

# Sevenoaks District Council

## Community Infrastructure Levy Spending Board

### Bid for Funding Pro-forma

#### Infrastructure Only

<b>Scheme name:</b>	Swanley Station access improvements
<b>Description of Scheme:</b>	<p>The scheme includes the refurbishment of the station building, improvement to the forecourt, the provision of 20 sheltered and secure cycle spaces, provision of a bus and taxi drop off/pick up point, improved signage and implementation of a one way system.</p> <p>Additionally it is proposed to improve pedestrian and cycling routes from the Town Centre including assessing the feasibility of an additional footbridge across the railway lines to reduce travel times to and from the station.</p>
<b>Is this scheme promoted by your organisation in partnership with another organisation (s)?</b>	<p>Yes</p> <p>Who is involved in the Partnership. Organisation Name (s):</p> <p>Kent County Council</p> <p>Network Rail</p> <p>Southeastern Trains</p> <p>Responsible individuals (s):</p> <p>Tim Middleton - Senior Transport Planner KCC Robbie Lough - Commercial Scheme Sponsor, South East Route Network Rail Nina Peak, Partnership Manager, Southeastern (London &amp; South Eastern Railway Ltd)</p> <p>Signature (s) on behalf of other supporting organisations (s):</p> <p>Please provide details of the Agreements you have in place with your partners. Including the % of money guaranteed for the scheme from each organisation. LGF funding of £1.5 million is confirmed subject to SDC matching with £0.75 million from Community Infrastructure Levy.</p>

Is planning permission required for the scheme?	<p>Yes</p> <p>If yes, has it been applied for? No</p> <p>The scheme is in feasibility stage and planning permission will be sought for any works that require planning consent prior to their commencement.</p>
Details of any other consent required (if appropriate (e.g. conservation, Listed Buildings, other Govt Bodies):	<p>Consent required: Any additional consents that are required as part of the scheme will be sought as part of the scheme implementation programme</p> <p>Date applied for / granted: n/a</p>
<b><u>Need for the Scheme</u></b>	
List of projects or development that result in the need for this scheme:	<p>The projected growth in the Town will generate additional passengers and the project will seek to enable further sustainable access rather than increase the number of vehicle movements giving lifts to the station (21%)</p>
How is the scheme related to these developments (additional information, such as usage forecasts and existing and alternative capacity assessments, can be attached as an appendix):	<p>The purpose of the scheme is to improve access to the railway station for the 58% of all users who walk to the station and to encourage further use by cyclists, currently 3% of all users.</p>

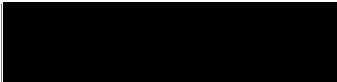

<b><u>Please provide an explanation of the 'public benefit' of the scheme proposed for residents in Sevenoaks District:</u></b>	
Economic	<p>Improved access for pedestrians and cyclists will reduce 'drop off/pick up' vehicle movements to the station, reducing traffic congestion around the town. An improved station and facilities will create a safer and more attractive passenger environment, enhancing the customer experience and encouraging more discretionary travel.</p>
Social	<p>The access from the northern entrance of the station is not step free which requires those with impaired mobility to access from the south side. This project will seek to remove that constraint through undertaking the feasibility of a new footbridge linking a footway/cycleway from the Town Centre across the railway lines to the south side. The scheme also seeks to enhance the customer experience through creating a safer and more attractive passenger environment.</p>

<p>Environmental</p>	<p>The scheme seeks to encourage further growth of pedestrian (58% of station users) and cycling users (3% of station users) and enhance the interchange with bus services (4% of station users). The former will be achieved through further secure covered cycle parking and seeking to reduce the travel time to the station through new cycleway/footway routes, including the feasibility of a new footbridge giving step free access to the ticket hall for passengers from the north side of the railway line. The latter will be achieved through forming a bus drop off within the reconfigured south side forecourt linked with the implementation of a one way route along Station Approach from Goldsel Road.</p>
<p>Is the need for the scheme identified in any adopted strategy/plan? E.g. Neighbourhood Plan, Work programme of a Statutory Body, Infrastructure Plan (Reg 1,2,3 list). If so, which?</p>	<p>The scheme is included in the approved West Kent Local Sustainable Transport Fund - Tackling Congestion 2016-2021 package.</p> <p>The scheme proposals fit with the following National policies and plans:</p> <p>National Planning Policy Framework (2012)</p> <ul style="list-style-type: none"> <li>• Making it easier for jobs to be created in cities, towns and villages</li> <li>• Replacing poor design with better design</li> <li>• Improving the conditions in which people: live, work, travel and take leisure</li> </ul> <p>National Infrastructure Plan (2014)</p> <ul style="list-style-type: none"> <li>• To create a national road network fit for the 21st century, which improves economic productivity and supports jobs and growth across the country. It seeks to increase capacity, tackle congestion, support development, strengthen connectivity, improve reliability and resilience, and ensure a road network of the best possible quality</li> <li>• Transport infrastructure can have a significant and positive effect on economic growth and can be a key driver of jobs throughout the economy via enhancing connectivity between businesses, goods and people and by encouraging a sustainable, low-carbon economy that is vital for future success and development</li> <li>• Local transport systems are crucial to the overall transport system and must facilitate the growth of suburban areas. The transport network must allow for people to move freely and easily helping to support jobs and growth</li> <li>• The transport system must adapt to unexpected pressures allowing for the rapid movement of goods and people, adding value to the economy</li> </ul> <p>The scheme proposals fit with the following County level plans and policies:</p> <p>Growth without gridlock: A transport delivery plan for Kent (2010)</p> <ul style="list-style-type: none"> <li>• Delivering growth and prosperity</li> </ul>

	<ul style="list-style-type: none"> <li>• Tackling congestion hotspots</li> <li>• Transferring existing and new car trips onto public transport, walking and cycling, especially for short journeys</li> <li>• Providing sufficient transport infrastructure to mitigate the impact of planned development</li> </ul> <p>Local Transport Plan for Kent 2011-16</p> <ul style="list-style-type: none"> <li>• Growth without Gridlock</li> <li>• A Safer and Healthier County</li> <li>• Tackling a Changing Climate</li> <li>• Enjoying life in Kent</li> </ul> <p>The scheme proposals fit with the following SDC objectives:</p> <p>Sevenoaks District Cycling Strategy:</p> <ul style="list-style-type: none"> <li>• Development transport interchanges in the main urban areas of Sevenoaks, Swanley and Edenbridge resulting in linkages to key services</li> <li>• Enhancing commuter cycle travel</li> </ul> <p>Sevenoaks District Strategy for Transport 2010-2026:</p> <ul style="list-style-type: none"> <li>• Reduce areas of congestion</li> <li>• Improving air quality and existing levels of pollution</li> <li>• Tackle issues associated with accessibility and road safety</li> </ul> <p>Sevenoaks Core Strategy 2011-2026</p> <ul style="list-style-type: none"> <li>• High quality regeneration of Swanley to sustain the local economy through the redevelopment of employment and attractive modes of sustainable transport</li> <li>• Account for climate change, development must attempt to mitigate and adapt to climate change whilst contributing towards improving air quality</li> </ul>
<b><u>Funding</u></b>	
Total project cost:	£2.25 million
Funding required from CIL:	£0.75 million
Identify other funding sources for this project, what contribution they are making and why these can not be used to fund the scheme in its entirety	1) Local Growth Fund monies totalling £1.5 million have been allocated the project on the basis that the District Council's Community Infrastructure Levy match is £0.75 million.
Is this bid for staged payments?	No
Will staged payments be accepted?	Yes

	<p>Details of anticipated funding requirements and timetable:</p> <p>The managers of the LGF funding are seeking confirmation that the SDC match funding of £0.75 million will be available for the project. If the match is not available then the LGF funding will likely to be reallocated to other projects within the County</p>
<p>Has a bid(s) for CIL funding been made to relevant town and parish councils?</p>	<p>Bid made: No</p> <p>Details of bid:</p> <p>Decision made: Yes / No</p> <p>Details of decision:</p>
<p>Would the scheme be fully funded if the CIL contribution is agreed:</p>	<p>Yes</p>
<p>Has this scheme benefited from CIL funding previously:</p>	<p>No</p>
<p><b><u>Deliverability</u></b></p>	
<p>Does your organisation have the legal right to carry out the proposed scheme?</p>	<p>Yes - the scheme partners have the rights to undertake the scheme.</p>
<p>Anticipated start date for delivery of the scheme:</p>	<p>Q1 2018</p>
<p>Anticipated finish date for the delivery of the scheme:</p>	<p>The finish dates for the station improvements and footbridge are to be confirmed as part of the feasibility study work.</p>
<p>Anticipated date when CIL funding will need to be made available:</p>	<p>Q1 2018</p>
<p>Does land need to be purchased to facilitate the scheme:</p>	<p>The extent of the land required to implement the station improvements lies within the control of Network rail and Southeastern.</p> <p>The extent of land required to implement the footbridge will be determined by the feasibility study. Options will include minimising the number of different land interests to be acquired or made</p>

	available by scheme partners
Please provide a consultation plan to let SDC know when they can expect progress reports on the project.	The project group can provide progress reports on a timescale agreed with the CIL administrator.
Please provide details of the management and timescales of the project.	The station refurbishment works will be undertaken by Southeastern. The feasibility study work for the footbridge will be undertaken by Network Rail. These activities will be co-ordinated through a project group made up of the scheme partners that will meet on a regular basis.
Has consultation been carried out on the scheme or is any planned?	Planned  Any improvements to the railway station will be subject to receipt of planning permission and the scheme will be subject to consultation both prior and as part of the statutory processes.  Additional consultation will be undertaken, as required, with regard to any footbridge and cycleway/footway proposals that come out of the feasibility study.
Is a relevant SDC ward member(s) supportive of the scheme?	Yes  Signature of at least one SDC ward member:  Note - An e-mail from them to <a href="mailto:cil@sevenoaks.gov.uk">cil@sevenoaks.gov.uk</a> would also be sufficient.
Is the relevant town/parish council supportive of the scheme?	Yes  Signature of at town/parish council chairman, clerk or chief executive:  Note - An e-mail from them to <a href="mailto:cil@sevenoaks.gov.uk">cil@sevenoaks.gov.uk</a> would also be sufficient.
<b><u>Maintenance</u></b>	
Which organisation will be responsible for ongoing	The station improvements will be subject to maintenance obligations already existing with and between Network Rail and Southeastern.

maintenance:	Future maintenance requirements for the cycleway/footway and footbridge will be agreed as part of the approved and implemented scheme.
Are funding arrangements in place for maintenance:	As above re works to existing Network Rail and Southeastern infrastructure.  Future maintenance requirements for the cycleway/footway and footbridge will be agreed as part of the approved and implemented scheme.
Any further comments:	
<b><u>Declaration</u></b>	
<p>I am authorised to submit this bid for funding on behalf of the organisation that I represent. At the time of writing, the information contained in this submission (including appendices) is correct and true to the best of my knowledge. If CIL funding is committed and circumstances change prior to the completion of the scheme, the organisation that I represent will notify Sevenoaks District Council. The Council will reserve the right to reconsider the allocation of funding. If CIL funding is committed to the above project then the organisation that I represent commits to providing Sevenoaks District Council with sufficient information to enable it to undertake its reporting requirements under the CIL Regulations 2010 (as amended), or any subsequent relevant regulations.</p>	
Signature	
Name	
Position	Head of Economic Development & Property
Organisation	Sevenoaks District Council
Name, role and contact details of the person that will be attending SDC's CIL Spending Board to support this bid:	<p>Andrew Stirling, Head of Economic Development and Property, Sevenoaks District Council</p> <p>A KCC representative may also be in attendance at the Board</p>