

CAMBRIDGE STATION BUS INTERCHANGE

To: **Cabinet**

Date: **15th June 2010**

From: **Acting Executive Director, Environment Services**

Electoral division(s): **Trumpington, Petersfield, Coleridge**

Forward Plan ref: **n/a**

Key decision: **No**

Purpose:

To update Cabinet of the progress on the CB1 Bus interchange and the proposed programme for delivery of the scheme

Recommendation:

Cabinet is recommended to:

- 1. note the progress on the development of the bus interchange project at the Cambridge rail station;**
- 2. approve the scheme (outline contained in Appendix 1) for submission for planning permission and delivery by the County Council using funding from the Housing Growth Fund, subject to the preferred design receiving planning permission**

<i>Officer contact:</i>	<i>Member contact:</i>
Name: Alistair Frost Post: Project Manager Email: Alistair.frost@cambridgeshire.gov.uk Tel: 01223 718853	Name: Councillor Roy Pegram Portfolio: Growth, Infrastructure and Strategic Planning Email: Roy.Pegram@Cambridgeshire.gov.uk Tel: 01223 699173

1 BACKGROUND

- 1.1 In December 2007 the County Council, the District Councils and Cambridgeshire Horizons were successful in securing £29M from the Housing Growth Fund (HGF) to support growth in the Cambridge sub region. The allocation of this funding has been through the Cambridgeshire Horizons Board and £1.5M of this HGF funding has been allocated towards the Cambridge Gateway project at the railway station. This is intended to complement the £3.0M Community Infrastructure Fund (CIF) grant already given for the Cambridge Gateway Bus and Cycle link from Hills Road to the station and the proposed CB1 development that is being brought forward by developers Brookgate.

2 THE SCHEME

- 2.1 The proposal is for a new Bus Interchange at the Cambridge Railway Station to serve current and expected future bus services and also the new Guided Busway services. The project will provide new bus bays and shelters to the east of the station along the Busway route which is being constructed now, replacing the current unsatisfactory bus stopping arrangements. The Busway route and the interchange will connect with the new CIF link currently about to start construction, thus providing a through route to Hills Road for buses, cycles and pedestrians.
- 2.2 The project already has outline planning permission as part of the overall Cambridge CB1 development. Full and extensive public consultation has taken place as part of this development. Further workshops were held in May, with members and stakeholders, specifically for the Interchange project to explain how it will fit in with the wider arrangements for the area. An application for detailed planning permission will be submitted imminently which is planned to go to the County Council Development Control Committee in September. The estimated cost of the interchange project itself is £0.8-1.0M. The balance of the HGF funding of £1.5m will be used for other CB1 related infrastructure around the proposed new station square.
- 2.3 Although the new Coalition Government has pledged to review financial decisions made by the previous government and this does present some uncertainty over the delivery of this scheme, this is considered to be a low risk given that the funding decision for HGF was made over a year ago. An update will be provided to Cabinet should the position change.
- 2.3 An outline plan of the scheme is attached as Appendix 1.

3 NEXT STEPS

- 3.1 The next steps are to submit the detailed planning application for the project and conclude land negotiations. The scheme will be on land owned either by Network Rail or the developers of the CB1 scheme, Brookgate. An Easement

with these parties will be required to allow this scheme to proceed and negotiation of this is well advanced.

3.2 Delivery timescales for the scheme are tight and as follows:

- | | |
|-------------------------------|----------------|
| • Submit planning application | June 2010 |
| • Planning Committee | September 2010 |
| • Commence work on site | November 2010 |
| • Complete Construction | March 2011 |

3.3 It is critical that this programme is maintained to deliver the scheme within the time available. To achieve this, Members are therefore asked to approve the scheme (outline contained in Appendix 1) for submission for planning permission for delivery by the County Council using funding from the Housing Growth Fund, subject to the preferred design receiving planning permission.

4. RISK MANAGEMENT IMPLICATIONS

4.1 Members are advised of the following risk management implications arising from this report.

- a) Delays in negotiations for land resulting in late access to the site.*
- b) The risk to funding as a consequence of Government reviews of funding post general election.*

4.2 Both these risks are considered to be low. In order to manage these issues a number of mitigating actions are to be taken:

Risk (a) monitor programme for delivery, against any delay in land entry.

Risk (b) this risk is outside the County Council's control but continued engagement with Cambridgeshire Horizons, Government Office and CLG will help understand the exposure.

5. SIGNIFICANT IMPLICATIONS

Resources and Performance

5.1 This is an important part of the CB1/Station forecourt development transport arrangements. It is funded from government HGF grant which as described in section 6 above is at risk although this risk is considered to be low. If the HGF funding is reduced alternative funding would have to be identified or the scheme delivery postponed.

Statutory Requirements and Partnership Working

5.2 The Cambridge Interchange project are being delivered the County Council with close cooperation of the City Council, Network Rail and Brookgate and other stakeholders. Officers will continue to work closely with these organisations

Climate Change

- 5.3 The implementation of the scheme will result in positive climate change effects from less car journeys as people are encouraged to use Rail, bus and cycle improved facilities. This significantly outweighs any negative climate change effects due to construction and implementation..

Access and Inclusion

- 5.4 There are no significant implications for any of these headings within this category The new facility will be highly accessible using the Cambridge Rail Station, Guided Busway and the associated cycling and walking facilities.

Engagement and Consultation

- 5.5 Full consultation has already taken place, see section 2. Further statutory consultation will take place as part of the planning application.