

Proposal: Otford Road traffic scheme

Applicant: Otford Parish Council

Ward(s): Otford & Shoreham

RECOMMENDATION: The £49,507.50 applied for, as set out in the report, for scheme “Otford Road traffic scheme” be approved on the following ground:

Principal Criteria met:

- Strong economic, social and environmental benefits to the community
- The project is identified in an adopted strategy/plan
- Strong evidence has been submitted to demonstrate a strong link between new development and the scheme
- Strong local support

Principal Criteria not met:

- Not all consents required to carry out the scheme have been obtained
- Not all funding for the scheme is secure

Introduction

- 1 Otford Parish Council have submitted a traffic-calming scheme for the roads around the centre of Otford. Cllr Roy is the lead officer for this project. Otford Parish Council is one of 31 Town and Parish Councils in Sevenoaks District. It is located in the north of the district sharing its administrative parish boundaries with Dunton Green, Sevenoaks, Kemsing, Halstead and Knockholt.
- 2 The application was received before the application deadline closed on 31st December 2020. This proposal has not been previously considered by the CIL Spending Board.
- 3 **Description of Proposal**
- 4 The proposal is to introduce traffic calming measures in Otford by improving road safety for pedestrians, easing congestion, encouraging active travel and

sustainable modes of travel. It is proposed for a 20-mile per hour speed limit to be introduced on, or sections of, the following roads: the High Street, Pilgrims Way West, Station Road, Pilgrims Way East and Sevenoaks Road. This would be highlighted with the use of signage and road markings. Other measures to assist with traffic calming include upgrading refuge islands, new refuge islands, new and improved pedestrian crossing points.

Funding

- 5 The applicant, Councillor Roy (on behalf of Otford Parish Council), has estimated that the total cost of the project to implement the traffic calming scheme is £222,003.94.
- 6 The applicant has identified the following additional funding sources and grants to support their application to the Board:
 - Funding to be provided from Otford Parish Council CIL- £41,083.76 - formally agreed.
 - Funding to be provided from Kent County Council LTP fund - £30,000 - formally agreed.
 - Funding to be provided from KCC Member fund - £5,000 -formally agreed.
 - Funding to be provided from projected Otford Parish Council CIL - £39,433.74 - this has not yet been received by Otford PC.
 - Funding to be provided from Otford Parish Council reserves - £43,683.39 - formally agreed.
 - Funding to be provided from KCC LTP and small works budgets- £13,295.55 - formally agreed.
- 7 Therefore, to meet the funding gap for the full cost of the project, the applicant has applied to the Board for £49,507.50 of CIL funding. This equates to 22% of the total project cost.

Representations and Support

- 8 The application submitted indicates that the applicant is working in partnership with KCC Highways and the Otford Society to deliver the scheme.
- 9 The application is supported by the following local representatives and organisations:
 - Cllr John Edwards-Winsor - (Otford & Shoreham Ward member)

- Cllr Roger Gough (KCC county Member for Sevenoaks North and Darent Valley)
- Sir Michael Fallon
- Otford Parish Council
- The Otford Society
- The Otford Historical Society
- Otford Primary school
- St Michael's school

Lead Officers Appraisal of Bid

Principal Criteria met

- Strong social, economic and environmental benefits to the community
- The project is identified in an adopted strategy/plan
- Strong link between new development and the scheme
- Strong local support
- Strong evidence has been submitted to show that the scheme will be delivered

Principal Criteria not met

- Not all consents required to carry out the scheme have been obtained
- Not all funding for the scheme is secure

Appraisal

Strong economic, social and environmental benefits to the community

- 10 When considering an application for CIL funding from the Board, it must be demonstrated that there are clear economic, social and environmental benefits to the scheme proposed. This enhances the sustainability case as to whether the scheme should receive CIL funding.
- 11 The proposal demonstrates a number of social benefits to the community. The traffic calming projects proposed will help to decrease numbers of pedestrian traffic accidents and decrease the likelihood of them occurring. The application form notes that the introduction of 20 mph zones is a particularly effective method of protecting vulnerable road users such as children and cyclists. The introduction of 20 mph zones and reduced traffic volume would create a safer environment for pedestrians that would encourage walking and cycling. There are health benefits to increased physical activity not only physically but also for mental health.

- 12 The scheme demonstrates strong economic benefits to the community. It is proposed safer streets and less traffic would encourage more people to walk and cycle and so encourage people to buy from local shops. A safer environment would encourage active travel, which would benefit local businesses and high streets. It is noted that walking and cycling rather than driving would save users money as well.
- 13 The project sets out a number of environmental benefits. A reduction of traffic and car journeys would improve the air quality of the area. It is also considered there would be a reduction of pollution and decrease of carbon emissions. The results of a traffic survey of Otford residents showed that they make short car journeys due to lack of safety on the roads. The proposed projects to improve the safety of walkers and cyclists and would help to decrease short car journeys which are particularly harmful for the environment.
- 14 On balance of the information submitted, it is clear there are strong social, economic and environmental benefits to the community resulting from this scheme.

The project is identified in an adopted strategy/plan.

- 15 The project is not specifically listed in the Council's Infrastructure Funding Statement. However, one of the Council's priorities for infrastructure, for the next year, should be to partially fund local community or infrastructure projects that show a clear public benefit or support a clear local need. It is considered that the scheme demonstrates a clear public benefit and evidence has been submitted to demonstrate a local need for improvements for traffic volumes and road safety.
- 16 The Infrastructure Delivery Plan does not refer to the proposed scheme.
- 17 The applicant has identified a number of adopted strategies and plans relating to the scheme. These include KCC Local transport plan, SDC Strategy for transport 2010 to 2026 and Otford Neighbourhood Plan. The identified plans identify the benefits of active travel, reduced congestion and safety of roads.
- 18 Therefore, after careful consideration, there is sufficient evidence to demonstrate that the project is identified in an adopted strategy or plan.

Sufficient evidence has been submitted to demonstrate a strong link between new development and the scheme.

- 19 As part of their submission, the applicant has specifically identified developments in the area that have created a need for this project.
- 20 A list of developments within Otford and surrounding areas of Halstead, Knockholt, Badgers Mount, Kemsing and Bat & Ball has been provided. The applicant has identified almost 3000 potential new homes will be developed in Otford in addition to developments in nearby areas. It is considered there will be an increased car use as a result of these developments.
- 21 Therefore, after careful consideration, the need for the scheme has been adequately demonstrated through the submitted application.

Sufficient evidence has been submitted to show that the scheme will be delivered

- 22 Another key criterion for assessing the application is how the project will be delivered.
- 23 The applicant has provided sufficient evidence to demonstrate that the project is likely to be delivered. A consultation plan has been provided outlining project phases and an assigned project manager. Further to this, the applicant has provided details on responsible parties for the design works and construction works. It is clear from the information submitted the applicant has considered how the project will be implemented and managed once implemented. It is however noted that they are still awaiting the outcome of a Traffic regulation order, despite applying in October 2020.

Strong community support for the project

- 24 A further key consideration when assessing applications for the CIL Board is to determine whether the scheme has local support from the local community.
- 25 The applicant has confirmed that local support has been received from the relevant Ward member. Two local schools and two local societies have expressed their support as well. In addition to this, support has been received from Cllr Roger Gough and Sir Michael Fallon.
- 26 The applicant has carried out extensive consultation regarding the scheme. A traffic questionnaire was answered by over half of Otford's households. The results showed the residents supported the proposed works to improve

road safety. A second consultation took place requesting residents views on proposed traffic plans. Furthermore, members of the community have the opportunity to comment further on the scheme at Otford Parish Council meetings or other methods such as social media.

- 27 Therefore, it has been clearly demonstrated that the application has strong local support from the local community and its representatives.

Application Considerations - Weakly Performing Criteria

- 28 When carrying out the assessment of this funding application, Officers felt that the application did not perform strongly against the following criteria:

- *Not all consents required to carry out the scheme have been obtained*
- *Not all funding for the scheme is secure*

- 29 It is indicated that the second phase would be fully funded with the CIL contribution but the third phase would not be. Appendix F of the supporting information outlines a breakdown of funding for the three phases. This indicates that the projected Otford Parish Council CIL of £39,433.74 would contribute towards funding phase three. It is of note that CIL would only be payable upon commencement of works of the development and so these funds are not secure.

Conclusion

- 30 Councillor Roy, on behalf of Otford Parish Council, has submitted an application to the Board to consider the implementation of a road-calming scheme in Otford. The need for the scheme has been clearly demonstrated and there are a number of social, economic and environmental benefits. The proposal is formally identified in a number of plans and strategies and is supported by the local community. It is noted that the applicant is asking for a small amount of funding in comparison to the total project cost, and has not benefited from CIL funding previously.

- 31 After reviewing the application and subsequent supporting evidence, it is recommended by Officers that £49,507.50 of CIL funding be approved to support the delivery of the project. It is clearly demonstrated that the scheme provides clear public benefits and approving this bid would provide good value for CIL money applied for, compared to the cost of the overall project.

Appendices	Original bidding proforma and supporting information
Background Papers	None
Contact Officer(s)	Claire Pamberi (ex 7221)/Carlyn Kan (ex 7264)
Richard Morris	Deputy Chief Executive and Chief Officer - Planning and Regulatory Services