

Public
Key Decision - Yes

HUNTINGDONSHIRE DISTRICT COUNCIL

Title/Subject Matter: Community Infrastructure Levy Spend Allocation – Buckden-Huntingdon Safe Cycling and Walking Route

Meeting/Date: Cabinet – 18th March 2021

Executive Portfolio: Executive Councillor for Strategic Planning

Report by: Strategic Growth Manager

Wards affected: Buckden, Brampton & Huntingdon

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 several 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

The application for CIL funding was previously considered at the Cabinet meeting held on 11th February 2021. While the project was supported, it was declined for funding, as members considered that Cambridgeshire County Council (CCC), in its role as Local Highway Authority, should be funding a greater portion of the project cost. Buckden parish Council has subsequently been in discussions with CCC who have indicated that the scheme will be part of the work to prioritise schemes to be funded by the Delivering Transport Strategy Aims Programme for 2021/22. Members are asked to consider the proposal for funding afresh in light of this additional information.

Recommendation(s):

The Cabinet is recommended to support CIL funding of up to £100,000 as co-funding toward provision of a new length of cycle/footway and safer crossing point on Buckden Road, Brampton to facilitate safe cycling/walking to Brampton, Hinchingsbrooke Secondary School and Huntingdon.

RECOMMENDED

Approve CIL funding of up to £100,000, for a new length of cycle/footway and safer crossing point on Buckden Road, Brampton subject to:

- i. Written confirmation of future maintenance arrangements
- ii. Written confirmation of landowner consent.
- iii. Submission of an updated business case detailing match funding secured, detailed design of the route and an implementation plan

The offer recommended is time limited (12 months) to enable the above matters to be addressed.

1. PURPOSE OF THE REPORT

- 1.1 Following the decision by Cabinet, at its meeting on 11th February 2021, Buckden Parish Council (BPC) have been actively engaging with Cambridgeshire County Council to secure additional funding for the delivery of a Buckden to Huntingdon cycling and walking route. CCC have indicated support in principle for the scheme and additional funding is expected as part of CCC's Delivering Transport Strategy Aims Programme for 2021/22.
- 1.2 This report considers a payment of up to £100,000 from CIL toward the provision of a new length of cycle/ footway and crossing point on Buckden Road, Brampton (Appendix 1). This would facilitate safe cycling/ walking to Brampton, Hinchingsbrooke Secondary School and Huntingdon. Members are asked to consider the scheme in light of the additional information now provided.

2. BACKGROUND

- 2.1 The project entails provision of shared use route for pedestrians and cyclists along B1514 Buckden Road, Brampton southbound. The proposed shared route would commence at the Brampton Golf Club and terminate approximately 300m southbound joining the existing route.
- 2.2 In addition, a proposed crossing facility will be constructed within the 30-mph speed limit to facilitate a safe crossing for non-motorised users (NMU). In doing so, the proposed scheme will provide a link for the pedestrians and cyclists travelling to and from Buckden, Brampton and Huntingdon.
- 2.3 The Huntingdonshire Local Plan 2036 (HLP2036) recognises Buckden as a Key Service Centre, with identified growth of approximately 435 dwellings, which the route would serve. 175 of which are expected to be built in the settlement over the next five years (see Annual Monitoring Report 2020).

3. ANALYSIS

- 3.1 The levy is intended to focus on the provision of new infrastructure and should not be used to remedy pre-existing deficiencies in infrastructure provision unless those deficiencies will be made more severe by new development. It can be used to increase the capacity of existing infrastructure or to repair failing existing infrastructure if that is necessary to support development. The project is addressing an acknowledged issue for those wishing to use non-motorised modes to travel the route between Buckden – Brampton- Hinchingsbrooke – Huntingdon. Further, this would provide a further opportunity for to enable residents to access shopping and services in Brampton and Huntingdon through alternative, sustainable modes. As such the project meets the legal requirements.
- 3.2 The timing of delivery ahead of development ensures that people moving into the village are more likely to adopt active travel modes, In addition, it

provides a sustainable alternative for existing residents to travelling by car. It encourages an active lifestyle with improved health outcomes consequently.

3.3 The scheme, subject of this proposal (appendix 1), has been estimated by CCC to cost £188,391.50. Buckden Parish Council is seeking up to £100,000.00 funding from CIL held by Huntingdonshire District Council. CCC has indicated it will be included in the work to prioritise schemes to be funded by the Delivering Transport Strategy Aims Programme for 2021/22 , and this is to be formally endorsed Other sources of match-funding are being sought by BPC including:

- Buckden and Brampton PCs have already committed £500 towards the scheme's feasibility.
- £75,000 Potential Amey Community Fund (As the project is in close vicinity to the landfill site and meets their funding requirements as it is the provision of a general public amenity).
- £14,000 Potential Mick George Community Fund. (Within the scheme's geographical area).
- £5000 Potential Buckden Parish Council.
- £5000 Potential Brampton Parish Council.
- £20,000 Potential Local Highways Initiative Cambridgeshire County Council.
- Amount to be confirmed – potential funding under CCC's Delivering Transport Strategy Aims Programme for 2021/22.

3.4 The additional funding streams set out above equate to potential total match-funding of at least £119,500. This is likely to result in the amount of CIL monies required to deliver the project being less than the £100,000 sought (Closer to a maximum of £68,891.50 (36.6% of the overall cost) if all other funding is secured).

4. COMMENTS OF OVERVIEW & SCRUTINY

4.1 The comments of the relevant Overview and Scrutiny Panel will be included in this section prior to its consideration by the Cabinet.

5. RISKS

5.1 The key risks are that if the project is not fully funded it will not go ahead, failing to address a key link in the route and any associated increased uptake in non-motorised travel modes. Match funding will be lost and a much-needed footpath / cycleway improvement will not be delivered. The growth planned at present does not necessitate the improvements to be delivered through developer contributions and, therefore, relies on a range of alternative funding mechanisms.

5.2 Due to the desire to bring the scheme forward, whilst it is noted the project design and costs have not been finalised, the CIL allocation is recommended but on the provision that several factors as outlined in para

10.2 below are addressed satisfactorily prior to a contract being completed and funds issued.

6. TIMETABLE FOR IMPLEMENTATION

6.1 CCC has completed the feasibility assessment stage. The next milestones will be:

- Achieve HDC CIL funding Q2 2021
- Achieve other funding Q3 2021
- Implement scheme Q3 2021-Dec 2022. CCC advises it will take 10 months to complete the project.

7. LINK TO THE CORPORATE PLAN, STRATEGIC PRIORITIES AND/OR CORPORATE OBJECTIVES

7.1 This helps to deliver across a number of the Council's priorities for 2018 - 2022 but specifically:

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

8. LEGAL IMPLICATIONS

8.1 Regulation 59 (1) of the Community Infrastructure Levy Regulations 2010 (as amended) requires 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.

8.2 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).

8.3 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]:

- roads and other transport facilities,
- flood defences,
- schools and other educational facilities,
- medical facilities,
- sporting and recreational facilities,
- open spaces.'

8.4 The levy may not be used to fund affordable housing.

9. RESOURCE IMPLICATIONS

9.1 CIL money can only be spent to deliver infrastructure, in accordance with the legal restrictions on the spending of CIL receipts.

9.2 Subject to member approval of the project outlined this would commit a further £100,000 of CIL funding towards infrastructure projects.

10. REASONS FOR THE RECOMMENDED DECISIONS

10.1 The project has been considered in terms of how it supports growth, deliverability, risks, benefits, outputs, and extent of match funding being provided. The current stage of development of the project has also been considered as have the needs for this pedestrian and cycleway scheme.

10.2 The project is supported, for the reasons outlined in this report.

10.3 The offer is recommended to be time limited (12 months) to enable the above matters to be addressed.

11. LIST OF APPENDICES INCLUDED

Appendix 1 – CCC Project Feasibility Study

12. BACKGROUND PAPERS

Section 216 of Planning Act 2008

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>

Huntingdonshire Infrastructure Funding Statement 2019 -2020

<https://www.huntingdonshire.gov.uk/media/4980/infrastructure-funding-statement-2019-20.pdf>

Annual Monitoring Report 2020 Part 1 (Housing Supply)

(Huntingdonshire District Council)

[Annual Monitoring Report 2020 Part 1 \(Housing Supply\)](http://www.huntingdonshire.gov.uk/media/4980/infrastructure-funding-statement-2019-20.pdf)
<http://www.huntingdonshire.gov.uk>

Cabinet Report - Community Infrastructure Levy Spend Allocation (11th February 2021)

[Report Template for Cabinet / Committee Reports](http://www.huntingdonshire.gov.uk/media/4980/infrastructure-funding-statement-2019-20.pdf)
<http://www.huntingdonshire.gov.uk>

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APPENDIX 1 - CCC Project Feasibility Study