

Charney Bassett Parish Council

Meeting 10th March 2021

Agenda Item 10

Community Infrastructure Levy

Introduction

- 1 The Community Infrastructure Levy (CIL) is a charge on new development that is collected by the District Council. It is intended to provide additional funding to help pay for new infrastructure arising from development e.g. highways, leisure facilities and schools.
- 2 CIL is only paid when development commences (not from when planning permission is granted). The full amount has to be paid within two years of commencement, and a Parish Council¹ could expect to receive 15% of any payment. In anticipation of this, local councils need to have a policy in place on how they might use any monies received; also, a financial monitoring mechanism to demonstrate transparency in the way the monies are spent.
- 3 On a typical new dwelling of 100 square metres a developer would pay £12,000 to the District Council, of which £1,800 would be passed to the Parish Council. The floorspace of the dwelling determines the scale of the charge (reviewed annually). There is a cap on the amount of money that a Parish Council can receive each year and in our case this would be in the order of £12,600². CIL only applies to market housing: it does not apply to affordable housing, self-builds or charitable units.
- 4 The relevant CIL Regulations require that we only spend CIL monies as follows:
 - The provision, improvement, replacement, operation or maintenance of infrastructure;
 - Anything else that is concerned with addressing the demands that development places on an area.

Charney Bassett CIL Strategy

- 5 Charney Bassett is a settlement designated as 'open countryside' in the adopted Local Plan, and at best only limited development of a type that might provide a CIL payment for the village can

¹ Note CIL cannot be paid to Parish Meetings

² The cap is determined by the number of dwellings in the Parish x £100.

be expected³. The District Council has also made clear that in such settlements the local community cannot be expected to benefit directly from the District Council's own CIL fund⁴.

- 6 So, in Charney Bassett any financial benefit through CIL might come only from one or two small infill plots or possibly a brown field redevelopment. The village has therefore not needed a Neighbourhood Plan (with housing allocations) and it is therefore difficult to formulate a CIL strategy based as there is no known level of future development. All that is known is that the amount of any development will be low.
- 7 The village's community priorities have, however, been set out in a Community-Led Plan (CLP), and this should dictate how any CIL payments are used. Residents' key concern was about road safety and since the CLP was approved a traffic volume and speed survey undertaken in 2017 found clear evidence of through traffic regularly exceeding the 30 mph speed limit. With several roads through the village having no defined footpaths, concerns about pedestrian safety are high. The County Council does listen to these concerns and has improved white road lining and road signage, but spending on more significant improvements such as village entrance barriers and vehicle activated speed signs has been far more difficult to achieve⁵. The Parish Council has therefore set up its own road safety fund, with a view to being more readily able to instigate road safety improvements. Any CIL money received should therefore be added to this fund and directed toward road safety.
- 8 A list of desirable improvements is set out below. The higher up the list, the greater the priority, but ultimately spending will be influenced by the availability of funding relative to the cost of the measure.

| Measure | Cost (£) |
|---|-----------|
| Moving 30 mph limit (Buckland Road) ⁶ | 5,000.00 |
| Entrance Gates and shark's teeth (Buckland Road) | 4,000.00 |
| Movable Vehicle Activated Speed Sign (including on-costs) | 2,500.00 |
| 20 is Plenty Campaign (New Road?) | 500.00 |
| Improved directional road markings (Main Street/Buckland Road junction) | 1,000.00 |
| Directional Mirror and Mounting Pole (Buckland Road/Longworth Road junction) ⁷ | 1,500.00 |
| Pavement extension (Old School, New Road) | 10,000.00 |
| Bell Curb (New Road/Buckland Road junction) | 2,500.00 |

³ The most recent 'speculative' proposal for four dwellings on Buckland Road (ref P17/V1159/O) was turned down on appeal in 2018 in support of the open countryside policy

⁴ The Parish Council lobbied the District Council for this to be approach to be different (see minute 19/24g) but to no avail

⁵ White Gates have been installed on the verges to three village entrances at a cost of more than £7,000, funded by the Parish Council and a grant from the County Councillor's Community Fund.

⁶ Cost of public consultation, legal cost of laying Order and moving 30 mph signs

⁷ Yet to be discussed with OCC

Monitoring

- 9 It appears we receive little warning of any monies that we might receive. Payments are made twice yearly and are dictated by the time the District Council receives them from a developer. We do not need to opt in to the process: the District Council is obliged to pass any monies owing to us, unless we advise that we do not wish to receive them. Once received, if the money is not spent within five years of its receipt, the District Council is entitled to reclaim it. When we receive a payment, a monitoring form will need to be prepared to show how any monies are spent. This has to be made public by placing it on our website.

Background Information on Road Safety priorities

Buckland Road

- 10 Realistically the initiatives to move the 30 mph signs and the installation of white entrance gates (with corresponding sharks teeth markings) have to be considered together. It would only make sense to install entrance gates at the point of the current 30 mph zone if the intention to extend the 30 mph zone it is abandoned. The collective cost is considerable but might be achievable within 7 years if we continue to build our own road safety fund and could successfully acquire match funding through a grant. The proposal could be realised sooner if we were able to receive CIL money from even a single dwelling, or funding directly related to a relevant development.

Movable Vehicle activated Speed Sign(s)

- 11 Prior to our investing in white entrance gates at Lyford Road, Denchworth Road and Longworth Road the acquisition of a MVAS had been the number one priority. This changed when it became clear we were more likely to get match funding for entrance gates – as has happened – and that maintenance charges could be costly.
- 12 These products are constantly evolving as new companies enter the market and competition reduces prices. Elan City (the company that is behind the recently installed signs at West Hanney) now produce a battery powered / solar powered device that displays a vehicle's oncoming speed and collects traffic data for approximately £2,000. I hope to have more information available at the meeting on maintenance/servicing/repair charges. One cost that we may now be able to avoid and which was contributing to the prohibitive cost of these signs previously is for mounting poles. The County Council recently installed 'Pedestrian in the Carriageway' signs at the village entries in such a way that they might accommodate one of these devices, so the cost of mounting posts should now be avoidable.
- 13 Unless it were possible to purchase four devices at the same time, we would need a willing volunteer(s) to move the sign from entrance to entrance on a regular basis and, unless the solar pack proves feasible, also to keep charging the spare battery. These practical issues need to be resolved and a strategy put in place before any decision can be taken on the practicality of the initiative and the priority to be afforded to it.

20 is Plenty

- 14 Campaigning for a 20 mph speed limit in built up areas has gained momentum recently. An Oxfordshire Campaign Group – 20s Plenty for Oxfordshire – aims to influence the County Council to adopt this limit as the default limit where pedestrians and cyclists mix with motor vehicles. Apparently, the United Nations and the World Health Organisation has endorsed this as best practice. The Campaign is asking Parish Councils to pledge their support and many have already done so. The campaign is also asking Parishes to persuade their District and County Councillors to back the campaign and to consider generating a campaign in each Parish.
- 15 The County Council, possibly in response to this campaign, considered a motion by County Councillor Peter Sudbury on 8th December as follows:
- “The Stockholm declaration, endorsed by the UK government in February this year, sets a framework to reduce road deaths and injuries by 50%: A critical measure is to:
”...mandate a maximum road travel speed of 30 km/h in areas where vulnerable road users and vehicles mix in a frequent and planned manner, except where strong evidence exists that higher speeds are safe”
- The Spanish Government recently announced it will introduce this limit nationally. 20mph limits are popular with residents, make them feel safer, and increase walking and cycling. Currently, 20mph limits are only put in place where average speeds are already at relatively safe levels (24mph). This is perverse and sends the wrong message to drivers about the dangers of speeding. Evidence says that simply introducing 20mph limits disproportionately slows those driving the fastest.
- This County Council supports the premise that 20mph is the optimum speed limit in built-up areas and therefore:
1. Unless there is compelling evidence for a higher limit, newly adopted residential roads, and adopted highway in commercial areas leading to residential roads, will have 20mph limits or zone.
 2. Parish, Town, City Councils will by default be supported in reducing speed limits in existing streets or areas on the basis of their local knowledge and the wishes of their residents, whilst taking note of national guidance. Where funding from any source is available, they will subsequently be supported to put in place necessary speed-calming measures to bring maximum and average speeds down to acceptable levels.”
- 16 The motion was carried unanimously. It appears to say that provided OCC don't need to provide finance, it will support local councils in bringing in a 20 mph zone – also providing national criteria are met.
- 17 As we know from the cost of moving the 30 mph zone on Buckland Road, the costs will probably run into many thousands of pounds. That said, there may be measures that could be taken that are far less costly, including simply the introduction of 20 mph stickers on residents refuse bins.
- 18 20s Plenty for Oxfordshire is obviously a laudable campaign but in Charney needs someone (or an organised group) to undertake work on what is feasible, where, and how much it might cost.

Directional Mirror - Buckland Road/Longworth Road junction

- 19 This idea stems from a near miss accident reported recently on the Village Facebook page and another resident's suggestion for how to make the junction safer – the problem being for

vehicles exiting Buckland Road and turning right, as vision to the left is very restricted. The idea has yet to be discussed with County Highways.

Pavement Extension (Old School frontage)

- 20 Pedestrians need to walk in the carriageway for a short stretch as the pavement in front of the Old School is not continuous to the point where the new bark chippings path (Hyacinth Walk) has been created. The cost is an estimate provided by the County Council and appears excessive relative to the benefits some of the other measures might achieve. Its implementation may have to await a planning application for the adjoining site.

Bell Curb (New Road/Buckland Road junction)

- 21 This proposal emerged from the public meeting on road safety. A railway sleeper currently protects this corner and appears to be effective. Bell curbs are not commonly seen in village conservation areas.

Recommendation

- 22 Councillors are asked:
- (i) To adopt the CIL Strategy set out in paragraphs 1-7;
 - (ii) Subject to any comment, to include the road safety measures set out in paragraph 8 as part of that policy;
 - (iii) To consider supporting the 20s Plenty for Oxfordshire campaign;
 - (iv) To consider whether there are any other measures that could help with improving road safety in and around the village.

Trevor Brown
Parish Clerk

