

**CAMBRIDGE INFRASTRUCTURE FUND (CIF2) CAMBRIDGE GATEWAY**

*To:* **Cabinet**

*Date:* **7th July 2009**

*From:* **Executive Director: Environment Services**

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

*Forward Plan ref:* **2009/037**

*Key Decision:* **Yes**

*Purpose:* **To update Cabinet on the successful bid and final allocation of funding for the Cambridge Gateway project from the second round of Community Infrastructure Fund (CIF).**

*Recommendation:* **Cabinet is recommended to approve, subject to public consultation on detailed design, the provision of a new bus, pedestrian and cycle link (the CIF2 Cambridge Gateway project) as outlined in section 2.**

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## **1. BACKGROUND**

- 1.1 The Government issued details of the second round of the Community Infrastructure Fund (CIF) in March 2008. CIF is a fund administered by the Homes and Communities Agency (HCA) on behalf of Communities and Local Government (CLG) and the Department for Transport (DfT) and totals £200m nationally to be focused on improving transport infrastructure in growth areas.
- 1.2 Cambridgeshire County Council in consultation with the District and City Councils and Cambridgeshire Horizons, put in bids for six key projects in April 2008. In June 2008 we were invited to submit a full business case for one of the six projects, the Cambridge Gateway. The full business case, based upon a project cost of £3.0m, was submitted in November 2008 and we received notice of our success in late March 2009. The funding expires at the end of March 2011.

## **2. PROPOSALS**

- 2.1 The £3 million funding will deliver a major project in Cambridge to create a new bus, pedestrian and cycle link to the rail station to improve public transport and safety for pedestrians and cyclists.
- 2.2 A new bus route will link Hills Road to the station area which will be via a new arm at the Brooklands Avenue / Hills Road junction. The new link will provide easy and safe access into the station for buses and cyclists and will also help to reduce the congestion and improve safety in Station Road and make significant savings in journey times for passengers.
- 2.3 Full provision for pedestrians will be made on all four arms of the junction.
- 2.4 The £3 million grant from CIF will complement the £1.5 million Housing Growth Fund allocated by Cambridgeshire Horizons for other projects in the Station Gateway area.
- 2.5 In delivering the scheme, the County Council will need to work closely with Cambridge City Council, especially in its role in urban design and as local planning authority.
- 2.6 This project will be delivered by the same team as the proposed Hills Road Bridge (Hybrid Cycle Lane) improvement and the intention as far as possible, is to deliver the schemes together.
- 2.7 The outline proposals for the gateway scheme are shown on the attached plan. The junction area of the project (green) is effectively a highway scheme and is considered Permitted Development and will not therefore require a separate planning consent. The bus and cycle links (red and red dotted) will require planning permission which will require a decision by the County Development Control Committee. Several existing buildings will need to be demolished to construct the fourth arm of the junction and bus and cycle links. These are in the control of the developers, Ashwell, and will need to be granted demolition consent from the City Council, as they are in a conservation area. We are working closely with the CB1 developers to

achieve this.

2.8 The provisional programme for the scheme is as follows:

- March 2009 £3M Funding approved
- April 2009 Environment Services Lead Member & Spokesmen
- May 2009 Growth and Environment Policy Development Group
- July 2009 Cabinet
- Summer 2009 Consultation with Stakeholders and the public
- July 2009 Update Cambs Area Joint Committee
- Dec 2009 Development Control Committee (Bus/Cycle link)
- Early 2010 Construction Commences
- Christmas 2010 Target date for completion
- March 2011 Funding expires

2.9 It should be noted that this programme is tight and heavily dependant on agreement with the developer on land and the developer obtaining consent from the City for demolition of buildings in a conservation area

### **3. SIGNIFICANT IMPLICATIONS**

The following bullet points set out details of significant implications identified by officers:

#### **3.1 Resources and Performance**

- The need to work closely in partnership with the City Council urban design team to ensure a common understanding on the high quality designs needed or the programme will not be met and funding lost. Regular meetings are taking place with the City officers to feed into the City Council member Urban Design Forum.
- The reliance of the programme on agreements with the developers of CB1. Close liaison is taking place with the developers' consultants as they develop their planning and design proposals.

#### **3.2 Statutory Requirements and Partnership Working**

- Close partnership working will be required with our City Council colleagues, as above, to ensure statutory planning and demolition consents are obtained to keep to programme.
- The importance of working closely with Cambridge Cycling Campaign and other major stakeholders. The Cycling Campaign are one of our primary stakeholders and will be fully consulted as we develop the project.

#### **3.3 Climate Change**

- One of the main aims of the projects is to create a new bus, pedestrian and cycle link to the rail station to encourage modal shift and all the climate change benefit that that will bring.

### 3.4 Access and Inclusion

- One of the main aims of the project by creating a new bus, pedestrian and cycle link to the rail station is to improve public transport and safety for pedestrians and cyclists.

### 3.5 Engagement and Consultation

- Significant public consultation on the Cambridge Gateway (Hills Road/Booklands Avenue) proposals as part of the developers planning application proposals for the Cambridge CB1 development has already taken place.
- Further public consultation is planned for the junction proposals starting in Summer this year.
- Clear detailed timely communication will be provided to explain traffic management proposals needed during the construction of the junction to the public and local residents.

## 4. RECOMMENDATIONS

- 4.1 Cabinet is recommended to approve, subject to public consultation on detailed design, the provision of a new bus, pedestrian and cycle link, CIF2 Cambridge Gateway project as outlined in section 2.

Source Documents	Location
CIF bid document Growth and Environment PDG Report 13 May 2009	CC1211 Castle Court CCC Intranet pages and CC1211 Castle Court