

10 March 2021 at 7.00 pm

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Community Infrastructure Levy (CIL) Spending Board

Supplementary Agenda

	Pages	Contact
Application C Otford Road Traffic Scheme (Otford Parish Council) Appendix - Original bidding proforma	(Pages 1 - 24)	

If you wish to obtain further factual information on any of the agenda items listed above, please contact the named officer prior to the day of the meeting.

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SEVENOAKS DISTRICT COUNCIL: COMMUNITY INFRASTRUCTURE LEVY (CIL) SPENDING BOARD

BID FOR FUNDING PRO-FORMA (INFRASTRUCTURE ONLY)

Scheme name:

OTFORD TRAFFIC CALMING SCHEME

Description of Scheme:

Page 1

The traffic calming scheme will address long-standing traffic concerns by providing integrated solutions to improve road safety, ease congestion, encourage active travel and sustainable modes of travel. The scheme is founded on the results of a traffic study carried out in Otford (Appendix A: Traffic Management Report).

The traffic calming measures outlined below (by road) will improve road safety for residents and visitors by slowing traffic speeds to an appropriate level to provide safer access to village amenities and public transport, where there are currently narrow, or no pavements. Additionally, new, and improved pedestrian crossing points will make active travel safer at points where it is currently dangerous, and even impossible, for vulnerable members of the community to cross the road; Otford has three primary schools and a higher-than-average elderly population (Census 2011).

The scheme is designed to reduce the likelihood of traffic related pedestrian incidents across the village, particularly pedestrians being hit by passing vehicles, a common occurrence frequently reported to both the Parish Council and the Police. Given the high degree of traffic incidents with pedestrians near the village primary school on the High Street, the zebra crossing nearby will be upgraded with a speed table (flat topped speed hump). The proposed measures are sympathetic to the environment and characteristics of the conservation area (Appendix B: Traffic Plans).

High Street:

- 20mph speed limit (signage and road markings)
- Flat-top speed table under the zebra crossing
- Pinch point to widen dangerously narrow pavement
- Upgrade refuge islands to make them fit for purpose (dropped kerbs and tactile paving)

Agenda Item 4c

Description of scheme continued.

Pilgrims Way West (all measures to enforce current 30mph speed limit):

- 20mph speed limit from Rye Lane to High Street only (signage and road markings)
- Two new pedestrian refuge-islands (providing crossing points and speed reduction)
- Planting to reduce driver visibility to the appropriate distance for a 30mph speed limit
- Central carriageway narrowing (using red surfacing)
- Relocate village Gateway to include all residential roads (red surfacing road markings)

Station Road (all measures to enforce current 30mph speed limit):

- 20mph speed limit from the pond to Colets Orchard (signage and road markings)
- Enlarging and upgrading refuge-island at pond junction (dropped kerbs and tactile paving)
- Road narrowing near Station entrance (using planting)
- Central carriageway narrowing (using red surfacing)

Pilgrims Way East:

- 20mph speed limit (signage and road markings)
- Two flat-top speed tables

Shoreham Road (all measures to enforce current 30mph speed limit):

- Virtual buildouts on carriageway using white line markings to visually reduce road width
- New signage to improve safety at dangerous bend at Pilgrims Way East junction.
- Refurbish village Gateway (red surfacing and road markings)

Sevenoaks Road (all measures to enforce current 30mph speed limit):

- 20mph speed limit for a small section at pond junction only (signage and road markings)
- Kerb buildout and parking bay markings to formalise on-street parking and improve road safety
- New traffic island to reduce carriageway width and lower speeds (on approach to shopping parade)
- Central carriageway road narrowing (using red surfacing)
- New 30mph speed limit Gateway feature (on approach to shopping parade)

The combined measures will address the danger, perceived danger, or ‘fear factor’, and accessibility issues across the village which have become a barrier for large numbers of residents and visitors to participating in local life and wider travel.

The traffic plans take into account the predicted increases in traffic volume from planned development on the Otford boundaries and provide a traffic management strategy for the medium to long term.

The successful delivery of the scheme will make Otford a safer, cleaner, and more attractive place to live, work, and visit whilst protecting the rural nature of the conservation village.

Page 3	1	Is this scheme promoted by your organisation in partnership with another organisation(s)?	Yes / No (please delete as appropriate)	
		Organisation Name(s):	OTFORD PARISH COUNCIL, KCC HIGHWAYS & THE OTFORD SOCIETY	
		Responsible individuals(s):	Nikola Floodgate, Schemes Planning & Delivery Manager & Jamie Hare, Development Agreements Manager	
		Signature(s) on behalf of other supporting organisations(s):	See Appendix C for supporting 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.	<p>KCC Highways has supported the Otford Parish Council (OPC) in the development of an appropriate scheme within the confines of the current public highway. KCC's involvement in the Traffic Calming Scheme began in March 2018. A final scheme has been informally approved by KCC Highways and formal approval is expected shortly.</p> <p>KCC has agreed to contribute 21.74% towards the total project costs from their Local Transport Plan (LTP) 2020/21 funding. Details Q10.</p> <p>Otford Parish Council (OPC) will contribute 55.87% from Parish CIL and Parish Reserves. Details Q10.</p> <p>Members of the Otford Society Committee are on the OPC Traffic Management Group and have worked in partnership on the plans since the group was formed in 2017.</p>	
2	Is planning permission required for the scheme?	Yes / No (please delete as appropriate)		
		If yes, has it been applied for?	N/A	
		If no, please explain why?	Highway schemes do not require planning permission, only a Traffic Regulation Order (TRO) see below.	

	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):	Consent required	
		Date applied for / granted	An application for a Traffic Regulation Order was made on 23rd October 2020. The TRO consultation period finished on 7th December and the approved TRO is expected shortly.
Need for the Scheme			
Page 4	3 List of projects or development that result in the need for this scheme:	<ul style="list-style-type: none"> • Otford: Proposed development of the Vestry Estate doubling its size • Otford: Bartram Farm, Old Otford Road - New Business Park • Otford: Otford Builders Merchants, High Street - 7 residential units • Fort Halstead: Business park plus – 635 residential units (450 already approved) • Halstead: Highfield Farm and Knocka Villa, Crow Drive - 20 residential units • Halstead: Deer Leap Stud Farm, Knockholt Road -13 residential units • Halstead: Oak Tree Farm, London Road - 37 residential units • Knockholt: Broke Hill Golf Course, planning application for 1000 residential units • Badgers Mount: Chelsfield Depot, Shacklands Road, 100 residential units • Badgers Mount: Calcutta Club & Polhill Business Centre - 66 residential units • Badgers Mount: Land west of the roundabout, London Road - 27 residential units • Kemsing: Land south of West End - 20 residential units • Kemsing: Land south of Noah’s Ark - 22 residential units • Bat & Ball: Sevenoaks Quarry - 600 residential units • Bat & Ball: Sevenoaks Water Works - 126 residential units • Bat & Ball: Sevenoaks Gasholders - 98 residential units • Bat & Ball: Sevenoaks Community Centre - 75 residential units • Bat & Ball: Sevenoaks Hospital - 73 residential units • Bat & Ball: Sevenoaks Town Council Offices, Bradbourne Vale Road, 32 • Bat & Ball: Former Park and Ride, Otford Road - Business park <p>Total number of new residential units being proposed in the local plan, plus Broke Hill = 2,919</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):

Any of the above developments will increase traffic volume in Otford, and this has to date, not been fully recognised by developers or SDC. Currently, this means that nothing has been put in place to manage the impact these developments will have on the village, its residents, and the wider community.

There are several community issues, outlined below, that are relevant and will likely be impacted by these developments. The proposed measures will serve to mitigate some of the negative implications highlighted.

1) Housing & Business Development The vast majority of the large-scale developments listed above are located just to the west and south of Otford's boundaries, with further developments to the east in Kemsing. Otford sits between these developments and will be the nearest or least congested route to Sevenoaks Road and the large retail parks, superstores, and Vestry industrial estate, which is set to double in size in the local plan.

The planned development around Otford totals nearly 3,000 potential new homes, each new home will put on average another two cars on the road. Smaller housing developments are also proposed for Otford, Sevenoaks Road and Kemsing adding a further 130 potential new homes, as well as plans for Business Parks and, as already mentioned, the proposed expansion of the Vestry Estate.

2) Traffic Volume Infrastructure planning to date appears to have completely overlooked the amount of goods and domestic traffic already travelling east-west through Otford to avoid heavy congestion on the A25 at the Bat and Ball junction and Riverhead. The alternative quicker route through Otford takes heavy traffic along narrow roads with width restrictions that are unsuitable for heavy traffic, large vehicles, and HGVs.

An increase in traffic volume will have an impact on air quality from vehicle emissions, a major source of air pollution, and with three primary schools on this route this is particularly concerning.

It is inevitable that the planned large-scale developments around Otford will increase the volume of traffic already taking a detour through Otford, and this has not been adequately assessed to date in the Local Plan or the IDP.

3) Conservation The increase in the volume of traffic through Otford will unavoidably have a negative impact on the character of the conservation village, could be harmful to its historic buildings, and will impact the tranquillity of the AONB. As highlighted in the Traffic Management Report (Appendix A, p.7), SDC has a statutory duty to preserve areas of historic interest and must fulfil its legal duty to mitigate the negative effects of these new developments on our historic village. The SDC Conservation appraisal (2010)¹ already sites traffic and car dominance as, 'one of the most important issues which affect the special architectural and historic interest of the Otford Conservation Area'.

4) Medical Provision The Otford Medical Practice has been identified by the CCG to provide medical facilities to support housing development in the area, particularly for Fort Halstead. The IDP states that Otford Medical practice is to take over 3,000 new patients through the expansion of its practices in Otford and Kemsing. There is only one route (without taking a long detour) from Fort Halstead to Otford and Kemsing and that is through the heart of the village and along its historic High Street and extremely narrow roads with narrow pavements, and in some cases no pavements at all, these roads are unsuitable for heavy traffic and are subject to unenforced 6' 6" width restrictions.

5) Local Amenities The current traffic data for Fort Halstead has only considered the number of vehicles approaching Otford from the west and not why they use the High Street as a preferred route, or how it becomes a thoroughfare for the most convenient local amenities on Sevenoaks Road to the south of Otford; this route is already used by the existing villages around Fort Halstead. The report assumes Tesco (in Riverhead) is the most convenient supermarket and ignores the proximity of Sainsbury's superstore and Aldi on the outskirts of Otford (and the other superstores), which are most quickly accessed by driving directly through Otford High Street which is in a conservation area.

6) Traffic Assessments Traffic Assessments for Fort Halstead (Appendix D) undertaken in 2015, show a 5.5% increase in traffic volume through Otford. The report classes the sensitivity of the increased traffic on Otford High Street as "High" but rates the resulting impact of the increase in traffic as "insignificant". The report has not adequately studied vehicle movement, only how many more vehicles there will be, which means the implications for increased traffic have not been thoroughly considered and how this will add to congestion and road safety concerns in the village which are already high. The assessments also show that the A224 Polhill/Pilgrims Way West junction link road is expected to operate over capacity in the AM peak. However, the 2035 assessment development scenario is no worse than the 2035 future base scenario. Realistic alternatives to the private car have not been established, including the proposed demand responsive travel.

The recent Sevenoaks Quarry site Traffic Assessments show that development around Bat & Ball will generate an increase in traffic volume through Otford. The increase in traffic volume was high enough for KCC to suggest discussions with developers to mitigate the impact by making changes to the Bat and Ball junction, however, this cannot be secured by a section 106 as SDC is a CIL charging authority.

In line with SDC policies on minimising the impact of development on the highway network (NPPF) the impact on Otford from development will be considered in the review of priority projects for inclusion in the IDP.

7) Mainline Railway Station Otford railway station is approximately 3.5 miles from Fort Halstead and only 2.1 miles from the Bat and Ball developments, and is the only station nearby providing a fast, frequent, and direct service to London Victoria. The station also offers services to east London and Bedford, and in the other direction to Maidstone and Ashford, and is already heavily used by commuters. Once the Thameslink fast service

4	Continued	<p>is complete, Otford station will provide a more convenient fast and direct service to London Bridge for some of these developments than alternative railway stations in the area.</p> <p>The impact on Otford railway station has not been adequately taken into account in the traffic assessments, nor has the capacity of the station car park been considered. As stated in the Fort Halstead Traffic Assessment, ‘based upon costs of travel, parking availability and convenience, it is considered that Knockholt, Orpington and Otford are likely to be the most attractive stations for those commuting to London, whilst Sevenoaks has an excellent service, it is considered to be less attractive due to costs’. Due to the lack of public transport near the Fort Halstead site, the Traffic Assessments state that, ‘the majority of people will drive to one of the local stations as realistic alternatives to the car do not exist’.</p> <p>8) Primary School Provision As the housing numbers for the Fort Halstead site have dropped from over 800 to 725, it is extremely unlikely there will be any primary school provision. Local schools in the area will have to absorb the demand, as will be the case from the other developments mentioned. Otford Primary School has already had to absorb demand from the Rye Wood development in Dunton Green, northern Sevenoaks and Seal; 47% of pupils at the primary school come from outside the village.</p> <p>All of the above factors will increase traffic volume in Otford and the already high risk to pedestrian safety. CIL funding for measures to mitigate the impact of traffic from these developments in Otford is essential to ensure the safety of its residents, the wider community, and to protect the livelihoods of its businesses.</p>
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Please provide an explanation of the ‘public benefit’ of the scheme proposed for residents in Sevenoaks District:

5	Economic	<p>There is increasingly strong evidence that lower traffic speeds and safer streets leads to an increase in walking and cycling which plays a significant role in contributing to local economic performance:</p> <ul style="list-style-type: none"> • Keeping people and business moving by reducing congestion through Active Travel². • Calmer streets boost local businesses and high streets, quality of life and retail vitality³. • Local employees benefit from commuting and working in a more pleasant environment, businesses have a more satisfied workforce, and research shows better commercial outcomes⁴. • A healthier and happier workforce improves business efficiency and reduces absenteeism⁵. • Adapting our streets to enable more people to walk and cycle encourages more people to shop locally⁶. • Cycling, scooting, or walking the school run, or to work, will save people money⁷. • Safer streets attract a wider range of visitors including those with disabilities or vulnerable road users⁸. • Active travel complements efforts to revive high streets and create liveable, vibrant communities⁹. • Savings to the economy of £567m each year would be realised from improved air quality¹⁰.
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Agenda Item 4c

5	Continued	<ul style="list-style-type: none"> • A 10% drop in car use found air quality benefits to all residents of £477,000 per year from a reduction in nitrogen dioxide¹¹. <p>There is a growing body of evidence demonstrating the economic benefits of calmer streets and more walking and cycling, from health to road safety, retail, and tourism. Investment in the public realm and walkability creates additional commercial benefits. Prominent studies show that public realm investments deliver significant cost-effective benefits to consumers and businesses: Footfall and retail, new business, rental income, and employment.</p> <p>There are over 40 shops, restaurants, and businesses in the centre of Otford, safe access to these businesses is vital to their survival. As identified, road safety issues are having an impact on local trade and general footfall. Our business owners witness the high speeds through the village, accidents and near misses on a daily basis, it is for this reason that every business owner in the village welcomes and supports the traffic calming measures.</p>
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6	Social	<table border="1"> <thead> <tr> <th data-bbox="880 655 1373 691">Probable Social Benefits</th> <th data-bbox="1373 655 2199 691">Links to Proposal</th> </tr> </thead> <tbody> <tr> <td data-bbox="880 691 1373 1415"> <ul style="list-style-type: none"> • Safety and accessibility improved • Building physical activity into daily routines • Healthier lifestyles • Encourages sustainable transport • Reduces carbon footprint • Protects the environment </td> <td data-bbox="1373 691 2199 1415"> <ul style="list-style-type: none"> • Improves safety and accessibility for all residents, especially the vulnerable. • Cycling, scooting, or walking is an easy way of building physical activity into daily routines¹². • Injury accidents in a 20mph zone are reduced by 60% (67% for children) and traffic volume is reduced by up to 30%¹³. • Reducing the speed limit from 30mph to 20mph in built-up areas is one of the most effective ways of making roads safer for children, the elderly and vulnerable road users¹⁴. The Royal Society for the Prevention of Accidents (RoSPA) strongly supports the use of 20mph zones as an effective means of reducing road crashes and casualties and as a very effective way of protecting the most vulnerable road users, including children, pedestrians, and cyclists¹⁵. • Improves social cohesion by reducing factors causing isolation; lack of accessibility has become a barrier for more vulnerable members of the community to participating in local life and is increasing isolation, this has social equity implication¹⁶. </td> </tr> </tbody> </table>	Probable Social Benefits	Links to Proposal	<ul style="list-style-type: none"> • Safety and accessibility improved • Building physical activity into daily routines • Healthier lifestyles • Encourages sustainable transport • Reduces carbon footprint • Protects the environment 	<ul style="list-style-type: none"> • Improves safety and accessibility for all residents, especially the vulnerable. • Cycling, scooting, or walking is an easy way of building physical activity into daily routines¹². • Injury accidents in a 20mph zone are reduced by 60% (67% for children) and traffic volume is reduced by up to 30%¹³. • Reducing the speed limit from 30mph to 20mph in built-up areas is one of the most effective ways of making roads safer for children, the elderly and vulnerable road users¹⁴. The Royal Society for the Prevention of Accidents (RoSPA) strongly supports the use of 20mph zones as an effective means of reducing road crashes and casualties and as a very effective way of protecting the most vulnerable road users, including children, pedestrians, and cyclists¹⁵. • Improves social cohesion by reducing factors causing isolation; lack of accessibility has become a barrier for more vulnerable members of the community to participating in local life and is increasing isolation, this has social equity implication¹⁶.
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Decreased loneliness and isolation

- Safer streets allow vulnerable members of the community to undertake wider travel¹⁷.
- Reduces 'fear-factor' due to safety measures and safer pedestrian crossing points. Decreased danger, leads to decreased perception of danger, leads to increased accessibility, and therefore, increased willingness to use active travel.

Measures Increasing Active travel

- Lower traffic speeds
- Safer Streets
- Increasing number of pedestrian crossing points
- Addressing safety issues caused by narrow or no pavements
- Reducing traffic volume to create calmer streets
- Reducing traffic volume to reduce air pollution/improve air quality.
- Enhancing the public realm

Active Travel Benefits

- Physical activity can increase mental alertness, energy, positive mood, and self-esteem, as well as reducing stress and anxiety (Mental Health Foundation).
- Teachers find that pupils who walk, cycle or scoot to school are more relaxed and alert¹⁸.
- Increasing Active Travel means fewer cars on the road, helping ease congestion (particularly school traffic) and parking. Sustrans (charity making it easier for people to walk and cycle) have worked with many schools around the country to educate and promote the benefits of Active Travel for young people¹⁹. In one case in Stockport where 26% of school children were driven to school Sustrans reduced this figure to 6%; two thirds of pupils now regularly cycle, walk or scoot to school.
- Encourages the integration of cycling and walking with public transport²⁰.
- Lower speeds reduce noise pollution which can impact on health and mental wellbeing²¹.
- Walking or cycling could realistically substitute for 41% of short car trips, saving nearly 5% of CO₂ emissions from car travel²².
- For those travelling longer distances, active travel can be incorporated into part of the journey by parking away from centre and walking.
- Reduced local congestion during rush hour/peak times benefits the wider community.
- Frees up local parking for residents and visitors.

6	Continued	<ul style="list-style-type: none"> • Reduces commuter parking. • Positive benefits boosts local trade and business. <p>Research carried out for the Otford Parish Plan, revealed that a significantly large proportion of parents and guardians would happily walk their children to school, or involve them in a ‘walki bus’, if the roads were less congested and traffic slower.</p>
7	Environmental	<p>This scheme is aligned with a variety of research that illuminates how traffic is a major cause of air pollution. Reducing congestion and slowing traffic encourages active travel and sustainable modes of transport and reduces carbon emissions. The scheme will help the village and individuals take greater responsibility for their carbon footprint, reduce pollution, and become more environmentally conscious. The scheme has been designed with these factors in mind and addresses the issues outlined below:</p> <ul style="list-style-type: none"> • Lowering traffic speeds to 20mph minimises damage to the environment²³. • Active travel reduces unnecessary short car journeys²⁴. Research shows that 60% of journeys between 2 to 5 miles, and 33% of journeys between 1 to 2 miles are made by car²⁵. • Short journeys by car also cause more pollutants as emissions systems do not work effectively on trips under 5 miles²⁶. • Reducing congestion; optimal speeds for maximum urban traffic flow have been mathematically modelled and show that 20mph is more efficient than 30mph²⁷. • Improving road safety encourages use of alternative modes of transport ²⁸. • Creating safe and attractive footways and cycling conditions are essential to change behaviour and to encourage travel by physically active means. • Improves air quality by reducing traffic volume through sustainable travel²⁹. • Investing in cycling and walking would further improve air quality by mitigating the 45% of particulate matter that comes from tyre and brake wear³⁰. • A greener environment will help to conserve our historic buildings³¹. <p>Reducing local traffic by cutting the number of unnecessary short car journeys is part of the overall strategy to ease congestion and free up parking. A traffic survey for Otford, completed by over 51% of households, indicated that 76% of respondents would walk more frequently, and 61% would cycle more often, if they felt safer on our roads.</p> <p>Based on these numbers, this could equate to over 500 additional walkers and over 400 cyclists. If we were to extrapolate these results across the village, increasing the number of residents using alternative modes of travel, this would create a significant reduction in the number of short car journeys.</p>

7	Continued	These results show that a lack of perceived safety on our roads is forcing residents to make more short car journeys and is contributing to the overall traffic management problem and poor air quality. It is clear from our findings that there are substantial societal benefits for residents, and the wider community, to be gained by improving road safety, reducing congestion and unnecessary car journeys.
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>KCC Local Transport Plan 4 2016-2031: Delivering Growth without Deadlock <i>To deliver safe and effective transport, ensuring that all Kent's communities and businesses benefit, the environment is enhanced, and economic growth is supported. This ambition will be realised through five overarching policies that are targeted at delivering specific outcomes.</i></p> <ul style="list-style-type: none"> • Outcome 1: Economic growth and minimised congestion • Outcome 2: Affordable and accessible door-to-door journeys • Outcome 3: Safer travel • Outcome 4: Enhanced environment • Outcome 5: Better health and wellbeing <p>KCC Strategic Delivery Plan 2019-2022 Outcome 2:</p> <ul style="list-style-type: none"> • Planning for growth • Investing in infrastructure • Keeping Kent moving <p>KCC Active Travel Strategy 2018/19:</p> <ul style="list-style-type: none"> • Action 1: Integrate active travel into planning • Action 2: Provide and maintain appropriate routes for active travel • Action 3: Support active travel in the community <p>SDC-KCC Cycling Strategy 2015</p> <ul style="list-style-type: none"> • LO1 Identifies Sevenoaks urban area as principal location for cycling development • SP2 States that the Council will seek improved facilities for cyclists and pedestrians • Recommendation no's. 6 a, b & c: to create a cycle route between Sevenoaks and Otford <p>SDC Local Plan (Regulation19)</p> <ul style="list-style-type: none"> • T1 - Transport & Infrastructure • EMP1- Impact on the Transport network • EMP3 - Tourism & Visitor Economy • LA1 - Landscape and Areas of Outstanding Natural Beauty

<p style="text-align: center;">8</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 12</p>	<p>Continued</p>	<p>SDC CIL Regulation 123 List: Transport schemes other than site-specific access improvements.</p> <p>NPPF: Promoting Sustainable Transport - Paragraphs 102 to 104</p> <ul style="list-style-type: none"> • T8 & T10 - Consideration of traffic impact on development • Policy EN4A - Traffic assessments on developments generating a significant amount of movement • Policy T1 - Mitigating Travel Impact <p>SDC Strategy for Transport 2010 to 2026</p> <ul style="list-style-type: none"> • Improve accessibility • Tackle congestion • Provide safer roads • Improve air quality <p>SDC Conservation Area Appraisal for Otford 2010 - Section 10.0 Negative Features:</p> <ul style="list-style-type: none"> • No. 58: The road at this pinch point is unsafe and options should be investigated. Reducing the degree of intrusion of speeding vehicular traffic would also increase the attractiveness of the area. • No. 12.5 Traffic and Streetscape: The dominance of vehicles both moving and parked is an issue in the Conservation Area. Speeding cars and large lorries do create a poor environment for pedestrians. <p>OPC</p> <ul style="list-style-type: none"> • Otford Traffic Management & Strategy 2018 • Otford Village Design Statement 2015: Section 6, pages 35 to 37 • Otford Parish Plan 2011(Sections, 4, 5, 6 & 7) • Otford Neighbourhood Plan: 1) To protect the safety of pedestrians, cyclists, and motorists within and passing through the village paths. 	<p>Agenda Item 4c</p>
<p style="text-align: center;">9</p>	<p>How does the scheme identify with the Council's Infrastructure Delivery Plan (IDP) and its priorities?</p>	<p>The IDP (2019, p.4) identifies two main priority areas when achieving 'sustainable communities', both of which resonate with the Otford Traffic Management Scheme. Firstly, the traffic calming scheme will help ensure there is 'sufficient capacity to meet the needs of existing residents at this moment in time'; at present residents' needs are not met due to all the road safety concerns already identified (Appendix A, p.8). Secondly, the scheme considers the expansive 'future growth across the District' and how such changes will impact Otford and mitigates the potential detrimental impact this could have on residents and visitors as well as making further expansion sustainable.</p> <p>Furthermore, the Otford Traffic Calming project meets the requirements set out in the Transport section of the IDP (March 2019) on road network infrastructure delivery (p. 18).</p>	

Funding																																										
10	Total Project Cost	£222,003.94 (Estimated costs provided by professional traffic consultants)																																								
11	Funding required from CIL	£49,507.50 (Based on 22.39% estimated total costs)																																								
Page 13	<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>	<p><u>TOTAL PROJECT COSTS: DESIGN & CONSTRUCTION</u></p> <p>Percentage Share of Total Project Costs:</p> <table> <tr> <td>124,200.89 OPC</td> <td>55.87%</td> </tr> <tr> <td>48,295.55 KCC</td> <td>21.74%</td> </tr> <tr> <td>49,507.50 SDC</td> <td>22.39%</td> </tr> <tr> <td>222,003.94</td> <td>TOTAL PROJECT COSTS</td> </tr> </table> <hr/> <p><u>FUNDING FOR CONSTRUCTION COSTS ONLY</u></p> <table> <tr> <td>41,083.76 FORMALLY AGREED</td> <td>OPC Parish CIL Total Funds Available as at date of application.</td> </tr> <tr> <td>30,000.00 FORMALLY AGREED</td> <td>KCC LTP fund</td> </tr> <tr> <td>5,000.00 FORMALLY AGREED</td> <td>KCC Member Fund</td> </tr> <tr> <td>39,433.74 PROJECTED CIL</td> <td>OPC Projected Parish CIL Payments</td> </tr> <tr> <td>49,507.50 WAITING DECISION</td> <td>SDC CIL Contribution towards project</td> </tr> <tr> <td>165,025.00</td> <td>TOTAL CONSTRUCTION FUNDS - MAXIMUM AVAILABLE FROM EACH SOURCE</td> </tr> </table> <hr/> <p><u>NON-INFRASTRUCTURE COSTS ASSOCIATED WITH TRAFFIC DESIGN & PROJECT MANAGEMENT OF IMPLEMENTATION</u></p> <p>Parish Council Costs Funded out of Parish Reserves:</p> <table> <tr> <td>33,557.39 PAID</td> <td>Traffic Designs & Traffic Surveys</td> </tr> <tr> <td>8,276.00 FORMALLY AGREED</td> <td>Project Management Costs (estimated)</td> </tr> <tr> <td>1,850.00 FORMALLY AGREED</td> <td>Principal Designer Fee for Implementation (estimated)</td> </tr> <tr> <td>43,683.39</td> <td>TOTAL DIRECT COSTS OPC - MAXIMUM FUNDS AVAILABLE FROM RESERVES</td> </tr> </table> <hr/> <p>KCC Costs Funded out of LTP and Small Works budgets:</p> <table> <tr> <td>3,854.55 PAID</td> <td>PWW Trial test pits (paid)</td> </tr> <tr> <td>3,000.00 FORMALLY AGREED</td> <td>Traffic Regulation Orders (estimated)</td> </tr> <tr> <td>1,000.00 FORMALLY AGREED</td> <td>Road Safety Audit Three (budgeted)</td> </tr> <tr> <td>2,000.00 FORMALLY AGREED</td> <td>Bill of Quantities (estimated)</td> </tr> <tr> <td>3,441.00 PAID</td> <td>KCC Officer's time (paid to-date)</td> </tr> <tr> <td>13,295.55</td> <td>TOTAL TO-DATE FOR DIRECT COSTS KCC</td> </tr> </table>	124,200.89 OPC	55.87%	48,295.55 KCC	21.74%	49,507.50 SDC	22.39%	222,003.94	TOTAL PROJECT COSTS	41,083.76 FORMALLY AGREED	OPC Parish CIL Total Funds Available as at date of application.	30,000.00 FORMALLY AGREED	KCC LTP fund	5,000.00 FORMALLY AGREED	KCC Member Fund	39,433.74 PROJECTED CIL	OPC Projected Parish CIL Payments	49,507.50 WAITING DECISION	SDC CIL Contribution towards project	165,025.00	TOTAL CONSTRUCTION FUNDS - MAXIMUM AVAILABLE FROM EACH SOURCE	33,557.39 PAID	Traffic Designs & Traffic Surveys	8,276.00 FORMALLY AGREED	Project Management Costs (estimated)	1,850.00 FORMALLY AGREED	Principal Designer Fee for Implementation (estimated)	43,683.39	TOTAL DIRECT COSTS OPC - MAXIMUM FUNDS AVAILABLE FROM RESERVES	3,854.55 PAID	PWW Trial test pits (paid)	3,000.00 FORMALLY AGREED	Traffic Regulation Orders (estimated)	1,000.00 FORMALLY AGREED	Road Safety Audit Three (budgeted)	2,000.00 FORMALLY AGREED	Bill of Quantities (estimated)	3,441.00 PAID	KCC Officer's time (paid to-date)	13,295.55	TOTAL TO-DATE FOR DIRECT COSTS KCC
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11	Continued	NOTE: - Please see Appendix E for details of other sources of funding explored. Please see Appendix E for maximum funds available from KCC.		
12	Is this bid for staged payments?	Yes/ No	(please delete as appropriate)	
	Will staged payments be accepted?	Yes/ No	(please delete as appropriate)	
	Please provide details of anticipated funding requirements and timetable	Summer 2021 to fund implementation of Phase Two and Three of traffic calming scheme (see Appendix F)		
13	Has a bid(s) for CIL funding been made to relevant town and parish councils?	Bid made (please delete as appropriate):	Yes / No	
		Details of bid	£41,083.76 (Phase 1: £18,571.24 & Phase 2: £22,512.52)	
		Decision made (please delete as appropriate):	9 th December 2019	
		Details of decision:	Total Parish CIL funds available as at date of application.	
Page 14	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.	N/A		
14	Would the scheme be fully funded if the CIL contribution is agreed?	Yes / No Phase Two will be fully funded and Phase three partially funded (see Appendix F). (please delete as appropriate)		
15	Has this scheme already benefited from CIL funding through the CIL Spending Board?	Yes / No	(please delete as appropriate)	
		If Yes; Please provide further justification as to why further CIL funding is required for this project.	N/A	
16	Has this scheme/land/building already benefited from funding from Sevenoaks District Council?	Yes / No	(please delete as appropriate)	
		If Yes; Please provide further details of amount and the project involved.	N/A	

	Note- this can include grants, section 106s, a Community Fund etc.		
Deliverability			
17	Does your organisation have the legal right to carry out the proposed scheme?	Yes / No TRO required as detailed below (please delete as appropriate) If not, you must attach documentation showing that the statutory provider of this service supports this scheme. (Email attached from Nikola Floodgate KCC)	
18	Anticipated start date for delivery of the scheme:	February 2021 (Phase 1)	
19	Anticipated finish date for the delivery of the scheme:	End 2022/23. Project will be delivered in phases as funding becomes available (see response to Q22 & 23).	
20	Anticipated date when CIL funding will need to be made available:	Summer 2021	
21	Does land need to be purchased to facilitate the scheme? Please provide details	Yes / No (please delete as appropriate)	
22	Please provide a consultation plan to let SDC know when they can expect progress reports on the project.	<p>KCC Highways Agreements Team Manager, Jamie Hare, will project manage the implementation of the traffic calming scheme. The Officer will advise on start dates for construction and completion of each phase of delivery which will be determined by the KCC contractor Amey's works schedule and available funding.</p> <p>OPC will provide half yearly reports to the SDC CIL team.</p> <p>The implementation of the project has been broken down into three phases. This provides benefit as soon as possible to the village residents (bearing in mind the urgent need demonstrated), minimises disruption on the road network, and accommodates funding management.</p>	

Agenda Item 4c

22	Continued	<p>Phase One: High St, Pond area and Station Road Phase Two: Pilgrims Way East, Sevenoaks Road & Shoreham Road. Phase Three: Pilgrims Way West</p> <p>KCC Highways provide updates on highway works in the KCC Highway Works Programme to the Sevenoaks Joint Transportation Board. These reports are provided quarterly once the works have been scheduled by KCC's contractor Amey. The first phase of implementation is expected to take 4 weeks.</p>
23	Please provide details of the management and timescales of the project.	<p>Design works: Royal Haskoning DHV, Great College Street, London. As Principal Designer the consultants will take responsibility to ensure that the construction phase is properly prepared, design during construction properly carried out and health & safety files completed and generally look after the interests of the Parish Council.</p> <p>Construction works: Jamie Hare, KCC Highways, will act as Principal Contractor and project manage the implementation of the traffic measures.</p> <p>Timescales:</p> <p>Phase One: Q1 2021 Phase Two: Q3 2021 Phase Three: 2022/23</p> <p>Implementation Schedule (Appendix F)</p>
24	<p>Has consultation been carried out on the scheme or is any planned?</p> <p>Please provide details (Note: Results can be attached separately if necessary.)</p>	<p>Carried out / Planned / No consultation planned (please delete as appropriate)</p> <p>Over the last 20 years there have been many surveys and petitions which show that traffic management is a major concern for residents (Appendix A, p.2). The in-depth study of historic consultation exercises has ensured that any action taken, including the measures proposed, would be driven by public sentiment and support.</p> <p>Recent Consultations The findings from two recent consultations follow the same trend as historic consultations and demonstrate that the overwhelming majority of residents agree with the objectives of the Traffic Project, accept the project costs, and crucially, support the traffic proposals (for details on methodology see Appendix G).</p>

The consultations were informed by a petition for a 20mph limit in the centre of Otford signed by over 1200 people (including all shops, restaurants, businesses and the three primary schools in the village).

Consultation 1: Over half of Otford households responded to the traffic questionnaire. The results demonstrated in both quantitative and qualitative terms that the majority of respondents strongly supported the proposed measures to improve road safety. The analysis showed significant support for slowing traffic speeds in the village:

- 87% agreeing that slowing traffic speed would be beneficial
- 78% of those believing that 20mph is the appropriate speed for some areas of the proposed 20mph zone
- Proposed traffic calming measures were also popular with 5 out of the 8 measures seeking support by more than 50% of respondents
- Speed tables were the most popular measure at 68%
- The results for non-residents show the same pattern of results as those for Otford residents with only a slight drop in the numbers supporting 20mph limits.

These statistics show that the traffic proposals have the support from both Otford residents and the wider community.


Consultation 2: The second consultation provided an opportunity for residents to comment on or respond to the proposed traffic plans drawn up by the traffic consultants.

- Foremost concerns were with pollution, congestion, drainage, footways, cycling infrastructure, and logistics.
- Concerns were addressed by the Parish Council’s professional traffic consultant who provided evidence-based answers in his consultation report (Appendix H).
- Suggestions from residents were formally considered and integrated into the plans (Appendix H – p. 29).

Continued Consultation:

In order to be continually transparent and collaborative with the community, residents are able to raise any concerns at Parish Council meetings. Updates on how the project has evolved are available on the OPC website, newsletters, and social media. This provides a constant opportunity for residents, businesses, and other community groups to be involved, or for any new concerns to be raised so the scheme can be aligned to the best interests of the community.

25	<p>Is a relevant SDC ward member(s) supportive of the scheme?</p> <p>You may provide the signature of an SDC ward member or an email from them to cil@sevenoaks.gov.uk.</p>	<p>Yes / No- (please delete as appropriate)</p> <p>Cllr Irene Roy – Chairman of the Otford Traffic Management Group</p> <p>Cllr John Edwards-Winser – Chairman of Sevenoaks District Council</p> <p>Signatures sent via email.</p>	
26	<p>Is the relevant town/parish council supportive of the scheme?</p> <p>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).</p>	<p>Yes / No- (please delete as appropriate)</p> <p>Nick Rushby, Chairman of Otford Parish Council</p> <p>Signature sent via email.</p>	
27	<p>Do you have any other local support for the scheme?</p> <p>This can be in the form of businesses, community groups etc.</p> <p>Please provide details of local support. (Note: An email from a relevant party to cil@sevenoaks.gov.uk would also be sufficient).</p>	<p>Yes / No- (please delete as appropriate)</p> <p>Sir Michael Fallon, Cllr Roger Gough County Member for Otford, The Otford Society, Head Teachers at: Otford Primary & St Michael’s Schools, The Otford Society, The Otford Historical Society, various local businesses, shops & restaurants (see Appendix I for emails of support).</p> <p>A petition for 20mph limits in Otford was signed by over 1,200 residents, all businesses, and visitors.</p> <p>Over half of households in the village completed a survey on the traffic proposals with 87% agreeing that slowing traffic speed would be beneficial and 78% agreeing that 20mph limits would be the appropriate speed for some areas in the village.</p>	

Maintenance						
28	Which organisation will be responsible for ongoing maintenance?	KCC Highways.				
29	Are funding arrangements in place for maintenance? Please provide details	<table border="1"> <tr> <td>Yes / No</td> <td>(please delete as appropriate)</td> </tr> <tr> <td></td> <td>KCC will be responsible for maintenance.</td> </tr> </table>	Yes / No	(please delete as appropriate)		KCC will be responsible for maintenance.
Yes / No	(please delete as appropriate)					
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30	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.	This bid is part of a wider Traffic Calming Scheme to provide pedestrian safety and improved footway access across Otford to encourage active travel and sustainable transport.				
Declaration						
<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		Irene Roy				

Position	Project Lead & District Member for Otford	Agenda Item 4c
Further information:		
Name, role and contact details of the person that will be the contact for this bid:	Cllr Irene Roy, Parish Councillor for Otford, and District Member for Otford & Shoreham Email: cllr.roy@sevenoaks.gov.uk Tel: 01959 525610	
Name, role and contact details of the person that will be attending SDC's CIL Spending Board to support this bid:	Cllr Irene Roy, Parish Councillor for Otford, and District Member for Otford & Shoreham Email: cllr.roy@sevenoaks.gov.uk Tel: 01959 525610	
Name, role and contact details of the person that will be the point of contact and responsible for the Legal Contract:	Sharon Holt, Clerk Otford Parish Council, Hight Street, Otford Email: clerk@otfordpc.co.uk Tel: 01959 524808	
Name, role and contact details of the person that will be legally responsible for receiving the CIL fund*:	Sharon Holt, Clerk, Otford Parish Council, Hight Street, Otford Email: clerk@otfordpc.co.uk Tel: 01959 524808	
Full company/charity name:	Otford Parish Council	
Registered No:		

APPENDICES

- A - Traffic Management Report & Strategy
- B - Overview of Traffic Plans
- C - Confirmation of Partnerships
- D - Traffic Assessments Fort Halstead
- E - Funding Sources Explored
- F - Implementation Schedule & Funding
- G - Public Consultation on Traffic Proposals
- H - Professional Consultation Report
- I - Support emails for Traffic Calming Scheme

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 www.sevenoaks.gov.uk/privacy.

REFERENCES

- ¹ https://www.sevenoaks.gov.uk/directory_record/1434/otford
- ² <https://inrix.com/press-releases/traffic-congestion-to-cost-the-uk-economy-more-than-300-billion-over-the-next-16-years/#:~:text=The%20study%20found%20that%20between,and%20increasing%20GDP%20per%20capita>
- ³ <https://tfl.gov.uk/info-for/media/press-releases/2018/november/getting-more-people-walking-and-cycling-could-help-save-our-high-streets>
- ⁴ <https://tfl-newsroom.prgloo.com/news/tfl-press-release-new-research-shows-getting-more-people-walking-and-cycling-could-help-save-our-high-streets>
- ⁵ <https://www.sustrans.org.uk/media/4471/4471.pdf>
- ⁶ <https://tfl.gov.uk/info-for/media/press-releases/2018/november/getting-more-people-walking-and-cycling-could-help-save-our-high-streets#:~:text=Economic%20benefits&text='The%20evidence%20is%20clear%20%2D%20adapting,more%20people%20to%20shop%20locally.>
- ⁷ <https://www.makingsenseofcents.com/2015/10/the-financial-benefits-of-walking-and-cycling.html>
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- ⁹ <https://tfl.gov.uk/info-for/media/press-releases/2018/november/getting-more-people-walking-and-cycling-could-help-save-our-high-streets>
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- ¹¹ <https://www.sustrans.org.uk/media/2914/2914.pdf>
- ¹² <https://www.sustrans.org.uk/our-blog/get-active/2019/everyday-walking-and-cycling/9-reasons-to-cycle-scoot-or-walk-the-school-run>
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- ¹⁵ <https://www.rospa.com/rospaweb/docs/advice-services/road-safety/drivers/20-mph-zone-factsheet.pdf>

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- 22 <https://www.sustrans.org.uk/our-blog/get-active/2019/everyday-walking-and-cycling/9-reasons-to-cycle-scoot-or-walk-the-school-run>
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- 30 <https://www.sustrans.org.uk/media/2914/2914.pdf>
- 31 <http://www.htvf.org/resources/Traffic-in-Historic-Town-Centres.pdf>


Maintenance

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Signature

.....


Name

.....
 IRVINE ROY

Position

.....
 Project Lead, District Member for
 Otford & Shoreham

Further information:

	Yes / No	(please delete as appropriate)
<p>25 Is a relevant SDC ward member(s) supportive of the scheme? You may provide the signature of an SDC ward member or an email from them to cil@sevenoaks.gov.uk.</p>	<p>Cllr Irene Roy – Chairman of the Otford Traffic Management Group Cllr John Edwards-Winser – Chairman of Sevenoaks District Council</p>	<p>.....</p>
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