

SEVENOAKS DISTRICT COUNCIL: COMMUNITY INFRASTRUCTURE LEVY (CIL) SPENDING BOARD
BID FOR FUNDING PRO-FORMA (INFRASTRUCTURE ONLY)

Scheme Name
Public Rights of Way - Improvements to Community Infrastructure

Description of Scheme
<p>In order to provide all year round quality routes for both active travel and leisure use, we propose a package of improvements to nine PROW routes across the District : Public Rights of Way SR49A and SR54 in Otford / SR80 and SR44 in Kemsing / SD92, SD289 & SR68 Swanley, West Kingsdown and Knockholt / SU11 in Sevenoaks / SR650a in Edenbridge. These primarily link to schools and community infrastructure in the District of Sevenoaks and in the case of SR80 and SR44 link to the North Downs Way National Trail, one of the District's and indeed County's most popular tourism and recreational draws. The improvements are to include the provision of all-weather surfaces allowing all year use and for all user groups, new signage and works to improve the general amenity of the routes, e.g. schemes to encourage biodiversity, natural habitat and increase attractiveness.</p> <p>The application is structured to be delivered in three tranches. This bid gives greatest detail for the first tranche of schemes SR49A and SR54 in Otford / SR80 and SR 44 in Kemsing which are most advanced and can, if funded, be delivered without delay. The further two tranches would then benefit from a longer project management period (Swanley, West Kingsdown, Knockholt, Sevenoaks Town and Edenbridge).</p> <p>Indicative figures are provided for all three tranches.</p> <p><i>See Appendix for examples of similar KCC PROW and Access projects</i></p>

1	Working in Partnership	
	Is this scheme promoted by your organisation in partnership with another organisation(s)?	We have engaged with the relevant Parish Councils, Otford and Kemsing Councils in respect of the Tranche 1 Scheme. North Downs Way National Trail Partnership relevant to SR44 and SR80
	Organisation Name(s):	Otford Parish Council, Kemsing Parish Council North Downs Way National Trail Partnership
	Responsible individuals(s):	Clerk & Financial Officer to Kemsing Parish Council - Yolanda Tredoux North Downs Way National Trail Manager – Peter Morris.
	Signature(s) on behalf of other supporting organisations(s):	See attached emails
	Please provide details of the Agreements you have in place with your partners. Including the % of money guaranteed for the scheme from each organisation.	With further engagement we would discuss Parish Council contributions towards the schemes

2	Planning Permission Details	
	Is planning permission required for the scheme?	No
	If yes, has it been applied for?	
	If no, please explain why?	The works are improvements to existing highways and sit within the exception provided in Paragraph 55(2)b of the Town and Country Planning Act <i>'The following operations or uses of land shall not be taken for the purposes of this Act to involve development of the land: ... '</i> <i>'... the carrying out on land within the boundaries of a road by a highway authority of any works required for the maintenance or improvement of the road but, in the case of any such works which are not exclusively for the maintenance of the road, not including any works which may have significant adverse effects on the environment;'</i> (Town and Country Planning Act 1990 (legislation.gov.uk))

2	Planning Permission Details	
	If planning permission has been granted – please provide details and a reference number.	N/A
	Details of any other consent required (if appropriate (e.g. conservation, Listed Buildings, other Government bodies)	Individual projects may require other consents/ permissions and checks including but not limited to: FRAP, SAM, ecological mitigation.
	Consent required	N/A
	Date applied for / granted	N/A

Need for the Scheme

3	<p>List of projects or development that result in the need for this scheme:</p> <p>Public use of the PROW network increases following development in the District. The use of the network also increased during the national pandemic lockdowns and has remained at higher levels since. The increase in use leads to pressure on the PROW network which in turn leads to a greater level of improvement being necessary. It is of considerable benefit to the area that these PROW are improved to a degree that they have a suitable surface and are clearly signed.</p> <p>Opportunities are always taken to make significant improvements to the PROW network through developer contribution. e.g. 22/00512 Sevenoaks Quarry / 19/05000 Fort Halstead / 20/02988 Land North Of Town Station Cottages Forge Croft Edenbridge. However, the impact on the wider area PROW network can never be fully mitigated and routes will increasingly serve as sustainable transport links and provide opportunities for recreation for both existing and new communities.</p> <p>The PROW and Access Service aims to fulfil local objectives and the proposed scheme would add greater value to the existing spend made on the PROW network in the district.</p>
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4	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 PRoW & Access Service is experienced in delivering improvement schemes using external funding. In recent years the service has successfully secured investment through the South East Local Enterprise Partnership (SELEP) to deliver a number of schemes which support economic priorities and sustainable travel to education and employment. The most successful scheme delivered an increase in use, over the four years post scheme, which was consistently in excess of double the 100,000 trips forecast in the business case.</p> <p>For the current CIL bid, further information on how the Service has established a baseline usage, the results of this, and how it is proposed to capture use, post-improvement work, is set out in Appendix 1. If later tranches are also successful, we would replicate this methodology. There are also overview maps giving wider context to the schemes and how they fit into the local environment.</p>

Please provide an explanation of the ‘public benefit’ of the scheme proposed for residents in Sevenoaks District:

5	Economic Benefit
	<p>This first tranche of schemes focussing on Otford and Kemsing, help improve the attractiveness of the area to visitors. The North Downs Way National Trail passes to the north of both villages and is a big draw for visitors. Improving two key link routes to the trail will increase the appeal of the area as a start/finish point for either walking a section of the main trail, as part of a series of sections to complete the entire trail or carrying out a circular walk incorporating a section of the trail. The countryside around this area is outstanding and sits within an Area of Outstanding Natural Beauty (AONB). This makes it a popular recreational destination both locally (sitting on the edge of Sevenoaks town) and, also, for visitors from London thanks to the good quality public transport links.</p> <p>Natural Capital is an established concept which the Office for National Statistics (ONS) broadly describes as placing a financial value on any natural resource or process that supports human life, society and the economy. To put this economic value in context, in its most recent release, the ONS valued the natural capital contribution of ‘ecosystem services’ at £35.7billion in England. Around 34% of this figure is derived from cultural services, primarily recreation and tourism, which equates to around £12.4billion annually.</p> <p>There are further figures and detail around socio-economic value of the path network in Appendix 2.</p>

6	Social Benefit
	Expanding on the ONS figure for the economic value placed on recreation and tourism (above); the ONS estimate that the health benefits of recreation and tourism equates to £5.5billion annually.

6	<p>Social Benefit</p> <p>The Outdoor Recreation Value (ORVal) tool has been developed, and refined, by the University of Exeter to predict the estimated welfare value of new and existing recreation opportunities in England and Wales. The tool is endorsed by HM Treasury as an accurate predictive model. ORVal predicts the welfare benefit of a particular site/route, or network of sites/routes, and places a financial value on this benefit as well as a breakdown of the number of estimated visits by socio-economic group.</p> <p>The PRow & Access service proposes to use ORVal to calculate the welfare benefit added by schemes within this tranche and would replicate a similar approach in later tranches, if successful. Please see Appendix 2 for further detail.</p>
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7	<p>Environmental Benefit</p> <p>ORVal provides a breakdown of visits, to a site or route, by transport type, which is simply defined as 'visits by car' and 'visits not by car'. Looking at similar schemes recently delivered, improvements have led to a reduction in car journeys and a substantial increase in the use of the PRow network. The schemes individually, and as a whole, can contribute to a reduction in congestion, exhaust fumes (particularly at peak times of day) and reliance on a vehicle for short local journeys.</p> <p>The scheme would also improve the overall amenity of routes by e.g., margins to be landscaped using low fertility soils planted with wildflower mix. (See Loose Greenway & Powder Mills schemes– Appendix 3)</p>
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8	<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. If so, which?</p> <p><u>Sevenoaks Local Plan</u> – the following policies support the proposal</p> <p><u>Core Strategy</u></p> <p>Policy SP10 – Supports recreation provision</p> <p><u>Allocations and Development Plan</u></p> <p>Policy SC1 – Presumption in favour of sustainable development</p> <p>Policy EN1 – design principles – making development permeable and providing connectivity</p> <p>Policy EN5 – this policy will ensure enhancements and access to the Landscape</p> <p><u>Emerging Local Plan</u></p> <p>Spatial Vision : Healthy places and spaces and promotion of mental and physical health / Council's Net Zero/ Delivery of sustainable infrastructure</p>
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8	Is the need for the scheme identified in any adopted strategy/plan? E.g., Neighbourhood Plan, Work programme of a Statutory Body, Infrastructure Plan. If so, which?
	<p>Policy T01 – making tourist facilities readily accessible by all forms of transport Policy CC1 – looking to minimise carbon emissions</p> <p>Policy HW1 – Healthy Living opportunities</p> <p>KCC Rights of Way Improvement Plan: key theme: Evolution of the network - EN04, Rights with responsibilities - RR01 and Efficient delivery - ED02</p> <p>Sevenoaks Town Council –<i>Theme Three: Movement and the Public Realm</i> : Objective Seven: To work with the District Council, and Kent County Council, in consultation with neighbouring Parish Councils, to identify a long-term strategic approach to transport in Sevenoaks to respond to and mitigate any impacts of new development on the existing network Objective Eight: To promote a co-ordinated approach to transport and movement that encourages use of sustainable transport modes, including walking and cycling.</p> <p>Sevenoaks LCWiP – In preparation and KCC PROW are regular consultees in this process to ensure the Plan meets the broad objective of our service.</p> <p>Otford Parish : Village Design Statement 2 – Chapter 6 Public Footpaths and Bridleways 6.1 Importance to the community 6.2 Village Paths 6.3 Countryside Paths. Design Principles 6a Footpaths, bridleways, public rights-of-wayshould be kept properly maintained throughout the year; 6g All opportunities to support and expand rural tourism within the parish should be encouraged as well as appropriate visitor facilities.</p> <p>Kemsing Parish Council – Green Belt Statement : “Kemsing Parish Council is concerned that housing development would exacerbate problems for public utilities, particularly highways, unless there were significant improvements to local infrastructure”. About Kemsing : “Kemsing is a must for the outdoor person” and that “the North Downs Way runs through the Kemsing Nature Reserve”.</p>

9	How does the scheme identify with the Council’s Infrastructure Delivery Plan (IDP) and its priorities?
	<p>Sevenoaks IDP refers specifically to the need for improved sustainable transport across the District “<i>Package of measures to improve the Public Rights of Way Network across the District, to encourage active travel and provide opportunities for outdoor recreation, as identified in the KCC Rights of Way Improvement Plan</i>”. and KCC PROW and Access Service are in current engagement and consultation with the District on the new IDP.</p>

10	<p>How does this project help the Council achieve its ambition to reduce net greenhouse gas emissions and achieve its Net Zero 2030 target?</p> <p>The scheme would provide all year use of alternatives to the car for short journeys; encourage sustainable tourism by linking into the public transport network. We would aim to use local contractors to carry out the works, therefore reducing mileage travelled and utilise local materials as much as possible.</p>
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Funding

11	<p>Total Project Cost</p> <p>Whole programme cost would be £ 279000</p> <p>Tranche 1</p> <p>£90000 SR44, SR49A, SR54, SR80 Otford/Kemsing</p> <p>Tranche 2</p> <p>£74000 SD92, SD289 & SR68 Swanley, West Kingsdown and Knockholt</p> <p>Tranche 3</p> <p>£105000 SU11 and SR650A Sevenoaks and Edenbridge</p> <p>Whole programme cost would be £ 279000</p>
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12	<p>Funding from CIL Details</p> <p>Funding required from CIL £209000</p> <p>Please identify other funding sources for this project, what contribution they are making and why these cannot be used to fund the scheme in its entirety.</p> <p>Please provide the status of each source of funding for example whether it has been formally agreed whether it has already been paid, whether it has been agreed in principle, if you are waiting for a decision in regard to the funding, or whether you are investigating the source of funding etc.</p>
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12	<p>Funding from CIL Details</p> <p>1) PRow Revenue Budget & 2) PRow Capital Budget £70000 over three tranches. (1st Tranche schemes £20000, 2nd Tranche schemes £20000, 3rd Tranche schemes £30000)</p> <p>PRow funding is directed to the repair and maintenance of the PRow network in line with the statutory obligations of the County Council as the Highway Authority. The CIL contribution is sought to fund the improvement of the identified PRow to encourage walking and in the case of SR49A cycling as an alternative to driving.</p>
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13	Staged Payment Details	
	Is this bid for staged payments?	Yes
	Will staged payments be accepted?	Yes
	Please provide details of anticipated funding requirements and timetable	<p>Tranche 1 Financial year 2024-5 SR44, SR54, SR80 Otford/Kemsing – CIL Contribution £70000 <i>Total cost £90000</i></p> <p>Tranche 2 2025-6 SD92, SD289 & SR68 Swanley, West Kingsdown and Knockholt CIL Contribution £54000 <i>Total cost £74000</i></p> <p>Tranche 3 2026-7 SU11 and SR650A Sevenoaks and Edenbridge CIL Contribution £85000 <i>Total cost £115000</i></p>

14	Town & Parish Councils CIL Funding	
	Has a bid(s) for CIL funding been made to relevant town and parish councils?	We would seek to discuss funding contribution with relevant Parish Councils - see below
	Details of bid	
	Decision made	
	Details of decision	
	If this bid is being made by a Parish or Town Council and no CIL funds have been contributed by them, please provide an explanation for this.	
	If a bid has not been made to the relevant Parish or Town Council, please provide an explanation for this	Significant local support for schemes already expressed. by Parish Councils for the scheme with contributions to be discussed (Tranche 1).

15	Would the scheme be fully funded if the CIL contribution is agreed?
	Yes

16	Has this scheme already benefited from CIL funding through the CIL Spending Board?
	No
	If yes, please provide further justification as to why further CIL funding is required for this project.

17	Has this scheme/land/building already benefited from funding from Sevenoaks District Council?
	Note- this can include grants, section 106s, a Community Fund etc.
	No
	If Yes, please provide further details of amount and the project involved.

18	Has the project, at any stage benefited from any CIL Exemptions as laid out in the Community Infrastructure Levy Regulations 2010 (as amended)?
	No
	If yes, please explain why CIL is still required following an exemption.

Deliverability

19	Does your organisation have the legal right to carry out the proposed scheme?
	If not, you must attach documentation showing that the statutory provider of this service supports this scheme.
	Yes

20	Anticipated start date for delivery of the scheme
	Tranche 1 April 2024

21	Anticipated finish date for the delivery of the scheme
	Tranche 1 March 2025
	Tranche 2 March 2026
	Tranche 3 March 2027

22	Anticipated date when CIL funding will need to be made available
	Tranche 1 - April 2024

23	Does land need to be purchased to facilitate the scheme?
	No
	If no, please provide details:

24	Please provide a consultation plan to let SDC know when they can expect progress reports on the project.
	Quarterly report starting April 2024 on delivery progress.

25	Please provide details of the management and timescales of the project.
	Managed by KCC PRow and Access Service.
	Tranche 1 - Final specification, contract preparation and procurement on confirmation of award. Q3/Q4 2023-4 Financial year.
	Scheme commencement Q1 2024-5
	Completion of tranche 1 by end of financial year 2024-25.
	Tranche 2 completion by end of financial year 2026
Tranche 3 completion by end of financial year 2027	

26	Has consultation been carried out on the scheme or is any planned?
	No specific consultation carried out but the scheme reflects local needs and asks to get to and from key destinations as part of our strategy of engagement with local communities (also see below)
	Please provide details (Note: Results can be attached separately if necessary.)
	Strong policy base reflects wide ranging consultation and engagement in preparation for the ROWIP 2018-2028 Schemes identified and requested by the local community.

27	Is a relevant SDC ward member(s) supportive of the scheme?
	Yes - see attached email correspondence.
	You may provide the signature of an SDC ward member or an email from them to cil@sevenoaks.gov.uk .

28	Is the relevant town/parish council supportive of the scheme?
	Yes - see attached email correspondence
	Signature of a town/parish council chairman, clerk or chief executive (Note: An email from them to cil@sevenoaks.gov.uk would also be sufficient).

29	Do you have any other local support for the scheme? This can be in the form of businesses, community groups etc.
	Yes - see attached email correspondence
	Please provide details of local support. (Note: An email from a relevant party to cil@sevenoaks.gov.uk would also be sufficient).

Maintenance

30	Which organisation will be responsible for ongoing maintenance?
	Kent County Council - PROW and Access Service

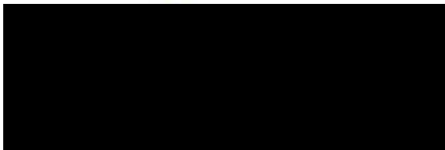
31	Are funding arrangements in place for maintenance?
	Yes
	Please provide details
	KCC PROW and Access Service Revenue maintenance budget. Capital funding for asset management plan. Sevenoaks DC – role in respect of Environmental Protection Act 1991 – cleansing and litter picking.

32	Please provide any further comments here.
	This could include if there are any other infrastructure projects that are related to this bid or any that rely on this bid.

Declaration

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.

Signature







Name
Tom Marchant


Declaration

Position

Head of Strategic Development and Place, Kent County Council

Further Information

CIL Bid Contact Details	
Name, role and contact details of the person that will be the contact for this bid:	Kate Beswick, Rights of Way Improvement Plan Officer, PROW and Access Service, Kent County Council, Invicta House, Maidstone ME14 1XX 
Name, role and contact details of the person that will be attending SDC's CIL Spending Board to support this bid:	Graham Rusling, Head of PROW and Access Service, Kent County Council, Invicta House, Maidstone ME14 1XX  Kate Beswick, Rights of Way Improvement Plan Officer, PROW and Access Service, Kent County Council, Invicta House, Maidstone ME14 1XX 
Name, role and contact details of the person that will be the point of contact and responsible for the Legal Contract:	Sarah Bonser Solicitor - Legal Commissioner and Head of the Planning & Highways Team, Governance, Law & Democracy, Chief Executive's Department, Kent County Council, County Hall, Maidstone, Kent ME14 1XQ 

CIL Bid Contact Details	
Name, role and contact details of the person that will be legally responsible for receiving the CIL fund:	Graham Rusling, Head of PROW and Access Service, Kent County Council, Invicta House, Maidstone ME14 1XX 
Full company/charity name:	Kent County Council
Registered No:	

Privacy Notice

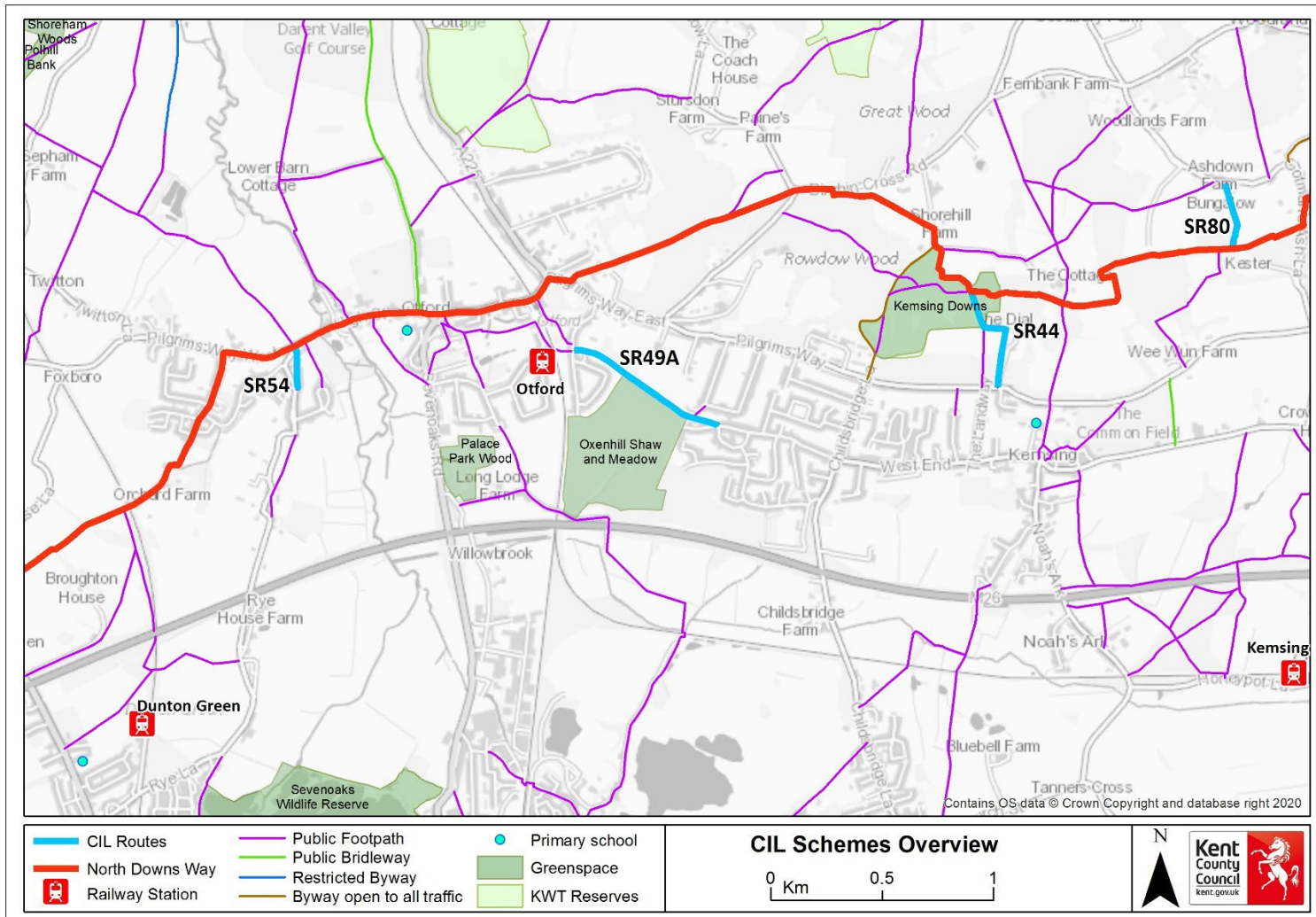
The personal data which is collected within this form is reasonably necessary for its public task of processing your application for CIL grant funding. This includes considering whether to grant the application and to ensure the effective management of CIL grant funding if approved.

If your application is unsuccessful then personal information will be retained for a period of 10 years after the application is refused. The personal data shall then be deleted except for any information made public under the Council's other legal obligations (including the Access to Information provisions of the Local Government Act 1972 or the Freedom of Information Act). If your application is successful then your data will be retained for the duration of the project applied for and for the full period in which the contract under which the monies are transferred is enforceable. The personal information will then be deleted, except for any information made public under the Council's other legal obligations. Any information relating to this application which is deleted will be deleted in accordance with the Council's standard record retention practice.

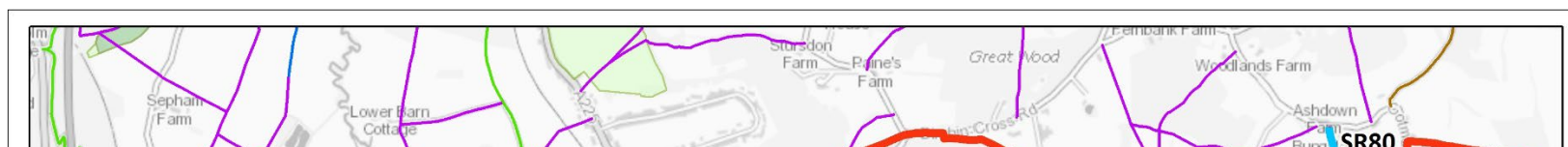
Unless otherwise stated we will generally handle personal information in accordance with the Council's Privacy Policy, which can be found through our website at [Council's Privacy Policy](#)

Appendix 1 – Scheme Context and Baseline Use

Appendix 1: covers supplementary information [for section 4] showing how the schemes relate to the existing plans, developments, and objectives highlighted in section 3. The map, below, shows an overview of the schemes in relation to a selection of the surrounding green infrastructure and main railway lines.



The map, below, shows the schemes in relation to the existing Air Quality Management Area (AQMA) No.13 (A25), and the potential for them to contribute to reducing short car borne journeys in the nearby area.



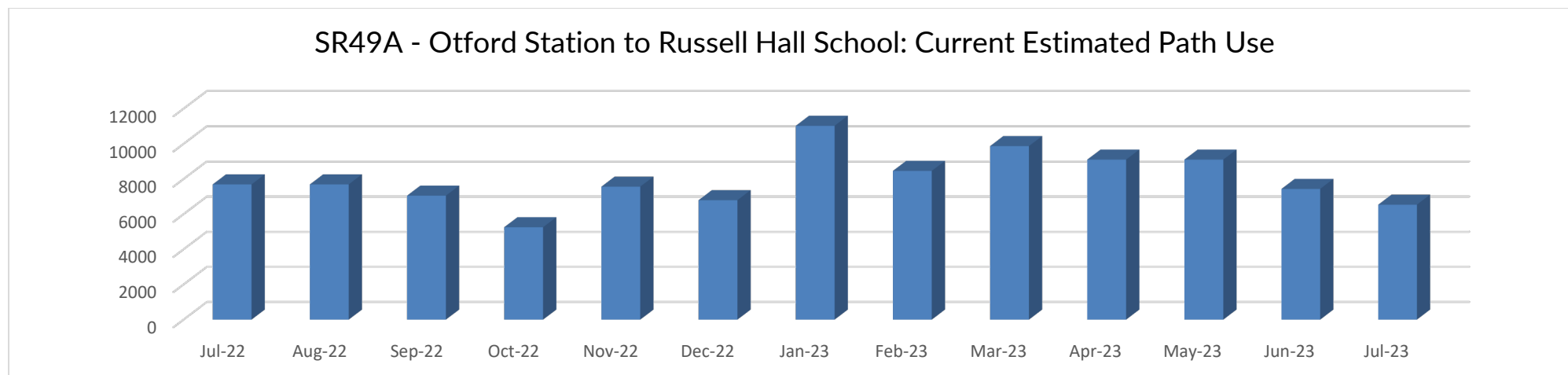
Measuring a Baseline and Forecasting Use

The use of automated counters is common in establishing accurate figures for a pre-project baseline and to demonstrate post-project usage of a route. However, the downside is that these are relatively expensive to purchase and maintain, which can reduce the amount of capital available for delivery of 'on the ground' improvements. Strava Metro is a platform available to local government, to assist them with delivery of Active Travel. It allows the analysis of activity data on the platform, as well as the ability to download activity data for further exploration.

Strava is a popular activity recording application which, in the absence of an automated counter, can be a useful alternative in establishing existing use of a route and, subsequently, any later uplift in use as a result of improvements carried out (either promotional, physical, or both). While the application is popular, it is recognised that it is an app which includes some subscription-based premium features and is, by extension, self-selecting in its demographic. For example, it is estimated that around 71% of the Strava audience is male compared to 29% female and the largest age group is 25-34year olds.

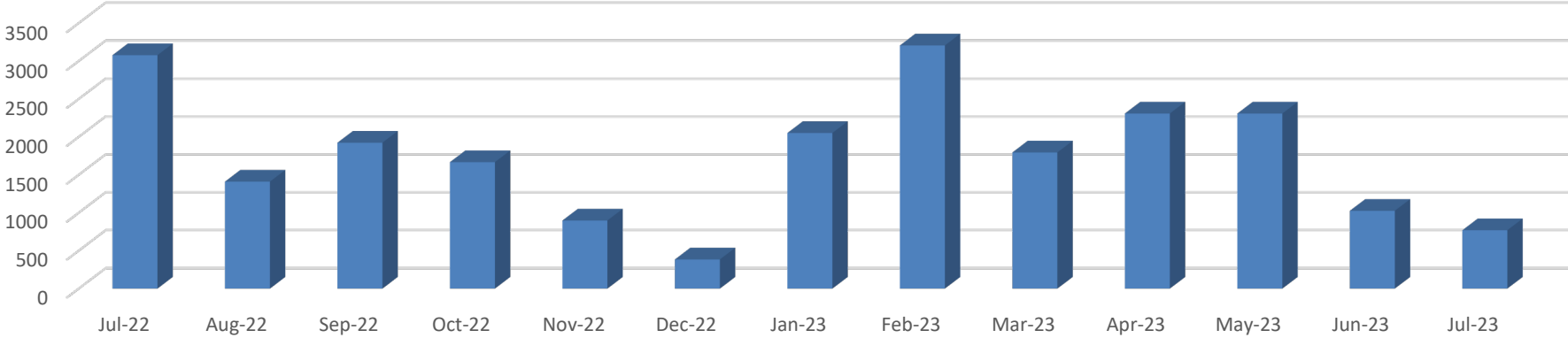
It is therefore imperative to realise that use of the data, alone, will only ever quantify a small percentage of the overall 'actual' use i.e., activity on the same route by non-Strava users. There will also be a tendency for Strava use to be higher in more urban areas and less representative in more rural settings. Nonetheless, by using information from across the county, where automated counters are in situ, and comparing this to Strava counts for the same routes, it is possible to establish an approximate figure for the average percentage of overall use that Strava users account for. This figure can then be used to extrapolate the Strava activity data recorded on other routes without a counter on them.

The tables, below, show the current estimated use for each scheme based on Strava data recorded on them which has been extrapolated to account for all users. The time period for each scheme is the same: 01/07/2022 to 31/07/2023 inclusive.



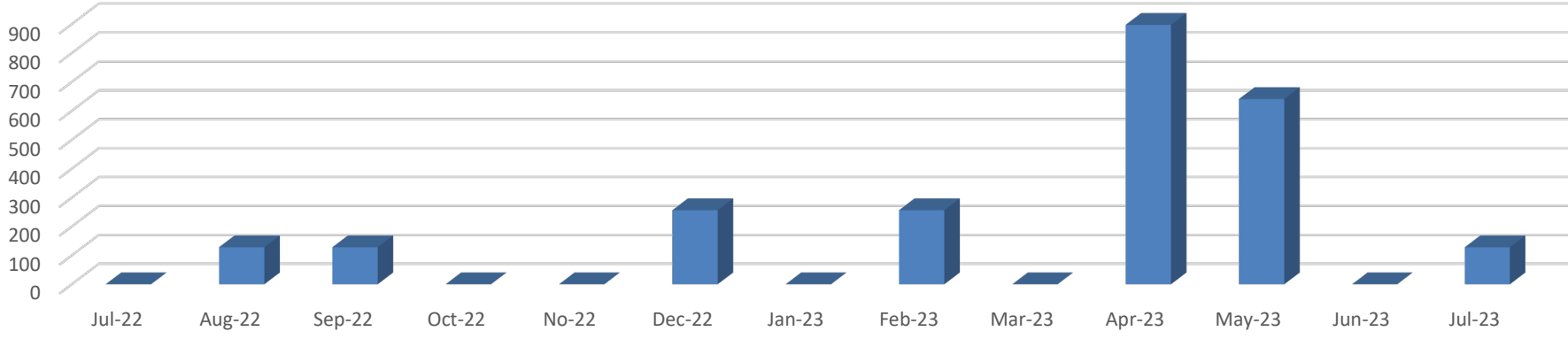
Note: SR49A has Strava activity recorded for both cyclists and pedestrians.

SR54 - Current Estimated Path Use



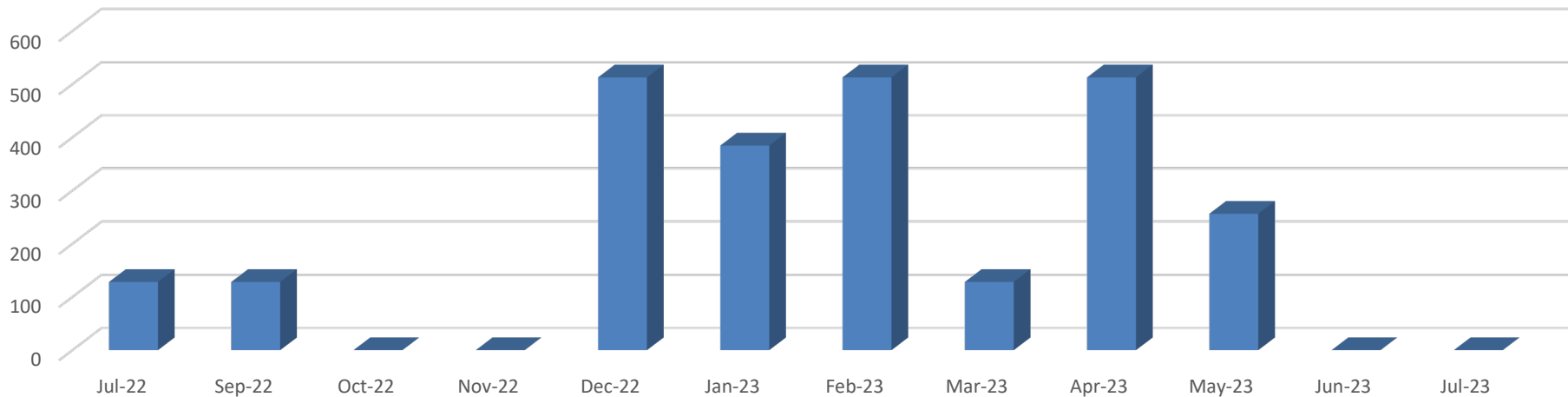
Note: SR54 has Strava activity recorded only by pedestrians.

SR80 - North Downs Way Link: Current Estimated Path Use



Note: No Strava cycle activity has been recorded on SR80, the results therefore only reflect pedestrian activity data. The 'zero count' months don't necessarily equate to no actual use but just that pedestrian use by Strava users is zero and therefore there is no activity to extrapolate. The demographic of rural PRoW users will tend to lean towards the older generation who are less likely to be Strava users and so the figures are likely to be an under-representation of actual use.

SR44 - North Downs Way Link: Current Estimated Path Use



Note: No Strava cycle activity has been recorded on SR44, the results therefore only reflect pedestrian activity data. The 'zero count' months don't necessarily equate to no actual use but just that pedestrian use by Strava users is zero and therefore there is no activity to extrapolate. The demographic of rural PRow users will tend to lean towards the older generation who are less likely to be Strava users and so the figures are likely to be an under-representation of actual use.

Forecasting and measuring 'post-scheme' figures

To keep costs to a minimum, this will also need to be carried out using a similar method to the above. Where other similar schemes have been implemented, the PRow Service has good figures for uplift and so can forecast the likely impact of the schemes being bid for based on similar improvement projects and post-scheme analysis.

To verify these figures, post-scheme, it is proposed to carry out the same analysis as for the estimates of current use i.e., extrapolation of post project Strava figures for the same sections.

Appendix 2 – Socio-Economic Benefits

Outdoor Recreation Valuation (ORVal) Tool

The Outdoor Recreation Value tool has been developed, and refined, by the University of Exeter to predict the estimated welfare value of new recreational opportunities in England and Wales. The tool is endorsed by HM Treasury as an accurate predictive model. ORVal predicts the benefit added in terms of finances as well as visits by socio-economic group. Using ORVal to calculate the welfare benefit of the new routes produced the results outlined below (tables based on a graphic from: <https://ukgeographics.co.uk>).

Improvements to SR44 (link route to the North Downs Way National Trail)

The tool calculates the welfare benefit of the improved route to be £2,002 annually, generating 1,034 visits per year. This is broken down by the socio-economic groups in the table below.

Social Grade	Description	% HRP population (UK)	Welfare Values (per year)	Estimated Visits (per year)	Newly Created Visits (per year)
AB	Higher & intermediate managerial, administrative, professional occupations	22.17	£737.00	388	67
C1	Supervisory, clerical & junior managerial, administrative, professional occupations	30.84	£659.00	336	63
C2	Skilled manual occupations	20.94	£351.00	178	34
DE	Semi-skilled & unskilled manual occupations, Unemployed and lowest grade occupations	26.05	£256.00	132	27

Improvements to SR49A (link route Otford/ Kemsing Stations)

The improved route is estimated to deliver £9,755.00 worth of welfare benefit annually and 5,285 visits per year. This route strongly supports an alternative to car use. As well as supporting modal shift towards non-car journeys, additionally, this proposal links into a path network (through Oxenhill Shaw and Meadow) which Orval calculates is already delivering £121,731 worth of welfare benefit annually.

Social Grade	Description	% HRP population (UK)	Welfare Values (per year)	Estimated Visits (per year)	Newly Created Visits (per year)
AB	Higher & intermediate managerial, administrative, professional occupations	22.17	£4,404.00	2,407	371
C1	Supervisory, clerical & junior managerial, administrative, professional occupations	30.84	£2,906.00	1,568	260
C2	Skilled manual occupations	20.94	£1,505.00	805	140
DE	Semi-skilled & unskilled manual occupations, Unemployed and lowest grade occupations	26.05	£940.00	504	91

SR54 – Otford

This short link has the potential to offer a welfare benefit of £1,549 per annum, by creating a shorter, enhanced alternative to walking along the nearby Rye Lane.

Social Grade	Description	% HRP population (UK)	Welfare Values (per year)	Estimated Visits (per year)	Newly Created Visits (per year)
AB	Higher & intermediate managerial, administrative, professional occupations	22.17	£636.00	348	56
C1	Supervisory, clerical & junior managerial, administrative, professional occupations	30.84	£484.00	254	45
C2	Skilled manual occupations	20.94	£264.00	139	25
DE	Semi-skilled & unskilled manual occupations, Unemployed and lowest grade occupations	26.05	£186.00	100	19

SR80 – North Downs Way link

This route links into the North Downs Way National Trail and is estimated to deliver £9,441.00 of welfare value per year with 3,292 visits annually.

Social Grade	Description	% HRP population (UK)	Welfare Values (per year)	Estimated Visits (per year)	Newly Created Visits (per year)
AB	Higher & intermediate managerial, administrative, professional occupations	22.17	£3,243.00	1,133	307
C1	Supervisory, clerical & junior managerial, administrative, professional occupations	30.84	£3,139.00	1,093	309
C2	Skilled manual occupations	20.94	£1,642.00	571	165
DE	Semi-skilled & unskilled manual occupations, Unemployed and lowest grade occupations	26.05	£1,417.00	496	149

Environmental Benefits (Section 7)

ORVal also estimates how many visits are likely to be made 'by car' and 'not by car' i.e., public transport, cycle etc. The details for each individual scheme are shown in the tables below.

SR44 - As an improved link to the NDW, and viewed in isolation, the figures don't appear to support a reduction in car journeys at first glance. However, taking a wider view of the scheme as part of the overall package, with improvements to SR49A, below, there is more opportunity for this scheme to support a reduction in car journeys for leisure visitors wishing to access the NDW. There may be some additional promotional work that can be taken (Explore Kent) to help achieve this shift i.e., circular walks from nearby train stations.

Transport mode	Number of visits	% of visits
By car	724	70%
Not by car	310	30%

SR49A – greater support of low carbon choice as facilitates better network to access Kemsing and Otford Railway stations locally. Potential for increased leisure visits by train and bus, using the wider link routes to the NDW.

Transport mode	Number of visits	% of visits
By car	802	15%
Not by car	4,482	85%

SR54 - Otford

Transport mode	Number of visits	% of visits
By car	277	33%
Not by car	563	67%

SR80 - Kemsing

As an improved link to the NDW, and viewed in isolation, the figures don't appear to support a reduction in car journeys at first glance. However, again, taking a wider view of the scheme as part of the overall package, with improvements to SR49A and SR54, there is more opportunity for this scheme to support a reduction in car journeys for leisure visitors wishing to access the NDW. There may be some additional promotional work that can be taken (Explore Kent) to help achieve this shift i.e., circular walks from nearby train stations.

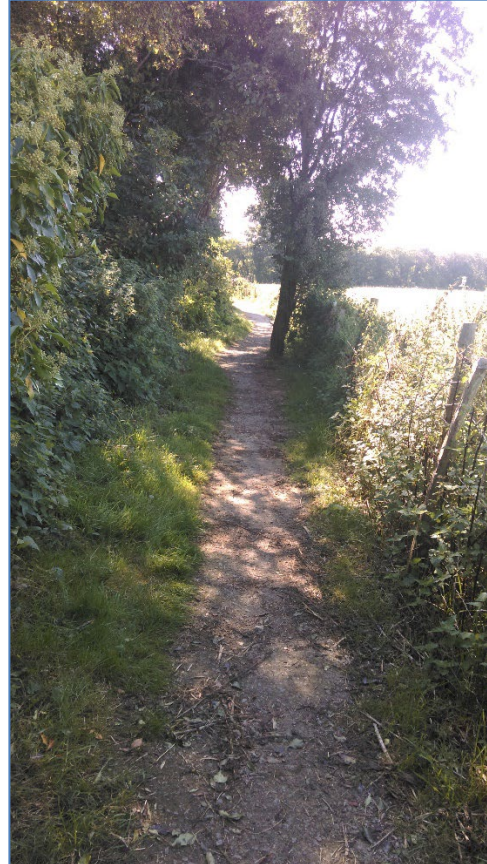
Transport mode	Number of visits	% of visits
By car	3,036	92%
Not by car	256	8%

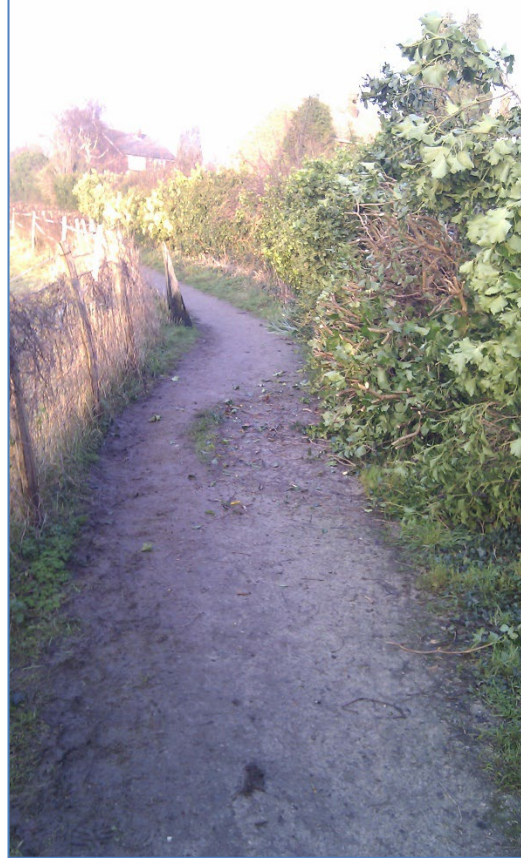
Appendix 3 – Recent Schemes

Loose Greenway, Maidstone

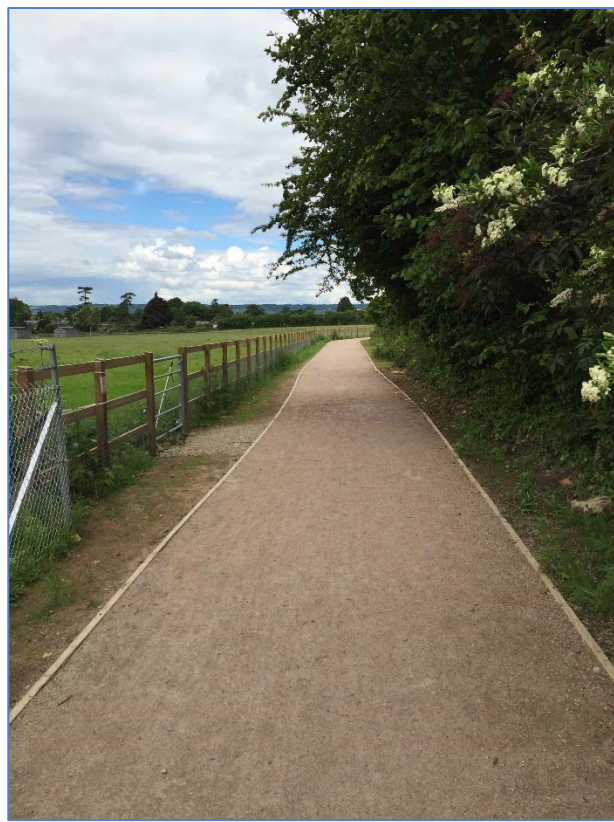
This project carried out widening and improvement of the existing surfaces along the route. It involved the legal upgrade of a section of public footpath to public bridleway, which helped to create a longer route which could then be used to cycle or walk to local shops and schools. It provided a safe, traffic-free route while also enhancing the local environment for wildlife and enjoyment, through wildflower sowing to the verges and using local materials to replace utilitarian metal staggered barriers.

Before: A selection of images showing the unsurfaced nature of the route, the varying width and condition. Potential route users were presented, at several points, with overgrown and unwelcoming entry points.





After: The improved surface provided a consistent and improved width. The boundary lines were improved and verges sown with wildflowers. Where metal staggered barriers were previously in use, these were replaced with visually attractive replacements made from Kentish Ragstone, to create a more welcoming and natural feel.





Powder Mills, Leigh & Tonbridge

The project upgraded a stretch of footpath to cycle track and created a safer, direct route, on foot and bike, from the Powder Mills Development just outside Leigh on the Sevenoaks/ Tonbridge & Malling boundary. The project improved a number of paths to create an attractive and traffic-free route into Tonbridge town centre, that offered a much more direct journey than available via the road network.

Before: The existing paths were generally narrow and of varying width and surface quality.



After: Additional width was secured, to create a segregated path for a long length of the route. Wildflower planting to verges and a separation strip ensured an enhanced environment for path users and wildlife. An improved surface to the full length which resulted in additional width being made available to path users.



From: Cllr Roy, Irene <cllr.roy@sevenoaks.gov.uk>
Sent: 14 September 2023 12:01
To: Kate Beswick - GT - GC
Cc: Parish.Council, Otford
Subject: Sevenoaks District CIL Bid - PROW Improvements

Dear Kate,

I write in support of the KCC Rights of Way Improvement Plan bid for Sevenoaks District Council CIL funding. A successful bid will enable improvements to vital walking infrastructure and routes across the District. As the Local Ward Member for Otford, I am delighted that one of our key Public Footpaths, SR54, has been identified as part of Tranche 1.

The footpath identified is located in the west of the village and links a good proportion of residential properties to the main footpath to the village centre shops, businesses and primary school. Over 50% of local children attending the primary live in the west of the village. The footpath identified runs alongside a narrow lane without pavements and is vital to provide safe pedestrian access, particularly for the most venerable members of our community, such as our elderly residents and small children.

The proposed improvements will complement the recently installed traffic calming scheme to improve road safety and pedestrian access for all and will encourage more residents to walk helping us to meet our stated Active Travel objectives.

Irene

Cllr Irene Roy
District Member for Otford & Shoreham

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<https://myaccount.sevenoaks.gov.uk/planning-payment/> For all other Planning payment queries please telephone us on 01732 227000 or email planning.information@sevenoaks.gov.uk Our office hours are Monday - Thursday 08:45 - 17:00 and Friday 08:45 - 16:45

Did you know you can view and download information about Tree Preservation Orders online as well as submit applications to carry out works to trees?

https://www.sevenoaks.gov.uk/info/20012/heritage_and_trees



From: Simon Reay [REDACTED]
Sent: 08 September 2023 14:53
To: Kate Beswick - GT - GC
Cc: cllr.reay@sevenoaks.gov.uk
Subject: Re: Sevenoaks CIL funding / Public Rights of Way

You don't often get email from [REDACTED] [Learn why this is important](#)

Dear Kate,

I am more than happy to support your application as footpaths are very near and dear to me as a ward member for Kemsing. As you will no doubt be aware I am also portfolio holder for development and conservation which has ultimate responsibility for the CIL Board.... I have checked, and as I do not select, speak or vote and am not a member of the board there is no conflict of interest. This application will be most beneficial to my residents and I offer unreserved support. If you need anything else please don't hesitate to contact me.

Yours sincerely,

Cllr Simon Reay.

Sent from my iPhone

On 8 Sep 2023, at 14:39, [REDACTED] wrote:

Dear Cllr Reay


KCC PROW and Access Service are currently putting together a bid for CIL funding from Sevenoaks District Council at the upcoming bid round, to enable improvements to infrastructure and routes across the District. The bid will be presented in three "Tranches" of works, with Public Footpaths SR49A, SR80 and SR44 in Kemsing being identified as part of Tranche 1. As part of the bid application we evidence policy documents and any local support for the project and as such I am emailing you in your capacity as District Councillor.

All improvement work is evidenced by our KCC Rights of Way Improvement Plan, and in line with local objectives to improve both Active Travel and leisure opportunities in the face of increasing pressure on existing infrastructure. Through improvements to the area network we would achieve safer (off road) and more attractive routes for both residents and visitors, and any CIL funding would enable us to provide additional works to those we currently can through our own resources.

I am therefore emailing to ask if you would be prepared to give support to our bid for PROW improvement schemes in Kemsing, that we could include in our application – if possible in an email.

As ever, unfortunately we are having to work to a strict deadline, with bid application submission by the end of next week and so I would be really grateful, if you are willing, if you would be able to respond by early next week – apologies! If you wish any further detail, please do let me know.

Kind regards

Kate Beswick | Rights of Way Improvement Plan Officer | PROW and Access Service | Countryside and Community Development | Kent County Council | Invicta House County Hall Maidstone ME14 1XX |  www.kent.gov.uk

From: Roger Gough - MEM
Sent: 11 September 2023 13:35
To: Kate Beswick - GT - GC
Subject: RE: KCC PROW and Access / Sevenoaks CIL funding

Dear Kate

I write in support of the PROW and Access Service's application for CIL funding to improve key routes, and in particular SR49A, SR80 and SR44 in Kemsing Parish and Public Footpath SR54 in Otford Parish, all of which are within my County Division.

The aim of the application is to deliver surface and signage improvements to ensure all year and all weather access, supporting active travel and greater travel options for residents and visitors alike.

SR49a, running from Kemsing to Otford Station, has long been a priority for local residents and its importance, not least in serving the station, has been recognised by the PROW service. SR44 and SR80 serve the North Downs Way and can thereby boost tourism and the local economy. In Otford, SR54 serves the west of the parish, including providing a route to the village primary school.

I very much hope that funding can be secured and these vital improvements delivered.

Yours sincerely



Roger Gough
Leader of Kent County Council
Member for Sevenoaks North and Darent Valley

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From: Kate Beswick - GT - GC <[REDACTED]>
Sent: Friday, September 8, 2023 2:19 PM
To: Roger Gough - MEM <Roger.Gough@kent.gov.uk>
Subject: KCC PROW and Access / Sevenoaks CIL funding

Dear Mr Gough

KCC PROW and Access Service are currently putting together a bid for CIL funding from Sevenoaks District Council at the upcoming bid round, to enable improvements to infrastructure and routes across the District. The bid will be presented in three "Tranches" of works, with Public Footpaths SR49A, SR80 and SR44 in Kemsing Parish and Public

Footpath SR54 in Otford being identified as part of Tranche 1. As part of the bid application we evidence policy documents and any local support for the project and as such I am emailing you in your capacity as KCC Member for these parishes.

All improvement work is evidenced by our KCC Rights of Way Improvement Plan, and in line with local objectives to improve both Active Travel and leisure opportunities in the face of increasing pressure on existing infrastructure. Through improvements to the area network we would achieve safer (off road) and more attractive routes for both residents and visitors, and any CIL funding would enable us to provide additional works to those we currently can through our own resources.

I am therefore emailing to ask if you would be prepared to give support to our bid for PROW improvement schemes in Kemsing and Otford, that we could include in our application – if possible in an email.

As ever, unfortunately we are having to work to a strict deadline, with bid application submission by the end of next week and so I would be really grateful, if you are willing, if you would be able to respond by early next week – apologies! If you wish any further detail, please do let me know.

Kind regards

Kate Beswick | Rights of Way Improvement Plan Officer | PROW and Access Service | Countryside and Community Development | Kent County Council | Invicta House County Hall Maidstone ME14 1XX [REDACTED]
[REDACTED] | www.kent.gov.uk

From: Kate Beswick - GT - GC
Sent: 14 September 2023 15:04
To: Kate Beswick - GT - GC
Subject: FW: Sevenoaks CIL funding

From: Kemsing Parish Council <kemsingpc@tiscali.co.uk>
Sent: Wednesday, September 13, 2023 5:27 PM
To: Kate Beswick - GT - GC <kate.beswick@kent.gov.uk>
Subject: RE: Sevenoaks CIL funding

Dear Kate,

Thank you for clarifying and for sending the map with the routes marked. It is very helpful indeed.

Under normal circumstances this will have to be referred to the Parish Council for consideration, however, given the tight deadline, I will respond. Please note that I cannot commit the Parish Council to any financial support for this project. Members will of course, have to consider any funding request formally at a meeting.

However, I do think that all Members will support and welcome any enhancements to the PROW network in Kemsing proposed by KCC.

Footpath SR49A (bridleway) is of great importance to many Kemsing residents, who use this as the only pedestrian route to get to and from Otford Railway Station. We do know that this path can become very overgrown, muddy and slippery in the winter, because of the soil washing down from the Oxenhill Shaw woods, which is adjacent to the path. Any improvements to the surface will be greatly appreciated.

Footpath SR44 runs through the Parish Council's Kemsing Downs Nature Reserve. This is a very well used path by residents and visitors to our Nature Reserve and has a direct link to the North Downs Way. The steps can benefit greatly from surface improvement works (it can be extremely slippery in wet weather) and the path can also become very overgrown. Any improvement works will result in a better experience to users when using this footpath and would be very much appreciated.

I hope this information will be helpful in your application. Please do let me know if I can be of further assistance.

Kind regards

Yolanda Tredoux PSLCC
Clerk & Financial Officer to Kemsing Parish Council

The Clerk's Office, St. Edith Hall
High Street, Kemsing
Sevenoaks, Kent, TN15 6NA
Tel: 01732 762 841
www.kemsingparishcouncil.org.uk

We aim to respond to emails as soon as possible and usually within 15 working days. The information you provide (personal information such as name, address, email address, phone number, organisation) will be processed and stored to enable us to contact you and respond to your correspondence, provide information and/or access our facilities and services. Your personal information may be shared with Parish Councillors

From: Kate Beswick - GT - GC
Sent: 14 September 2023 15:00
To: Kate Beswick - GT - GC
Subject: FW: Sevenoaks CIL funding proposal

From: Sharon Holt - Parish Clerk <clerk@otfordpc.co.uk>
Sent: Thursday, September 14, 2023 10:05 AM
To: Kate Beswick - GT - GC [REDACTED]
Cc: Irene Roy <irene.roy@otfordpc.co.uk>
Subject: RE: Sevenoaks CIL funding proposal

Good morning

Thank you for your email. I can confirm that Otford Parish Council is willing to support the bid.

Kind regards

Sharon Holt
Clerk to Otford Parish Council

01959 524808
The School House
21 High Street
Otford Kent TN14 5PG

View our Privacy Notice at: www.otfordpc.org.uk

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From: Kate Beswick - GT - GC
Sent: Friday, September 8, 2023 1:40 PM
To: clerk@otfordpc.co.uk
Subject: Sevenoaks CIL funding proposal

Good afternoon

KCC PROW and Access Service are currently putting together a bid for CIL funding from Sevenoaks District Council at the upcoming bid round to enable improvements to infrastructure and routes across the District. The bid will be

presented in three “Tranches” of works, with Public Footpath SR54 in Otford Parish being identified as part of Tranche 1. As part of the bid application we evidence policy documents and any local support for the project and I note from your Village Design Statement that the PROW network is afforded a significant inclusion, which we obviously welcome!

I am therefore emailing to ask if you would be agreeable to us referencing the Design Statement in our application, and indeed if you would be prepared to give support to PROW improvement schemes in Otford that we could include in our application – via email would be fine.

As ever, unfortunately we are having to work to a strict deadline, with bid application submission by the end of next week and so I would be really grateful, if you are willing, if you would be able to respond by early next week. If you wish to discuss in more detail, please do let me know.

Kind regards

Kate Beswick | Rights of Way Improvement Plan Officer | PROW and Access Service | Countryside and Community Development | Kent County Council | Invicta House County Hall Maidstone ME14 1XX [REDACTED]
[REDACTED] | www.kent.gov.uk

From: Peter Morris <[REDACTED]>
Sent: 13 September 2023 16:15
To: Kate Beswick - GT - GC
Cc: Graham Rusling - GT GC
Subject: Kemsing/ Otford Routes & North Downs Way Trail Partnership Support

Dear Kate

I write in support of the PROW and Access Service's application for CIL funding to improve key routes, and in particular SR49A, SR80 and SR44 in Kemsing Parish and Public Footpath SR54 in Otford Parish, all of which link to the North Downs Way National Trail which I manage, funded via Natural England, and hosted by the Kent Downs AONB Unit, itself part of KCC.

I understand the aim of the application is to deliver surface and signage improvements to ensure all year and all weather access, supporting active travel and greater travel options for residents and visitors alike which supports the wider objectives of the National Trail.

We are particularly supportive of routes that link local communities, services and transport hubs to the NDW, allowing more visitors to access the trail and landscape using sustainable transport methods whilst supporting the rural economy.

I very much hope that funding can be secured and these vital improvements delivered.

Yours sincerely

Pete

Peter Morris
North Downs Way Trail Manager

Kent Downs Area of Outstanding Natural Beauty Unit and aspiring Cross-Channel UNESCO Global Geopark

[REDACTED] | www.nationaltrail.co.uk/north-downs-way

Mobile [REDACTED]

