

A505 Royston to Granta Park Study

To: Highways and Transport Committee

Meeting Date: 12th July 2022

From: Steve Cox, Executive Director Place and Economy

Electoral division(s): All

Key decision: No

Forward Plan ref: N/A

Outcome: The purpose of this report is to update the committee about the progress of the A505 Royston to Granta Park study

Recommendation: That the Committee:

- a) notes the updated position on the A505 Royston to Granta Park study;
- b) endorses the County Council's proposal to submit a bid for funding to the Cambridgeshire and Peterborough Combined Authority (CPCA) and to carry out the work set out in this report;
- c) delegates the decision to enter into an appropriate Grant Funding Agreement with the CPCA to the Executive Director Place and Economy in consultation with Chair and Vice Chair of this committee; and
- d) nominates three members of the committee to sit on the Member Steering Group for the study

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1. Background

- 1.1 The Royston to Granta Park Strategic Growth and Transport study was commissioned by Cambridgeshire County Council (CCC) with funding of £1M from the Cambridgeshire and Peterborough Combined Authority (CPCA) agreed in 2019.
- 1.2 The study addresses future transport and growth plans in the area shown in the map in Appendix A to this report, considering the needs of the internationally important science / innovation parks in the area, and, the busy and congested road network, and the opportunities afforded by existing and planned public transport and Active Travel networks. The study seeks to identify interventions that will meet the following objectives:
 1. Provide for essential journeys which enable economic growth, including local, national and international job creation and housing development.
 2. Contribute towards achieving net zero carbon in the delivery and operation of the scheme.
 3. Promote the use of sustainable modes of transport by providing attractive alternatives to the private car, helping to provide transport networks that are fast/direct, safe, affordable, connected and resilient
 4. Significantly improve journey times and reliability across the study area against a 2018 baseline by 2050.
 5. Minimise adverse impact on the natural environment, air quality, heritage assets and achieve biodiversity net gain.
 6. Introduce safety improvements to areas with high incidences of road traffic collisions.
 7. Maximise transport accessibility for everyone to benefit from and seek to deliver social value to local communities
- 1.2 The commission was proposed to be split into two stages, with stage 1 having been delivered and reported to the Council's Highways and Transport committee in [Council's Highways and Transport committee](#) in September 2021 and to the [CPCA Transport & Infrastructure committee](#), also in September 2021.
- 1.3 Work to date has delivered a wide-ranging multi-modal study which made initial recommendations on a range of transport schemes for further assessment to identify a package of measures needed to address existing transport issues and accommodate planned growth in the area, as detailed below:
 - A Transport Audit Report.
 - A Transport Modelling Report.
 - A Preliminary Options Assessment Report.
 - A Preliminary Strategic Outline Business Case for the overall package of interventions between Royston and Granta Park.
- 1.4 It is proposed to undertake further work that will take the study through to a completed Strategic Outline Business Case (SOBC). Around £500k of the original £1M funding approved by the CPCA has been spent on the study work detailed in paragraph 1.3 above. The CPCA has not formally confirmed to the County Council whether the remaining ~£500k is still available.

2. Main Issues

- 2.1 Since the A505 Royston to Granta Park study was commissioned in 2019 and the technical work for part 1 of the study carried out, a number of important changes have occurred.
- There have been changes in administration at both the CPCA, with a new Mayor, and at CCC.
 - The Covid-19 pandemic and the subsequent prevalence in remote working continues to alter travel patterns.
 - There have been major changes in the funding of and use of public transport due to the pandemic, and the plans of the CPCA and the Greater Cambridge Partnership with regard to the bus network have evolved.
 - There has been a stronger policy focus both nationally and locally on meeting Carbon and Climate Change targets, along with a corresponding focus on Active Travel modes.
 - Growth proposals for the area have developed with a new Local Plan being prepared by the Greater Cambridge Planning Service.
 - The CPCA have also developed and adopted an assurance framework since the A505 study stage 1 began.
- 2.2 CCC have been working with the consultant appointed to support the study, Stantec, on delivering a proposal to move forward with the SOBC. A review of the aims, objectives and outcomes from stage 1, in light of the many changes since the inception of the study is being undertaken. This is running alongside the development of a programme of works and the development of an updated cost estimate, so that this can be submitted to the CPCA for consideration of funding. It is proposed to submit a new request for funding to the CPCA with a view to work beginning at the end of 2022.
- 2.3 Work to date has been guided by a Member Steering Group (MSG), with representatives from Cambridgeshire County Council and South Cambridgeshire District Council (3 Members each), and from Essex County and Hertfordshire County Councils and Uttlesford and North Hertfordshire District Councils (1 Member each).
- 2.4 As there has been a change in administration at the County Council since the MSG was first constituted, Committee are asked to nominate 3 Members to sit on the MSG, which would be reconvened as and when funding is confirmed and the work on the Strategic Outline Business Case commences.

3. Alignment with corporate priorities

3.1 Environment and Sustainability

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

- The options being developed as part of the study are being assessed against study objectives. Objectives include:
 - Minimise adverse impact on the natural environment, air quality, heritage assets and achieve biodiversity net gain.

3.2 Health and Care

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

- The options being developed as part of the study are being assessed against study objectives. Objectives include:
 - Introduce safety improvements to areas with high incidences of road traffic collisions.

3.3 Places and Communities

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

- The options being developed as part of the study are being assessed against study objectives. Objectives include:
 - Minimise adverse impact on the natural environment, air quality, heritage assets and achieve biodiversity net gain.
 - Introduce safety improvements to areas with high incidences of road traffic collisions.
 - Maximise transport accessibility for everyone to benefit from and seek to deliver social value to local communities

3.4 Children and Young People

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

- The options being developed as part of the study are being assessed against study objectives. Objectives include:
 - Maximise transport accessibility for everyone to benefit from and seek to deliver social value to local communities

3.5 Transport

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

- The whole study aims to improve transport on the A505 Royston to Granta Park corridor. This includes for residents, workers and visitors in the area.
- The options being developed as part of the study are being assessed against study objectives. Objectives include:
 - Maximise transport accessibility for everyone to benefit from and seek to deliver social value to local communities

4. Significant Implications

4.1 Resource Implications

The study work to date has been funded by the CPCA, and funding to complete the Strategic Outline Business Case will be sought from the CPCA.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

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

- County Council procurement rules will be adhered to when appointing consultants to undertake this study.
- It is anticipated that the work to undertake the Strategic Outline Business will cost less than £500k. Should the revised estimate for the work exceed this value, a paper will be brought back to committee for approval for the work.

4.3 Statutory, Legal and Risk Implications

There are no significant implications within this category.

4.4 Equality and Diversity Implications

An Equality impact assessment will be undertaken for the Strategic Outline Business Case.

4.5 Engagement and Communications Implications

There are no significant implications within this category.

4.6 Localism and Local Member Involvement

A Member Steering Group has guided the work to date and to provide regular local Member input. Given the change in administration at the County Council, new nominations for the Member Steering Group will be needed.

4.7 Public Health Implications

The Strategic Outline Business Case will develop a multi-modal package of measures to improve travel and reduce congestion in the study area. This is likely to include measures to improve the active travel network as well as multi-modal measures aimed at creating a mode shift away from the private car with associated public health benefits for levels of physical activity and air quality.

4.8 Environment and Climate Change Implications on Priority Areas

4.8.1 Implication 1: Energy efficient, low carbon buildings.

Positive/neutral/negative Status: **Neutral**

Explanation: The proposals do not involve provision of or alteration to buildings.

4.8.2 Implication 2: Low carbon transport.

Positive/neutral/negative Status: **Positive, potential for negative**

Explanation: The recommendations of the technical work to date set out the options for a package of primarily sustainable transport measures to improve accessibility in the study area by active travel and public transport, reducing reliance on the private car. Major road options have not been recommended to be taken forward at this stage from a technical perspective, although the Member Steering Group has requested that they are taken forward into the next stage of assessment work. If these options are progressed, they would be likely to reduce the impact of the sustainable transport measures, and in the case of the

all-movements junction at junction 9 of the M11, could lead to significant extra mileage for some existing vehicular trips.

- 4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.
Positive/neutral/negative Status: **Neutral / to be determined**
Explanation: New transport infrastructure has the potential for impacts on the areas covered by this implication, and these will need to be assessed in detail should proposals be taken forward. The policy position of the Council in relation to such impacts is generally for net-gain to be achieved.
- 4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.
Positive/neutral/negative Status:
Explanation: There are no identified impacts in this area.
- 4.8.5 Implication 5: Water use, availability and management:
Positive/neutral/negative Status: **Neutral**
Explanation: There are no identified impacts in this area at this stage of the study, and there would be an expectation that any issues identified in further development work would be addressed in scheme design.
- 4.8.6 Implication 6: Air Pollution.
Positive/neutral/negative Status: **Slight positive / Neutral, potential for negative**
Explanation: The proposals set out in the technical recommendations have the potential to reduce vehicular emissions of nitrogen oxides and fine particles by catering for existing and new travel demand by walking / cycling and public transport. As noted in 4.8.2 above, major road improvement options have the potential to increase vehicular traffic and trip distances and could therefore lead to an increase of emissions of these pollutants
- 4.8.7 Implication 7: Resilience of our services and infrastructure, and supporting vulnerable people to cope with climate change.
Positive/neutral/negative Status: **Neutral**
Explanation: There are no identified impacts in this area.

Have the resource implications been cleared by Finance? Yes
Name of Financial Officer: David Parcell

Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement? Yes
Name of Officer: Clare Ellis

Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or LGSS Law? Yes
Name of Legal Officer: Fiona McMillan

Have the equality and diversity implications been cleared by your Service Contact?
Yes
Name of Officer: David Allatt

Have any engagement and communication implications been cleared by Communications?
Yes

Name of Officer: Sarah Silk

Have any localism and Local Member involvement issues been cleared by your Service
Contact? Yes

Name of Officer: David Allatt

Have any Public Health implications been cleared by Public Health?
Yes

Name of Officer: Iain Green

5. Source documents guidance

5.1 Source documents

None

Appendix A Study Area

