

### **Cambridge Living Streets response to the CIL consultation:**

Cambridge Living Streets agrees that the City Council has demonstrated that a funding gap exists in delivering “strategic transport infrastructure”. The Council estimates this gap as £272m gross. We therefore support in principle the proposal to introduce CIL as a means of beginning to bridge that gap. But it is very clear that the Greater Cambridge Local Plan estimates of £25-50m income from CIL over five years means that closing that gap will only be delivered in the longer term. However, we agree that the Council has met its regulatory requirements in bringing forward this policy.

While we understand that the Council needs to strike a balance between the scale of the levy and its acceptance by developers, we do think that the charges should be introduced at a higher level. Hotels and retail charges, in particular, appear to be low yet the disruption caused by these developments/re-developments can be considerable, especially for pedestrians. Pavements get closed, damaged and even broken up and walkers/wheelers travel routes get disrupted.

On the wider issue of the “strategic transport infrastructure” which it is claimed will be delivered with the help of CIL we remain very concerned that it will once again not cater for pedestrian needs. To date, GCP has focused on “city access” largely in terms of re-allocation of road space and creation of cycling infrastructure. An important transport mode for older walkers/wheelers – the bus – has not actually been helped much by this strategic infrastructure, though bus stop access has improved. Pedestrian needs remain the least understood and the least catered for in these changes.

Highway engineers have assumed that creating new footways eg along Milton Rd or the Greenways has delivered “strategic infrastructure” for walkers/wheelers. But pedestrians do not, by choice, walk along busy roads or along cycle-intensive Greenways. Their journeys are not always the same as those using other transport modes. They use side roads, quieter streets where possible.. They want seating, shade, safe levels of lighting and crossings at “desire lines” to reach amenities, not at points where highway engineers often design them. The Milton Rd roundabout, for example, has been criticised by pedestrians due to the time it takes for lights to change and the complex procedure of using it. On most main entry point roads – for example Hills Rd, Gonville Place - crossings are geared to keep motor traffic flowing and not to cater for pedestrian needs.

These reservations may be mitigated, however, by applying CIL to create improvements close to new developments. The consultation includes a discussion about the 15% ‘neighbourhood portion’ that can be used for improvements close to the development site, although we note that the use of this ‘neighbourhood portion’ is yet to be investigated and a case worked up for its distribution.

Cambridge Living Streets strongly supports this potentially innovative step for the following reasons:

- The area around development sites is often damaged during the development phase so pedestrians are moving from new, well laid footways on the new site to damaged and poor quality footway infrastructure a few metres away from it;
- New housing developments mean more footfall so new crossings may well be needed to accommodate pedestrian needs. This is especially important in family housing where children will need safe access to local schools.
- Bus penetration is a key issue on larger housing development sites as a reliable bus service can reduce the need for private car use, as is beginning to be shown in the Trumpington Fields development area.

We do have concerns about how CIL will operate alongside the Section 106 planning obligations and do not consider that the explanation given is clear enough. S106 monies are certainly inadequate at present to deliver at the level of improvements required so further funding is welcome. Spending choices for S106 are also not always clear. Can the Council confirm that CIL will deliver extra resources to begin to create a strategic transport infrastructure for walkers/wheelers in the city and support the beginning of real transformation of the pedestrian environment?

**Cambridge Living Streets**  
**28.3.26**