

**Public**  
**Key Decision - Yes**

## **HUNTINGDONSHIRE DISTRICT COUNCIL**

**Title/Subject Matter:** CIL spend - Kimbolton  
**Meeting/Date:** Special Cabinet – 18th August 2020  
**Executive Portfolio:** Executive Councillor for Strategic Planning  
**Report by:** Service Manager - Growth  
**Ward affected:** Kimbolton

---

### **Executive Summary:**

The Community Infrastructure Levy (CIL) is a planning charge, introduced by the Planning Act 2008 as a tool for local authorities in England and Wales to help deliver infrastructure to support the development of the area. It came into force on 6 April 2010 through the Community Infrastructure Levy Regulations 2010. Huntingdonshire District Council became a CIL charging authority in May 2012.

Local authorities must spend the levy on infrastructure needed to support the development of their area. This helps to deliver across a number of the Council's Corporate Plan priorities for 2018 – 2022 but specifically:

- Support development of infrastructure to enable growth
- Improve the supply of new and affordable housing, jobs and community facilities to meet current and future need

Kimbolton Parish Council recognise there is an existing issue for residents crossing the B645, particularly for those with young children, the elderly and disabled.

Kimbolton Parish Council have funded and developed detailed plans with Cambridgeshire County Council (CCC) for a deliverable scheme, including costs, timescales for implementation and details of match funding.

### **Recommendation:**

The Cabinet is recommended to support CIL funding of £20,000 as co-funding toward the construction of a new pedestrian crossing in Kimbolton.

## 1. PURPOSE OF THE REPORT

- 1.1 To consider a payment of £20,000 from CIL toward the provision of a new pedestrian crossing of the B645 in Kimbolton.

## 2. BACKGROUND

- 2.1 The settlement of Kimbolton comprises the historic centre of the settlement to the south of Thrapston Road (B645) with a more recent addition, known as New Town lying to the north of the B645. While Kimbolton has a private school within its historic core, the public school to serve the settlement and surrounding catchment lies in the New Town area of the settlement. Kimbolton Medical Centre also lies in the New Town area. The B645 is a busy route being the prime route from St. Neots to Northamptonshire.
- 2.2 Kimbolton Parish Council (KPC) recognise that there are no formal crossing points on the B645 to access services identified in paragraph 2.1 or for more immediate residents to access to the main food shop (Budgens) at Robinson's garage. This presents a significant challenge for parents walking children to school and vulnerable users of the medical centre. For that reason KPC have developed a deliverable crossing solution in conjunction with Cambridgeshire County Council. Following local consultation with residents the proposal is for a raised zebra crossing between Castle Gardens and Tollfield.
- 2.3 The scheme will include the following considerations
- There is a good visibility at the crossing point for both approaching traffic and pedestrian
  - High skid resistance surface to be provided at the carriageway approaches to the pedestrian crossing
  - Existing street lighting to be reviewed and improved if deemed necessary to ensure the proposed pedestrian crossing facility is illuminated at all times esp. in the hours of darkness.
  - Existing bus stops to be relocated if required.
  - Footway extension up to 1.8 m width to be provided
  - Surface water Drainage
- 2.4 The intention is to commence delivery of a new crossing upon confirmation of funding from all parties. Appendix 1 comprises project plans of the proposed crossing. Table 1 below sets out the position on funding commitments

Table 1:

<b>Funding Commitments</b>	<b>Total Cost - £48, 000</b>
KPC	(£4,000)
Cambridgeshire Community Fund	(£24,000)
CIL Ask	<b>£20, 000</b>

### **3. ANALYSIS**

- 3.1 The Huntingdonshire Local Plan 2036 (HLP2036) recognises Kimbolton as a Key Service Centre with 3 allocations to deliver approximately 85 homes and 1.3ha of commercial land. The provision of a formal crossing will provide a safe crossing for children walking to school, encourage active travel to access services in New Town and allow residents to safely access the food store at Robinson's Garage, north of the B645.
- 3.2 The levy is intended to focus on the provision of new infrastructure and Table 1 sets out the funding position and provides details on the level of match funding that the KPC have actively sought to enable the delivery of a pedestrian crossing.

### **4. RISKS**

- 4.1 The key impact from not considering the CIL spend will be the potential for certain infrastructure projects not being delivered and match funding lost and a much needed crossing will not be delivered. The scale of growth identified for Kimbolton does not necessitate a crossing to be secured through developer contributions, and therefore relies on a range of alternative funding mechanisms.

### **5. TIMETABLE FOR IMPLEMENTATION**

- 5.1 KPC confirm their intention to commence delivery a new crossing upon confirmation of co-funding from all parties.
- 5.2 KPC will be notified of the outcome of the Cabinet's decision and next steps as appropriate.

### **6. LINK TO THE CORPORATE PLAN, STRATEGIC PRIORITIES AND/OR CORPORATE OBJECTIVES**

- 6.1 This helps to deliver across a number of the Council's priorities for 2018 - 2022 but specifically:
- Support development of infrastructure to enable growth
  - Improving the quality of the environment, by including infrastructure that supports people to walk and cycle

### **7. LEGAL IMPLICATIONS**

- 7.1 Regulation 59 (1) of the Community Infrastructure Levy Regulations 2010 (as amended) require a charging authority to apply CIL to funding the provision, improvement, replacement, operation or maintenance of infrastructure to support the development of its area. It may also, under Regulation 59 (3) support infrastructure outside its area where to do so would support the development of its area.

- 7.2 Passing CIL to another person for that person to apply to funding the provision, improvement, replace, operation and maintenance of infrastructure is also permitted under Regulation 59 (4).
- 7.3 Section 216 (2) of the Planning Act 2008 as amended by Regulation 63 of the Community Infrastructure Regulations 2010 (as amended) stated that infrastructure” includes [*and is therefore not limited to*]:
- (a) roads and other transport facilities,
  - (b) flood defences,
  - (c) schools and other educational facilities,
  - (d) medical facilities,
  - (e) sporting and recreational facilities,
  - (f) open spaces
- 7.4 The levy may not be used to fund affordable housing.

## **8. REASONS FOR THE RECOMMENDED DECISIONS**

- 8.1 This proposal is considered to have submitted a detailed project , including details of funding (including match funding where necessary) and is recommended to receive CIL funding for the following reasons:
- A detailed project has been provided.
  - Evidence of match funding has been provided.
  - KPC does not have a formal crossing between the historic core and New Town .
  - The HLP2036 identifies growth of approximately 85 new dwellings

## **9. LIST OF APPENDICES INCLUDED**

Appendix 1 – Plans for a Pedestrian Crossing.

## **10. BACKGROUND PAPERS**

Section 216 of Planning Act 2008

<http://www.legislation.gov.uk/ukpga/2008/29/section/216>

Huntingdonshire Infrastructure Delivery Plan

<http://www.huntingdonshire.gov.uk/media/2694/infrastructure-delivery-plan.pdf>

Huntingdonshire Infrastructure Delivery Plan – Infrastructure Schedule

<http://www.huntingdonshire.gov.uk/media/2693/infrastructure-schedule.pdf>

Huntingdonshire Infrastructure Delivery Plan Addendum

<http://www.huntingdonshire.gov.uk/media/2861/infrastructure-delivery-plan-addendum.pdf>

## **CONTACT OFFICER**

Name/Job Title: Clara Kerr (Service Manager – Growth)  
Tel No: 01480 388430  
Email: clara.kerr@huntingdonshire.gov.uk