices for overhanging vegetation and blocked ditches
- Ordering highway repair works (FMS SuperUser)
- Community transport
- Minor improvement works

Please note Works on the live carriageway (open to traffic) should only be carried out by contractors who hold the necessary qualifications. Volunteers should not carry out works on the live carriageway.



How To: Cutback Vegetation

DPS03

Basic Equipment Required

Personal Protective Equipment (PPE)
(equipment provided by OCC.)

- Hi-Vis Jacket
- Gloves
- Safety Glasses

Traffic Management
(equipment provided by OCC)

- 2 x cones



Suggested Tools
(not provided by OCC)

- Secateurs
- Shears
- Trowel
- Shovel



Insurance

(provided by appointing body – OCC, CAG, Town/Parish Council)

- £10m public liability

What needs doing?

Where vegetation is obscuring pavements or other areas of public highway, this should be removed to ensure pedestrians and vehicles can navigate safely. This could be grass verge encroaching onto footways or cycleways, or it could be hedges and other overhanging vegetation e.g. ivy.

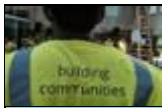


Health & Safety Standards

1. All works should be carried out from ground level and from the roadside verge or footway.
2. Vegetation should only be cut back from unclassified roads with speed limit of 30mph or less.
3. PPE to be worn.

Method Statement

1. Carry out Risk Assessment & take a 'before' photo. Set up warning cones if required.
2. Cut back any vegetation, using hand tools only, on land that forms part of the public highway. No privately-owned hedges, etc. to be trimmed.
3. Record location/date/description of any work done and take 'after' photo.
4. No cutback work to take place alongside unclassified roads over 30mph. Report these on Fix My Street.
5. Agreement by consent on A&B roads. Please contact volunteercoordinationteam@Oxfordshire.gov.uk



Basic Equipment Required

Personal Protective Equipment (PPE)
(equipment provided by O.C.C.)

- Hi-Vis Jacket
- Gloves
- Safety Glasses

Traffic Management
(equipment provided by O.C.C.)

- 2 x cones



Suggested Tools
(not provided by O.C.C.)

- Shovel
- Broom
- Hoe
- Wheelbarrow



Insurance

(provided by appointing body – OCC, CAG, Town/Parish Council)

- £10m public liability

What needs doing?

Weeds can get a hold at the back of footways, against walls or in the channel line against kerbs. If left, they can break up the footway or carriageway surface. Manually removing them is a good option.

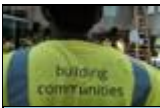


Health & Safety Standards

1. All works should be carried out from ground level and from the roadside verge.
2. Weeds should only be cleared on footways, and kerbside weeds on 30mph, or less, unclassified roads.
3. PPE to be worn.

Method Statement

1. Carry out Risk Assessment & take 'before' photo. Set up warning cones if required.
2. Cut and scrape weeds, leaves and soil build up.
3. Sweep surface clean & dispose of arisings in agreed way, e.g. home composting, local allotments, garden waste bin
4. Record location/date/description of any work done and take 'after' photo.
5. No work is to be carried out in the road, if this is required it should be reported on Fix My Street.



Basic Equipment Required

Personal Protective Equipment (PPE)
(equipment provided by O.C.C.)

- Hi-Vis Jacket
- Rubber Gloves
- Safety Glasses

Traffic Management
(equipment provided by O.C.C.)

- 2 x cones



Suggested Tools
(not provided by O.C.C.)

- Telescopic Cleaning Set
- Pressurised Sprayer 5ltr
- Secateurs (optional)

Insurance

(provided by appointing body – OCC, CAG, Town/Parish Council)

- £10m public liability

What needs doing?

Over time dirt, moss or algae can build up on road signs making them unsightly or even obscured. Signs MUST be cleaned if they become illegible to motorists. It is helpful to clean them before this happens.



Health & Safety Standards

1. All sign cleaning works should be carried out from ground level and from the roadside verge.
2. Signs should only be cleaned alongside unclassified roads with speed limit of 30mph or less.
3. PPE to be worn

Method Statement

1. Carry out Risk Assessment & take 'before' photo. Set up warning cones if required.
2. Wash sign faces from top down with a biodegradable detergent or clean water only, using sponge, cloths or mops.
3. Do not use ladder, use telescopic cleaning set if required.
4. Dispose of used water via a suitable waste water system.
5. Record location/date/description of any work done and take 'after' photo.
6. If necessary, cut back any vegetation using hand tools only e.g. secateurs
7. Defective signs alongside A & B roads, or unclassified roads over 30mph, should be reported on Fix My Street.



How To: Maintain Public Rights of Way

DPS06

Basic Equipment Required

Personal Protective Equipment (PPE)
(not provided by O.C.C.)

- Boots (waterproof)
- Gloves
- Safety Glasses

Suggested Tools
(not provided by O.C.C.)

- Secateurs
- Maps/GPS
- Digital Camera

Insurance

(provided by appointing body – OCC, CAG, Town/Parish Council)

- £10m public liability

What needs doing?

We work with the local Ramblers to support the network of excellent Parish Path Wardens who check local paths and undertake minor work with hand tools. Find out more on the Ramblers' website www.ramblers-oxon.org.uk/footprotect/parish-path-wardens



Health & Safety Standards

1. Volunteers appointed as Parish Path Wardens receive training from the Ramblers and O.C.C. Countryside Access Team.
2. There are detailed guidelines and supplementary information available to PPWs from the Ramblers' website.
3. PPWs are encouraged to contact their Parish/Town Council to let them know of their existence and the important role they undertake in helping to maintain the public right of way network.

Method Statement

1. If a local council would like to get involved in Public Rights of Way work, the first step is to contact the Ramblers' Coordinator (details on website above) to find out if your parish/town already has a PPW.
2. If there is a PPW you can be put in touch with them and work with them.
3. If there is a vacancy for a PPW in your area, the next step is to find someone suitable for the role.
4. Contact the Ramblers' Coordinator again, with the name of your prospective PPW and start their training.



How To: Provide a School Crossing Patrol Officer

DPS08

Please Note – This service only needs to be included within a local council’s devolved services if there are schools that do not meet the criteria to have a crossing patrol, and the local council and school wish to provide one at their own cost.

Basic Equipment Required

Equipment provided by O.C.C., paid for by town/parish council or school

Personal Protective Equipment (PPE) <ul style="list-style-type: none"> • Full Hi-Vis • Gloves • Hat 	Basic Tools <ul style="list-style-type: none"> • Stop Sign (lollipop) • Required Road Signs 	Insurance (provided by Parish/Town Council) <ul style="list-style-type: none"> • £10m public liability
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Sites Meeting the Criteria

We have approximately 25 school crossing patrol officers ('lollipop' men and women) working around the county. They help to provide a safe crossing point for children on their way to and from school. New sites are assessed according to the national School Crossing Patrol Guidelines revised 2015. Subject to funding availability, sites that meet the minimum criteria will be supported by O.C.C.



Sites Not Meeting the Criteria

Sites not meeting the minimum criteria as recommended within the guidelines, where the school/parish wish to support their own School Crossing Patrol themselves, will be subject to site visits/audits for which there will be charges. Please contact the volunteercoordinationteam@oxfordshire.gov.uk for further information.

Health & Safety Standards

1. Correct PPE must be worn & stop signs used.
2. Road signs must conform to the School Crossing Patrol Sign (England & Wales) Regulation 2006.
3. It is a requirement that O.C.C. trains and audits non-criteria sites.

The Power of Volunteers

When you want to do more within your communities utilising volunteers can often be a powerful way to achieve your goals. There are a number of ways models to work with volunteers within your community, some examples listed below:-

Community Action Groups (CAGs)

Voluntary Car Scheme – Wantage Transport Service

[Wantage Transport Service](#) covers Wantage, Grove and the surrounding villages driving clients to Day Centres, surgeries, hospitals, shops and to visit friends. 60 volunteer drivers transported over 6,000 people nearly 100,000 miles in and around the Vale of White Horse.

Volunteering with OCC

If volunteering with the County Council then we will ask you to complete an agreement form which sets out what we are comfortable for you to do, where and how. We will also assess your competence based on the activity.

We currently have 21 volunteers in parishes across the county for FixMyStreet SuperUsers which allows volunteers to assess and request certain repairs (potholes, drains, flooding as a result of blockages, etc.) directly to our maintenance contractors. Volunteers are trained by our Highways Inspectors and provided with PPE and equipment as required.

An example of such an agreement can be found here.

Volunteering with your local Town & Parish Council

Other than being a volunteer for FixMyStreet Superusers, we would expect you to volunteer on behalf of the Parish or Town Council if they are utilising these initiatives. Requirements will vary across them. The list of parishes actively involved in OXTOG please see [here](#).

Volunteering via an independent body

There are some independent groups that you can volunteer through such as the Chiltern Society or Ramblers Association.

The South Chilterns Path Maintenance Volunteers (SCPMV), part of the Chiltern Society's Rights of Way Group, was established in 2004 to help improve access to the rights of way in South Oxfordshire, and to add value to the work already being undertaken by the County Council and its Task Team.

In 2018...

- ❖ 27 gates installed – and a zigzag!
- ❖ 18,175 metres of path and 38 fallen trees cleared
- ❖ 40 waymark posts
- ❖ 1,628 hours on site
- ❖ Over 7,000 volunteer hours across the county

A number of communities, especially the larger rural parishes with small populations, struggle to find the volunteers available to assist with community projects.

There are, several organisations that can assist with providing volunteers and we are already working with a number of them. You can make contact with these organisations directly or we are happy to facilitate this for you.

- **Oxfordshire Volunteers** | One County. [One Website](#). Hundreds of volunteering opportunities!
- **Oxfordshire Community and Voluntary Action (OCVA)** aim to help individuals help others by supporting and empowering volunteers, networks, partnerships and non-profit organisations big and small.

They run a free Funding Advice Service for voluntary and community organisations and can help you find sources of funding, give advice about writing grant applications and are happy to review any application forms or letters you have written. They also produce the [Guide to Funding Opportunities in Oxfordshire](#) which covers a range of statutory and non-statutory sources of funding available to Oxfordshire groups. OCVA produces a monthly [funding newsletter](#) for members.

Find out more about OCVA's services and other organisations that can give support when you are developing a project and looking for funding.

- **Community First Oxfordshire** can offer advice and support in specific areas such as village shops, community halls, rural transport, community planning and rural housing.

Community Action Groups

What is the CAG Project?

The Community Action Group (CAG) Project consists of over 60 groups across Oxfordshire organising events and projects to take action on issues including waste, transport, food, energy, biodiversity and social justice.

Established in 2001, CAG Oxfordshire is the largest local network of community sustainability groups in the UK. A CAG Network in Devon was set-up in 2016 and there are exciting developments underway to spread the model nationwide.

What can the CAG Project offer you?

The CAG Project has an Oxford based staff team that provide free day-to-day support to the network members including:

- Advice, expertise and mentoring to set up and maintain groups and develop projects, events and activities.
- Insurance cover for network activities.
- Access to CAG funding for special projects¹ and support sourcing external funds for larger projects.
- Press, media and communications coordination via our communication channels including Key newsletter, the Weekly Update, our website, Facebook and Twitter.
- Training, skill sharing and networking events and opportunities.
- Access and contact with a network of other CAGs including networking and collaborative activities and meetings.
- Access to the ResourceCIT, a Government recognised data collection and monitoring portal, in order to report on and evidence our collective impact.
- Access to a large bank of materials and resources.

- Signposting to other organisations and bodies for advice and partnerships building.
- Facilitating work with local and national government.

¹ *The Special Projects Grant is a fund which is administered by CAG Project staff and the CAG Network Forum. It is available to all CAGs within the network in order to deliver "special" projects, events or activities which they may not be able to self-fund otherwise. CAGs will be invited to apply for funds by submitting an application. Funds awarded will be subject to consideration and approval by the Network Forum, our consultancy group. Forms and guidelines for grants are available from the [CAG website](#) and the CAG support team.*

Is becoming a CAG member right for you?

If you have a project idea or a collection of like-minded people, we can support you to set up a new community group. Or if you are an existing community group or project, you could join our network and become part of a larger movement.

To join the network your group, organisation or project should:

- Subscribe to the CAG Network's aims and principles as outlined in our terms of reference ([found online here](#)).
- Be based in Oxfordshire.
- Be community-led, outward facing and open to all.
- Be actively focused on creating practical solutions to climate change and issues including waste, transport, food, energy, biodiversity and social justice.
- Not engage in proactive lobbying or party-political activity.
- Be willing to actively participate in and contribute to the wider network activity.

What are the next steps?

If you think becoming part of the CAG Network is right for your group, The CAG Project staff are here to help you navigate your way through the process. Please arrange a meeting or chat over the phone by contacting the CAG Project staff: info@cagoxfordshire.org.uk or 07903037290.

Community Transport

What is community transport?

Community transport is part of the voluntary sector and plays a key role in filling gaps in service where public transport is not available and provides a lifeline in both rural and urban areas. It offers safe, accessible, cost-effective, flexible transport run by the community for the community.

The Community Transport Team aim to work with the local community to understand local transport needs and design a solution in a non-profit-making, coproduction or social enterprise way. This can involve a mixture of volunteers and paid staff.

There are many types of community transport including:

- Car clubs
- Community minibuses
- Dial-a-ride
- Lift share
- Taxi share
- Voluntary car schemes

How do I get started?

If you have identified a local transport need in your community, Oxfordshire County Council with Oxfordshire First have created a [Local Transport Toolkit](#), this self-help guide can help to identify a practical solution and used to tackle local transport problems within your community.

This sounds great, but what about the funding!

The biggest concern raised through our survey was that communities had wanted to do more but didn't have the resources or funding available. Here's some key info on current funding available.

If it is a service we operate and fund that you wish to undertake, such as grass cutting, then we will devolve funding as well as the responsibility. If it is an activity that is not funded or currently undertaken by the county, such as sign cleaning, that you wish to undertake then we will support in terms of authority, some equipment and advice.

Formal Funding/grant opportunities via Oxfordshire County Council

➤ Councillor Priority Fund

In February 2018, Council agreed to set aside £945,000 in 2018/19 and 2019/20 for a Councillor Priority Fund. This is part of our commitment to supporting local communities across Oxfordshire, building on last year's Communities Fund and the successes and lessons learnt of administering that fund.

The Councillor Priority Fund will run across two financial years and will be at the discretion of individual councillors to award. Please ensure you have read the [guidance notes \(pdf format, 331Kb\)](#) and can meet the criteria before submitting to your local councillor.

Please contact your local County Councillor to gain support for your proposal and for further information.

Contact us

For further information regarding the grant scheme and application process please [contact us](#)
<https://www.oxfordshire.gov.uk/residents/community-and-living/funding-and-grants>

➤ **Precept Increase**

Parish and town councils can raise a precept (a local rate) which is collected by the district council as part of the council tax. Parish and town councils play an important role in the local community and are a vital link to district and county councils and other agencies on local issues.

➤ **District/Local funding opportunities**

- SODC <http://www.southoxon.gov.uk/services-and-advice/community-advice-and-support/grants-and-community-loans>
- Vale of the White Horse <http://www.whitehorsedc.gov.uk/services-and-advice/community-advice-and-support/grants>
- WODC – <https://www.westoxon.gov.uk/residents/leisure/community-leisure-grants/>
- Cherwell – <https://www.cherwell.gov.uk/info/118/communities/290/community-grants>
- City – <https://www.oxford.gov.uk/info/20044/grants>

➤ **Community Infrastructure Levy (CIL)**

The Community Infrastructure Levy (CIL) is changing how developer contributions for new developments are secured. Until a CIL is adopted contributions will still be secured via a S106 agreement. Once a CIL is adopted contributions will be secured by a combination of CIL and scaled back S106 agreement.

CIL is currently only in operation within 3 of the 5 district councils across Oxfordshire. However, within these areas District Councils are required to pass a proportion (15-25%) of CIL monies to parish and town councils from developments that take place in their areas.

If you are based in one of these districts and have or will have CIL monies in the near future, please see below for further information: -

Oxford City Council

South Oxfordshire District Council

<https://www.oxford.gov.uk/CIL>

<http://www.southoxon.gov.uk/services-and-advice/planning-and-building/planning-policy/delivering-infrastructure/community-infr-2>

Vale of the White Horse District Council

<http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/delivering-infrastructure/community-infras>

➤ **S106 Funding**

As above, in the districts where CIL does not operate, developer contributions are secured via a S106. Direct monies are not issued by the Town or Parish Council but that doesn't mean that we don't want to hear from you. Understanding local priorities is key to securing effective contributions so please contact developer.funding@Oxfordshire.gov.uk to let us know what these are.

Further information at a district level is available here:-

Cherwell District Council

West Oxfordshire District Council

<https://www.oxford.gov.uk/CIL>

<http://www.southoxon.gov.uk/services-and-advice/planning-and-building/planning-policy/delivering-infrastructure/community-infr-2>

➤ National Funding Opportunities

[Awards for All England](#) gives groups an easy way to get small Lottery grants of between £300 and £10,000. The fund aims to support projects which address the issues, needs and aspirations of local communities and people. It will fund a wide range of community projects aimed at developing skills, improving health, revitalising the local environment and enabling people to become more active citizens

[Reaching Communities England](#) is for projects that help people and communities most in need. Grants are available from £10,000 upwards and funding can last for up to five years. If you think you need more than £500,000 you must call before you apply to discuss why you believe a larger project is appropriate. There is no upper limit for total project costs. The scheme can fund salaries, running costs, a contribution towards core costs and equipment. It can also fund up to £100,000 for land, buildings or refurbishment capital costs.

[The Heritage Lottery Fund](#) supports a range of project types, as long as they make a lasting difference for heritage, people and communities.

<https://www.oxfordshire.gov.uk/residents/community-and-living/funding-and-grants>

Informal Funding Available

➤ Parish funded support grant

Please contact you traffic schemes officer for further information. Lee Turner (South), Mike Wasley (North).

➤ Local fundraising

Generally, it is easier to raise money for one-offs such as a specific piece of work and tangible items (like equipment) than it is to get money for regular running costs, such as salaries and utility bills.

Fundraising events can be great ways of raising (usually) smaller amounts of money, and provide an opportunity to promote your group. They are also an opportunity to include other key members of the community and get them involved with the project.

A registered charity can fundraise from the general public, although permission may be required. If your group raises funds this way it should follow best practice and be careful to conduct all fundraising activities honestly, openly and within the law.

You should:

- Obtain permission, where necessary
- Word publicity clearly and carefully
- Remember to use your charity number on all posters, fliers and letters
- Keep careful financial records

Recommended reading - [The Charity Commission CC20 - Charities and Fundraising](#)

[Easyfundraising](#) is a way to raise money for good causes such as schools, charities, sports clubs, religious groups, community groups and more, simply by shopping online. Shop with over 2,700 [top retailers](#), and choose from over [55,000 good causes](#).

Minor Improvement Works

The scope for us to provide all the traffic schemes which communities would like is limited by funding restrictions and demonstration of need against other similar priorities, with the focus being on high priority safety schemes.

If you are able to identify funding locally then we will support delivery of the schemes providing it aligns with the councils Local Transport Plan. There are three potential three options available for you in terms of design and construction

- OCC
- Trusted
- Non-trusted

If you have funding available and would like to discuss options further please contact our traffic schemes team.

Traffic Calming

Traffic calming is one of the most requested and asked for pieces of work requested by Town and Parishes and often, as above, there is not funding available at a County level for these works.

It is often easy to gain support to reduce traffic speeds in an area, but much more difficult to establish the types of measure accepted locally. If you are able to build that consensus through local discussions, you will be in a much stronger position to promote your scheme.

Discussion with the traffic scheme officer for your area and your Local Councillor is important at an early stage if such a consensus emerges. This will ensure that your eventual proposal is practical, legal and above all safe.

Types of Traffic Calming

N.B. The costs below are to be used as a guide to the costs associated with the scheme and include design and consultation costings.

Estimated Cost



20mph Speed Limits

Lowering speed limits alone may not have the desired effect. Currently, the Government advises that 20mph speed limits should be self enforcing. Thus it is often necessary to install traffic calming measures to ensure that speeds are no greater than 24mph.

£7,000 - 12,500
plus traffic
calming



Road Humps (sleeping policemen)

Road humps are used to stop people speeding up rather than slow them down. They need to be accompanied by slowing features at each end of a run of humps. They are suitable for residential areas but are not acceptable on bus routes. Effectiveness decreases as spacing increases, 150m maximum. Cost per hump about

£4,250



Speed Cushions

Raised rectangular areas. There can be one, two or three, depending on the width of the road. Like humps they are most suitable for built up areas and need slowing features. They do not slow speeds to the same extent as humps but do give emergency vehicles and buses a smoother ride. Cost per pair of cushions about

£4,250



Speed Tables

Similar to road humps but longer and with a flattened top, sometimes used to give pedestrians a level crossing between footways. They can also be used throughout a junction. Especially useful where there are a lot of pedestrians. If they are long enough, they provide a smoother ride for buses than humps. Often used in conjunction with humps.

£10,000 each



Road Width Restrictions/Build Outs

Localised widening or construction of footway can narrow the road and slow traffic. They reduce crossing distance and improve visibility for pedestrians crossing the road. Placed alternately they provide chicanes. Roads can be narrowed to such an extent that only single file traffic is allowed. They can also be used to provide sheltered parking. Suitable for use in urban or rural locations, as initial slowing features and as part of gateway features. Single lane build outs are not suitable for roads with high traffic flows.

£7,000 per
buildout



Lane Width Restrictions

Narrowing lanes, using traffic islands and/or road markings can give the impression of a more confined road and results in reduced speeds. If a road is narrowed special attention must be given to the needs of cyclists.

£7,000 - 32,000



Gateways/Entry Points

Speed limit signs on yellow background indicating a gateway Identified by road markings, build outs, coloured surfacing and/or signs indicating that the driver is entering an area where road conditions change, for example entering an urban

£7,000 -21,000

area or a change of speed limit. Most effective on those drivers that only use the road occasionally.



Rumble Strips and Dragon's Teeth

£4,250 - 5,500

Often used as part of gateway schemes. Rumble strips are a change in the road surface which alert the driver by a change in the sound and feel of the car. Dragon's teeth provide a visual change and narrowing of the road. They are suitable for village entry points. Because rumble strips generate noise they can be unpopular with residents.



Pedestrian Crossings

£20,000 -
51,000

Zebra and pelican or puffin crossings may encourage more people to walk by improving safety and reducing delays crossing busy roads. They can be provided where there is a concentrated crossing movement, however there does need to be adequate visibility.



Pedestrian Refuges

£15,000

Refuges allow pedestrians to cross one stream of traffic at a time. They are useful where the concentration and number of pedestrians is fairly low. By narrowing the road, they reduce speeds, but the road needs to be wide enough to allow for a suitable refuge and the safe passage of vehicles and cycles.



Roundabouts

Equal priority in all directions can slow traffic. Ideally, there needs to be a reasonably large flow on all arms for this to be effective. Roundabouts can make some turns easier which can lead to rat-running. They can be expensive and also need works to slow traffic down on the approach to the roundabout. Mini-roundabouts take up less space but need to be in street lit areas.

£10,000 -
210,000



One Way Roads

One-way streets control the circulation of traffic but can lead to faster speeds as there is no opposing flow. Traffic can increase on other roads so there needs to be a suitable route for traffic travelling in the other direction. One-way streets can attract new traffic so overall traffic may not decrease.

£9,250



Severed Roads

Road blocked off by bollards. These provide the ultimate deterrent to rat running. They can prove unpopular with residents as they sometimes cause long diversions and increase traffic on other roads. Emergency access and the needs of services like refuse collection need to be taken into account.

£9,250



Parking Restrictions

Yellow parking restriction signify carefully used these can help to manage traffic (i.e. Protected Parking Bays). Double yellow lines maintain traffic flows in urban areas. Time restricted parking allows access to facilities within towns/villages and alleviates the problems associated with long term parking. Can be unpopular with residents and businesses. Parking problems can transfer to other roads.

£4,800 -
£15,000



Signs

Signs alone have a minimal impact on traffic speeds but they are relatively inexpensive. They are often used with other traffic calming features.

From £500 /
sign



Interactive Signs

These detect the speed of oncoming traffic using a radar device. If a set threshold is exceeded, a sign indicating a specific hazard or speed limit is triggered. They can be temporary or permanent.

£9,500 for
permanent



Footways

Pedestrian safety and comfort can be enhanced by providing or improving footways on the pedestrian network. The introduction of a missing footway link may encourage more people to walk. The highway needs to be wide enough to allow for a suitable footway and safe passage of traffic. The provision of dropped kerbs and tactile surfacing may also be appropriate.

£8,000 -
£20,000

Footway can affect parking and can be unpopular with residents & businesses and can be expensive if utility services or street lighting are affected.

Advantages and disadvantages of each type of scheme

Measure	Cost	Effectiveness - speed reduction	Effectiveness - traffic reduction	Improved Safety	Increased Noise	Visual Intrusion	Discomfort/ Inconvenience	Increased pollution	Street lights required	Possible detriment elsewhere	Acceptable to buses	Acceptable to cycles	Rural	Urban
Lowering speed limits	Medium	Low	Low	Low	None	Medium	None	None	No	None	Yes	Yes	Yes	Yes
Road humps	Medium (depending on length of road)	High	High	High	High at hump	Medium	High at hump	Decrease if traffic reduced	Usually	Medium (displaced traffic)	No	Careful design needed	No	Yes
Speed cushions	Medium (depending on length of road)	Medium - high	Medium	Medium	Medium at cushion	Medium	Medium	Decrease if traffic reduced	Usually	Medium (displaced traffic)	Yes	Yes	No	Yes
Speed tables	High	High	Medium	High	Medium	Medium	Medium	Decrease if traffic reduced	Usually	Medium (displaced traffic)	Yes	Careful design needed	No	Yes
Lane width restrictions (paint only)	Low	Low	Low	Low	None	Medium	None	None	No	Low	Yes	Careful design needed	Yes	Yes
Gateways/Entry points	Medium	Medium	Low	Medium	None	Medium	None	None	No	Low	Yes	Careful design needed	Yes	Yes
Rumble strips, Dragons teeth	Low	Low	Low	Low	Medium	High	Low	None	No	Low	Yes	Yes	Yes	No
Pedestrian crossings Zebras / Pelicans/ Puffins/ Toucans	High	Medium	Low	Depends on traffic and pedestrian flows	Medium	High	None	None	Yes	Low	Yes	Yes	No	Yes
One way roads	Medium	Often increases	Variable	Low, sometimes negative	Variable	Low	Low - High	Some due to increased mileage	No	High	Not always	Contra-flow lanes possible	Yes	Yes
Footways	Medium	Medium	Low	High	None	Low	None	None	No	Low	Yes	Yes	Yes	Yes
Pedestrian refuges	Medium	Medium	Low	Medium	None	Medium	None	None	No	None	Yes	Careful design needed	Yes	Yes
Road width restrictions/ build outs	Medium	Medium	Low	Medium	Medium	Medium	None	Decrease if traffic reduced	Preferred	Low	Yes	Careful design needed	Yes	Yes
Roundabouts	High	Medium	Low	Medium	None	Medium	None	None	Yes	Low	Yes	Careful design needed	Yes (mini roundabouts no)	Yes
Severed roads	Medium	Medium - High	High	High	Decrease	Medium	Low- High	Some due to increased mileage	No	High	Not always	Cycle access can be maintained	Yes	Yes
Parking restrictions	Medium	Low	Low	Low	None	Medium	Medium	None	No	Medium	Yes	Yes	Yes	Yes
Interactive signs	High	High at camera, low either side.	Low	High	None	High	None	None	No	None	Yes	Yes	Yes	Yes
Signs	Low	Low	Low	Low	None	High	Low	None	No	None	Yes	Yes	Yes	Yes