

APPENDIX A

Assessment of CIL bid full application

TDC CIL Reference Number:	IA-00232
Officer recommended ranking:	4th of 5
WG final ranking (where differs):	3rd of 5

Officer Assessment

Project title:	Warlingham Green Improvement Project Phase One				
Applicant:	Warlingham Parish Council				
Total cost of project (£):	596,355	CIL requested (£):	491,355	Percentage to be funded by CIL:	82%
Amount recommended:	<i>(full/partial/none)</i>				
	Working Group: Full award				

Project summary

The project seeks to improve The Green at Warlingham, which the Warlingham Parish Plan 2008 found to need a major makeover as it looks tired, dominated by traffic and parking so that pedestrians feel unsafe.

The main improvements proposed are:

- 1) the cracked and uneven pavements all around The Green will be replaced with attractive stone paving;
- 2) new pedestrian crossing points from each side of The Green to the centre and a new zebra crossing at the western entrance, to improve access and encourage use;
- 3) new drainage to deal with the flooding at the eastern corner and stop the grass getting so boggy;
- 4) new street furniture and planting including benches, cycle racks and low-level lighting on the central part of The Green, plus a water feature;
- 5) re-laid paths on the centre of The Green with a greater area of hardstanding;
- 6) new roadway surfacing at the entrances to The Green and on parking bays; this with speed tables at the zebra crossings should slow down drivers and indicate they are entering a special area.

Due to funding, the project is to be split into three phases. The first phase (subject of this application) will deliver what the Parish Council perceives as the highest priorities, namely:

- the repaving of the western and southern pavements, including making the narrow western pavement wider;
- the crossings including the new zebra;
- some small adjustments to corners and islands to make it easier for large vehicles to turn and improve the exit from Glebe Road;
- improved drainage at the eastern corner;
- the road tables to slow traffic entering The Green.
- Also, some new furniture and planting.

Benefit	Officer Assessment	Officer Panel Score
Support development	<p>Warlingham is an area of the District which has received significant development in recent years, particularly in Limpsfield and Westhall Roads with a large number of flatted developments, including sheltered housing. The Council's records show that the parish of Warlingham has received approximately 9% of the total development in the District over the past 5 years, which is the third most of any individual parish (after Oxted and Caterham Valley). The emerging Local Plan has also allocated around 400 residential units, including Extra Care accommodation to Warlingham, which is the most for any area when excluding the proposed Garden Community. The infrastructure requirements for some of these allocated sites mention the need for improvements to a pedestrian crossing at Warlingham Green as well as a cycle route from Warlingham Green to Upper Warlingham Station.</p> <p>The project aligns with the Tandridge District Core Strategy (2008) which seeks to protect the role of Warlingham and other local centres in Policy CSP 23. In addition, the project aligns with the Tandridge Local Plan part 2: Detailed Policies (2014) which acknowledges the importance of local centres, such as Warlingham, in catering for the needs of people in the local area and contribute towards maintaining sustainable communities (paragraph 3.1).</p> <p>Warlingham is designated as a local centre in the emerging Local Plan (still in Examination) whose function remains an integral role in providing for the needs of the community (paragraph 25.4). Policy TLP24: Retail Hierarchy also seeks to support regeneration of local centres where necessary. The emerging Plan also recognises that access to high quality open spaces make an important contribution to health and wellbeing of communities.</p> <p>Warlingham does not have a Neighbourhood Plan but the Warlingham Parish Plan was published in 2008 and identified the importance of The Green in defining Warlingham's character and identity which it noted was being challenged by competing pressures from traffic and parking. The improvements to The Green are also cited as desirable in the Tandridge District Infrastructure Delivery Plan (2019).</p> <p>This project seeks improvement to this local centre within the District, with good detail and some evidence to show how the improved physical environment and better functioning of the town centre would support recent and future development in the area.</p>	4
Economic growth & regeneration	<p>The Town and Centre Review 2018 identified that Warlingham was a centre in decline in terms of the number of A1 units in the area (shops). The improvements to this local centre will create a more attractive, safer and more accessible environment which will encourage more visitors to Warlingham Green, thereby generating more trade for the shops, cafes and other businesses. Details of benefits to economic growth and regeneration in the area as a result of the project have therefore been identified.</p>	3

Flood defence	The Project will define and implement a solution to the longstanding problem of flooding at one end of The Green when it rains heavily. Although there is no history of businesses or homes being flooded here, it requires the heavy traffic to drive through or round the water and thereby disrupts traffic flow. Details of modest benefits to flood defence in the area have therefore been identified.	2.3
Health provision & wellbeing	Improvements to pedestrian access to The Green would encourage more residents to walk to access these facilities promoting active travel and healthier lifestyle choices. Improved access to green spaces in this accessible, village centre location is also considered to have a positive impact on health and wellbeing. The project is also aligned with the recommendations of the Surrey County Council Healthy Streets Plan (currently in consultation). Details of benefits to health and wellbeing in the area have therefore been identified.	2.7
Education provision	None	0
Transportation	The project promotes better road safety in the area for both motorists and pedestrians. The road tables and new zebra crossing will slow traffic down as it enters The Green, where it is proposed to implement a 20mph speed limit following the implementation of the changes. This, with the installation of the new crossing points, will enable pedestrians to cross the road much more safely than is the case at present, when crossing to the central Green can be dangerous, especially as many drivers drive far too quickly around The Green. Floodlights at the three zebra crossings will make these more visible, as there is a history of near misses at the zebra at the eastern end with drivers not realising the crossing is there. The rearrangement of the traffic islands at the Glebe Road exit will make turning right out of Glebe Road much safer. The re-laid pavements, replacing old tarmac which is in a very poor state of repair, will be much safer for pedestrians, especially those with mobility issues, reducing the chances of trips and falls. Details of benefits to road safety and active travel in the area have therefore been identified with some supporting evidence.	4.3
Amenity provision	The centre of Warlingham Green is an important amenity space. The Project will make it more accessible through the provision of five new crossing points and new and amended paths, and improve its quality through the addition of benches, bins and low-level lighting and new planting. A later phase of the Project will further improve the area. This improved amenity space will support the growing population of Warlingham, and the project is included in the Tandridge Open Space Strategy. Details of benefits to improve existing amenity provision in this local centre have therefore been identified with addition of planting and street furniture.	4
Environment & climate change	Improvements to pedestrian access to The Green would encourage more residents to walk contributing to better more active travel and better choices for the environment. The project also proposes new trees and planting which will benefit the biodiversity of the area. Details of moderate benefits to the environment have therefore been identified.	3

Match funding	<p>18% match funding provided by Parish Council CIL.</p> <p>Note that the Parish Council have previously spent over £54,000 on preparatory work to date from its own non-CIL funds. The Scheme is too small to qualify for LEP or Government funding and Surrey does not have an available fund for highway improvements undertaken by others, although its Community Fund may assist with a later phase addressing the non-highways aspects. Major local retailers were approached but either did not respond or had no suitable fund.</p>	2
Value for Money	<p>Economy - A detailed cost plan has been attached which indicates a cost per home in Warlingham for this phase of the project of £158. A competitive tender process is to be undertaken once funding for the project has been secured. VAT will be payable on project cost, but the Parish Council intends to re-claim from HMRC any VAT it pays;</p> <p>Efficiency – The Parish Council have committed considerable resources to the project so far with the view that it will transform the shopping and leisure experience in the centre of Warlingham;</p> <p>Effectiveness – The plans show improvements to road safety and improved amenity space, which is considered will improve the overall use of the space and benefit surrounding businesses;</p> <p>Equality – The project will make the centre of Warlingham a more attractive and usable environment for all local residents and visitors by giving it a complete makeover, making it safer and more accessible. A major consultation with residents including a leaflet delivered to all homes and an exhibition in the Library was undertaken in 2018, and the Scheme was amended in response. A formal vote on the final Scheme hosted by Tandridge District Council on its website was then held in early 2020, resulting in 81% of residents who took part voting in favour (604 ‘for’, 142 ‘against’).</p> <p>Deliverability – No planning permission is required. Surrey Highways approvals will be needed and obtaining these is included in the project plan and costing. Surrey Highways have already been extensively involved in the Scheme and the design has been amended to meet their safety requirements.</p> <p>Maintenance arrangements – There is agreement with Surrey Highways regarding the maintenance of the renewed paving. Additional paving purchased by the Parish Council and given to them to provide for future maintenance. This is included in the cost plan. The Parish Council will own the new street furniture and replace/repair it if and when necessary.</p> <p>Good detail, with some evidence, has been provided to show that the project would represent good value for money, delivering the stated outcomes at a reasonable cost.</p>	3

Score summary	Support development			Economic growth & regeneration			Flood defence			Health provision			Education provision			Transportation			Amenity provision			Environment & climate change			Match funding			Value for money			
	S	W	WS	S	W	WS	S	W	WS	S	W	WS	S	W	WS	S	W	WS	S	W	WS	S	W	WS	S	W	WS	S	W	WS	TOTAL SCORE
Officer panel score:	4	6	24	3	6	18	2.3	5	11.5	2.7	4	10.8	0	4	0	4.3	3	12.9	4	2	8	3	2	6	2	6	12	3	6	18	121.2
Agreed WG score (where differs from officer panel):																															
Conclusions																															
Officer Questions/Applicant Answers:																															
<p>Q. Please can you provide clarification regarding the option of the pavement adjoining the shops on the south pavement (section 2.6 from the application form). It would be useful if you could share any advice you may have received from the County Highways Authority regarding the option to include this element within the scheme.</p> <p>A. "On the specific query about the pavement not owned by Surrey, they (SCC) have not given us any advice about this. The plan, costing and maintenance contribution to Surrey assume this area is in. If the owners decline to have their land included it will be left out and the costs will reduce accordingly. Appropriate legal agreements will be signed with the owners if they wish to be included to cover the installation of the paving and future maintenance by Surrey."</p> <p>Follow-up Q. Has approval has been sought from the Local Area Committee at SCC for this scheme and its potential inclusion in their programme for the forthcoming year?</p> <p>A. One of the Working Group Team has been a member of the Local Committee for some time and although the Committee is aware of the Scheme it does not have a role in reviewing or approval of this proposal as it has no role sponsoring, funding or managing the project. Given the scale and nature of the proposed scheme Surrey County Council have, of course, been closely consulted and their approval obtained. Correspondence has been provided by WPC from Zena Curry, Head of East Area Highways, SCC in August 2020 which indicates support by Surrey County Council for the scheme subject to the resolution of some detailed design issues.</p>																															

Working Group comments:

The Group recommended that the bid should be approved in full. However, concerns were expressed at the imposition, by Surrey Highways, of a 12% supervisory charge which amounted to £37,120. It was agreed that representations should be submitted to the County Council arguing that such charges were unreasonable.