

## Recommendations from the Royston to Granta Park Strategic Growth and Transport Study Stage 1

To: Highways & Transport Committee

Meeting Date: 7 September 2021

From: Steve Cox; Executive Director for Place and Economy

Electoral division(s): Duxford, Sawston & Shelford, Melbourn & Bassingbourn, Linton and Woodditton

Key decision: No

Forward Plan ref: Not applicable

Outcome: Approval to request that the Cambridgeshire and Peterborough Combined Authority (CPCA) release funding for further development based on the recommendations from the Royston to Granta Park Strategic Growth and Transport Study.

Recommendation: The Committee is asked to:

- a) Confirm the Council's continued support for the development and delivery of the A505 non-motorised user bridge by Greater Cambridge Partnership with Hertfordshire County Council.
- b) Recommend the outcomes of the study to the Cambridgeshire and Peterborough Combined Authority (CPCA) for approval.
- c) Request that the CPCA reviews with the Council the scope and funding allocation for the Stage 2 of the study to ensure that they are appropriate to enable the work to satisfy the requirements of the next Gateway Point in the CPCA's Assurance Framework.
- d) Request the release of funding for Stage 2 of the study.
- e) Recommend to the Combined Authority that the M11 junction 9 all movements option should not be included for consideration at the Strategic Outline Business Case stage.
- f) Consider new appointments to the Member Steering Group for the next stage of development of the study, should the CPCA release funds for the study be taken forward.

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# 1 Background

- 1.1 The Royston to Granta Park Strategic Growth and Transport study was commissioned by Cambridgeshire County Council with funding from the Cambridgeshire and Peterborough Combined Authority (CPCA). It considers what transport improvements and policy interventions are required to support and enable the continued success of the internationally important life sciences cluster to the southeast of Cambridge, including aspirations for expansion of the Research Campuses and Science Parks.
- 1.2 The commission was split into two stages. Stage 1 of the Royston to Granta Park Strategic Growth and Transport Study is a wide-ranging multi-modal study which has made initial recommendations on a range of transport schemes for further assessment in order to identify a package of measures needed to address existing transport issues and accommodate planned growth in the area. The study area is shown in Appendix 1.
- 1.3 At its meeting on 27<sup>th</sup> March 2019 the CPCA Board gave funding approval for £1 million for the study. The first half of the funding was released by the CPCA for Stage 1 of the work. Stage 1 has delivered:
- 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 Stage 2 will consist of a detailed assessment of the options and the preparation of a Strategic Outline Business Case and Options Assessment Report in line with Department for Transport Guidance for transport scheme development.
- 1.5 A Member Steering Group was established to guide the work and to provide local Member input throughout the study. The Group comprises three Members each from Cambridgeshire County Council and South Cambridgeshire District Council, and one Member each from Hertfordshire County Council and North Hertfordshire District Council.

# 2 The Stage 1 study

- 2.1 Figure 1 shows the key stages of the Stage 1 study work.



**Figure 1: Key stages of the Royston to Granta Park study**

- 2.2 Stage 1 of the study commenced in October 2019 following a thorough procurement exercise to appoint a technical consultant using the ESPO Framework. The Stage 1 work takes account of plans for new housing and development opportunities in the wider area and is aligned with the Greater Cambridge Partnership's programme of schemes in the area. It also took account of the CPCA's Cambridgeshire Autonomous Metro (CAM) project.

### **Transport Audit Report and Stakeholder Engagement**

- 2.3 Consultants Stantec were appointed, and work began with the preparation of the Transport Audit Report (TAR), which summarised current policies, transport services, facilities and issues, travel patterns, mode share, socio-economic factors, and other issues in the study area. This also investigated planned growth in terms of jobs and housing within the study area as well as current committed and future transport proposals.

#### Stakeholder engagement

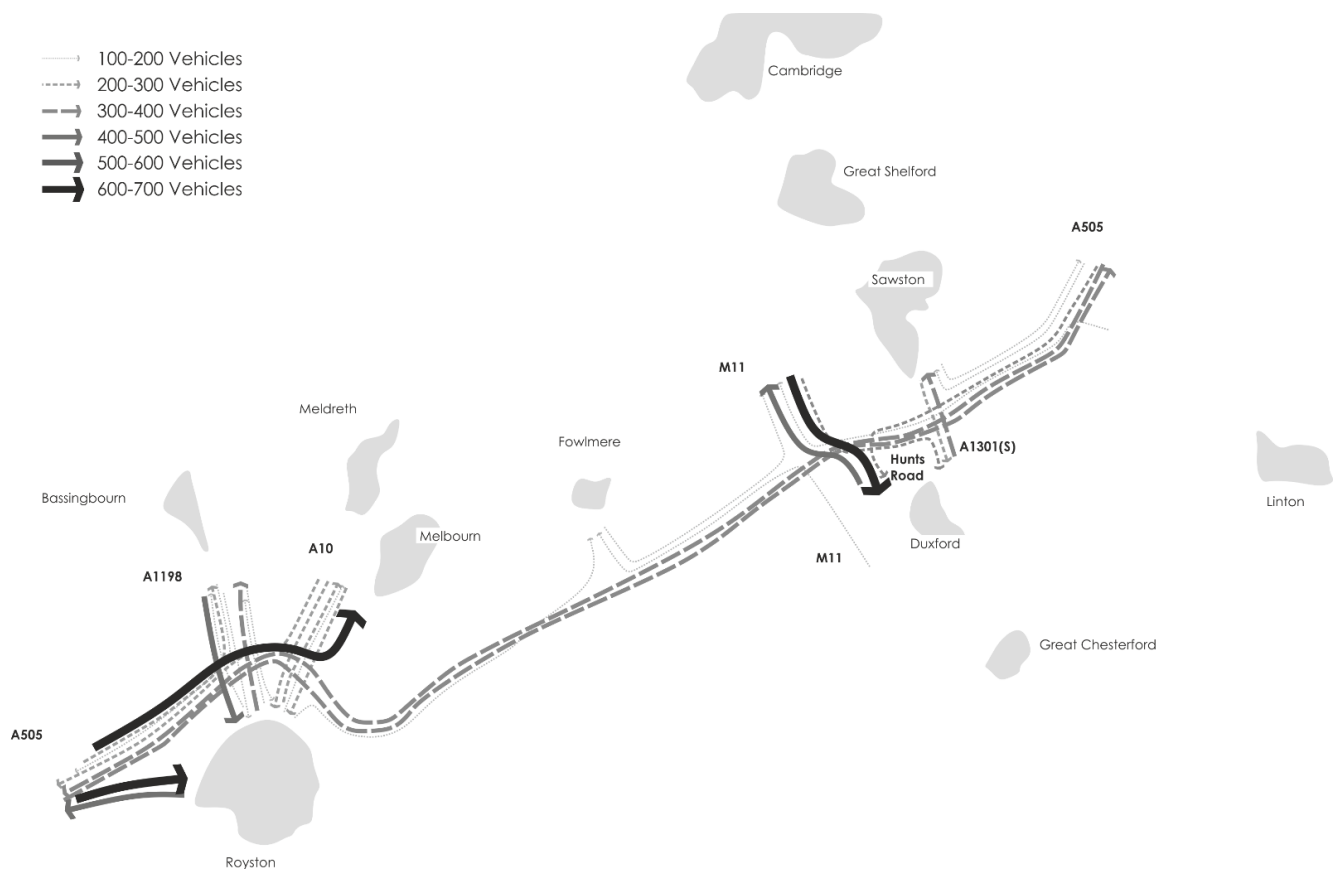
- 2.4 A stakeholder engagement exercise was undertaken in January 2020. A survey was sent to 90 organisations including all parish councils in the study area as well as local businesses, transport operators and campaign groups, developers and neighbouring local authorities to gain insight into views on the current issues within the study area to inform the identification of the scheme objectives. Meetings were also held with 18 key stakeholders to gain further detail of the main issues. Through these meetings key stakeholders expressed positive views regarding the need for the study and its scope. Feedback from this engagement helped to inform the generation of ideas to develop an initial long list of options for addressing these issues.
- 2.5 A second stakeholder engagement exercise was carried out in May 2020. Key stakeholders were invited to an online presentation to seek feedback and input on the initial long list of options. Additional options were added to the study for assessment as a direct result of this stakeholder feedback. A full summary of the stakeholder engagement process and feedback is contained in Appendix 2 (Stakeholder Engagement Report).

#### The Transport Audit Report

- 2.6 The Transport Audit Report (April 2020) identified some key issues that demonstrate a clear need for investment in the study area and that future solutions should address, namely:
- **Growth** – The study area has experienced significant growth in homes and jobs in recent years and the forecasts are for this to continue well into 2046. There is potential for an additional c. 21,000 jobs and c.15,000 dwellings within the vicinity and districts adjacent to the study area. This is mainly focussed in the eastern end of the study area.
  - **Active modes** – there is a lack of a joined-up cycle network, particularly between routes east and west as well as severance across the A505 which may deter people from cycling or walking.
  - **Public Transport** – There are no frequent high-quality bus routes serving the locations within the study area. The main services are focussed on delivering north-south connectivity and there are no services that deliver east-west connectivity. Some of the Research Parks currently provide their own private services.

- **Rail** – Whittlesford Parkway station is the key interchange station within the east of the study area and provision for sustainable modes is very limited. Car parking is constrained with overspill parking onto local streets. Furthermore, key pieces of the cycle network are missing that would help to provide easy and attractive access to the station via active modes to and from the surrounding area. The technical work has taken into account earlier work undertaken by the Greater Cambridge Partnership (GCP) in developing its transport infrastructure strategy for Whittlesford Station. Royston is the main rail station to the west of the study area and access here is also constrained.

2.7 Transport modelling was undertaken to understand the impact on the road network by 2046 in a 'Do Nothing' High Growth scenario<sup>1</sup>. The A505 is the only east to west route in the area, connecting the A1198 and A10 at Royston to the M11 at Duxford and the A11 at Granta Park. However, based on the results of transport modelling detailed in the Transport Modelling Report, less than 5% of traffic travels the full length of the A505 through the study area. Most traffic currently uses the A505 in the study area to access local employment locations or are local journeys accessing the strategic road network or other routes such as the A10 and A1198 into Cambridge. Over 20% of peak hour car trips within the study area are travelling to another destination within the study area, indicating that a number of short distance trips are made by car. The evidence shows there is a clear opportunity for many of these trips to be made by sustainable modes. Figure 2 illustrates the complexity of travel patterns in the AM peak in 2046 for the most significant vehicular trip movements (those with over 100 movements).



**Figure 2: Key trip movements in 2046 AM peak within the study area**

<sup>1</sup> The High Growth scenario has been developed in collaboration with relevant planning authorities and is being used across a series of projects for consistency.

2.8 The survey data and transport modelling have illustrated that the A505 is not a simple transport corridor with dominant peak time traffic flows that could be catered for through large-scale road improvements. There are many different complex movements and travel patterns, which combined with the lack of a comprehensive sustainable transport network, cause congestion at key junctions on the A505. These include

- All junctions in the model between M11 junction 10 and the A505 / A1301 'McDonalds' roundabout.
- Cambridge Road / Babraham Road / New Road junction in Sawston.
- Junctions on the A1307 used to access Granta Park and Babraham Research Campus.
- A505 / A1198 roundabout at Royston.
- A505 / A10 roundabout at Royston.
- A10 / Newmarket Road roundabout in Royston.

#### Long list options

2.9 Options were informed by the Transport Audit Report evidence, the scheme objectives and the stakeholder inputs, which highlighted the current issues with the area and the gaps in the current transport network. The evidence demonstrates that a multi-modal package of measures is required to address existing issues and future travel patterns in the study area.

2.10 A number of considerations were involved in developing the list of potential interventions for the study area. The interventions are partly informed by the location of growth areas which are already planned, taking into account the likely increase in demand for connectivity between these and local transport hubs.

2.11 Taking into account all these considerations, a long list of options was drawn up and these were sifted using the DfT's Early Assessment Sifting Tool (EAST) guidance. The sifting process resulted in a shorter list of better-performing options which have been identified for further appraisal at Strategic Outline Business Case stage.

#### **Options sifting**

2.12 Following the stakeholder engagement, option sifting commenced alongside the preparation of the Preliminary Strategic Outline Business Case (PSOBC). The options identified in the sifting for further assessment are shown in Figure 3 and are as follows:

#### Active Mode options for further assessment

- **North South East West Cycle connectivity** – This option provides new cycle routes that enhance north-south and east-west accessibility in the study area, providing better first and last mile connectivity for sustainable modes. This includes enhancing connections between growth areas and local transport hubs such as Whittlesford Parkway and the CAM Phase 1 terminus. It also improves connectivity between growth areas and surrounding districts, by providing better cross-border connections into the research parks from surrounding districts, such as Uttlesford in Essex. At the western part of the study area this includes considering improving accessibility to Royston Station. An initial assessment of value for money has indicated that these interventions would provide low to high value for money.

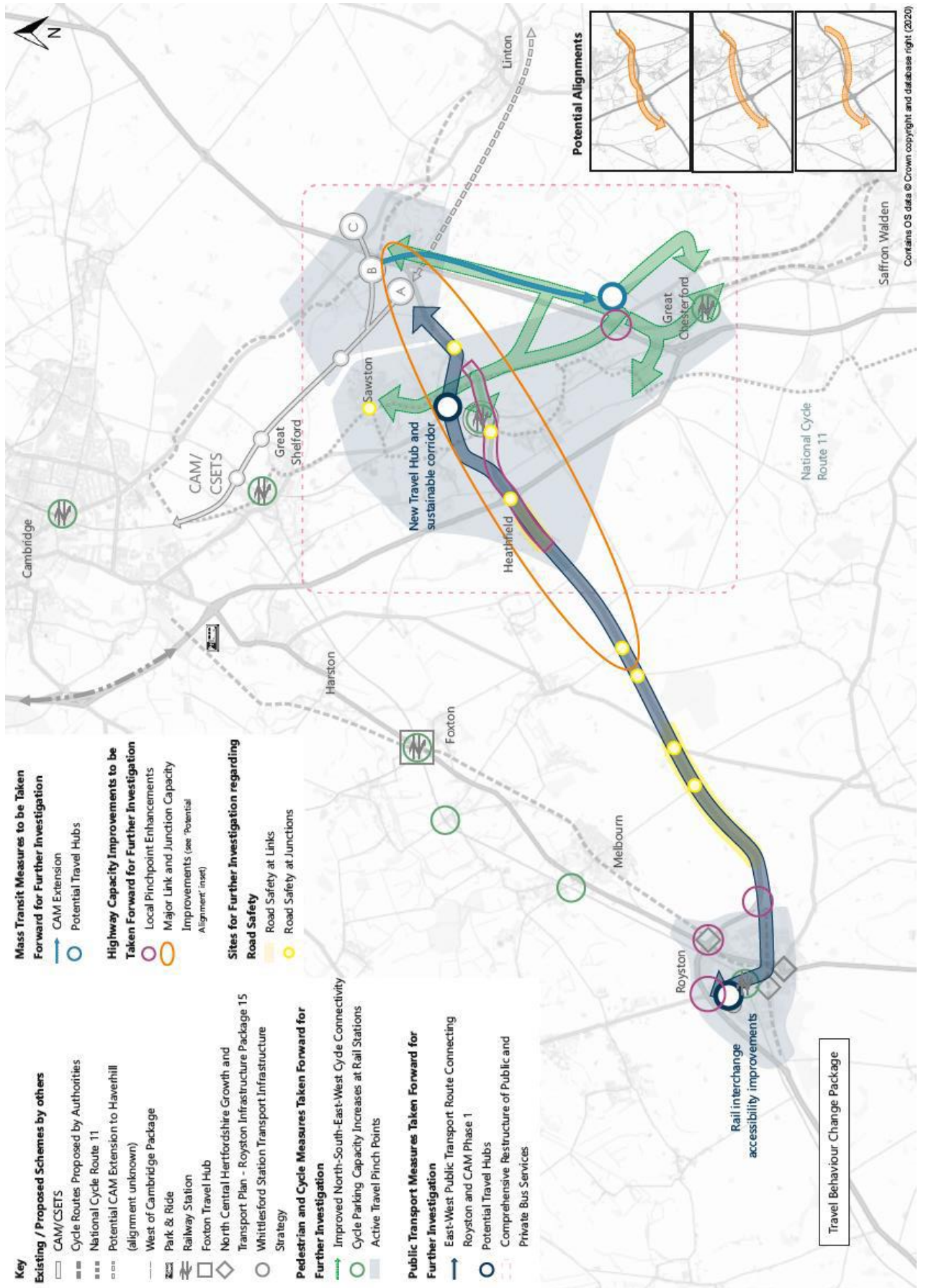


Figure 3: Options identified for further assessment in Stage 2

- **Cycle parking capacity enhancements** – This option is to increase the availability of cycle parking at rail stations within the study area, encouraging first and last mile journeys to the station by active travel modes. This includes all railway stations within the study area and would require further discussions with the local train operating companies. This option would complement other schemes.
- **Active travel pinch points** – This option targets pinch points within the study area that currently make active travel less attractive. The aim is to overcome some of the existing barriers to active travel in the study area and would complement other schemes.

#### Public Transport options for further assessment

- **Comprehensive restructure of the public and private bus services** – This option involves a full restructure of the public and private bus services within the eastern part of the study area. Currently the Research Parks offer their own private shuttles and the public transport service offer is low frequency and relatively poorly used. This option would review how best to meet the demands of people using this part of study area which suffers the greatest increases in delay and congestion in the 2046 “Do Nothing” scenario. This will also consider bus priority in this part of the study area.
- **East West Public Transport route** – This option involves a high-quality public transport route between the Cambridge South East Transport Study (CSETS) travel hub near the A11 / A1307 junction and Royston providing a connection which can only currently be made by car. This option will involve the consideration of public transport priority.

#### Mass Rapid Transit options for further assessment

- **CSETS to Stump Cross** – This option involves an extension of the CSETS route from the proposed travel hub near the A11 to continue south and parallel to the A11 terminating at a new travel hub close to the A11 / A1301 / B184 Stump Cross Roundabout. This option provides an intercept point for those wishing to travel into Cambridge from Uttlesford District as well as enhanced connectivity to a major area of job growth at the Wellcome Genome Campus.

#### Highway options for further assessment

- **Local pinch point enhancements** – This option involves localised improvements to capacity, accessibility and potential public transport priority at various pinch points identified within the study area which suffer severe congestion. The initial value for money assessment indicates this intervention would provide high to very high value for money. The pinch points would be identified through further modelling. This option would complement other measures.
- **Major improvements to A505 link and junction capacity** – This option involves providing additional capacity to links and junctions using land around the existing A505. The scale of these improvements would be greater than the pinch point schemes above and likely include a full section of new carriageway and/or dualling some of the route. The initial value for money assessment has indicated that this intervention would provide low to medium value for money. However, this was based on a high-level assessment of the option from the strategic model data, and further work would be required to explore the practical feasibility and scale of impact of this option. It has therefore been included to explore further at SOBC.

### Safety options for further assessment

- **Road safety improvements** – This option involves on-carriageway safety enhancements between Royston and to the east of Flint Cross junction, including Flint Cross junction itself, either for motorised vehicles or active mode travellers. The scope of these interventions will be explored at SOBC informed by detailed accident data. This would complement other measures.
- **Sawston Safety improvements** – This option provides additional safety improvements at key junction hotspots in Sawston which specifically relate to active mode users. This would complement other measures.

### Behaviour change

- **Travel behaviour change (as part of a package)** – This option provides a range of travel behaviour change measures within the study area which would be implemented alongside measures to enhance the overall package.

### **Government position on consideration of major road improvements**

- 2.13 In considering proposals for major road improvements, the Government has already given its view locally as to the acceptability or otherwise of such proposals. In relation to the proposed improvements to the A10 between Cambridge and Ely, it has indicated to the CPCA that consideration should be given to lower cost options before any consideration of major improvements are made.
- 2.14 Taking this approach with the Royston to Granta Park technical recommendations, the 'major improvements to A505 link and junction capacity' noted in paragraph 2.12 under 'highway improvements' would only be considered if the assessment of the impact of the whole package including the smaller scale pinch point improvements on the A505 was demonstrated to be insufficient to meet the study objectives.

### **The A505 as a barrier to pedestrian and cycle trips in the Royston / Melbourn area**

- 2.15 The A505 is a significant barrier to walking and cycling between Melbourn in Cambridgeshire and Royston in Hertfordshire. The proposed A505 non-motorised user (NMU) bridge has therefore been assessed against the study objectives. The bridge forms a key part of the North Hertfordshire Growth Plan and is an important part of the Melbourn Greenways scheme being developed by the Greater Cambridge Partnership (GCP). The scheme would greatly improve connectivity and safety for cyclists and pedestrians between Melbourn and Royston.
- 2.16 At its meeting on 26<sup>th</sup> June 2020, the GCP Executive Board gave approval and agreed a funding allocation of £6.5 million for the Melbourn Greenway. This includes an approval to progress a detailed design for the A505 NMU bridge, working closely with Hertfordshire County Council. It was agreed that the scheme development work is also expected to include an accurate and current cost estimate and a signed agreement with Hertfordshire County Council detailing funding for delivery and future maintenance. On completion of this development work officers are required to return to the GCP Executive Board for a further approval to proceed prior to construction. Schemes that come forward as part of the Royston to Granta Park study will be developed to complement the A505 NMU bridge and bring wider benefits.



## Summary of Stage 1 Study technical recommendations

- 2.17 As identified in the Transport Audit Report and Transport Modelling Report, the Stage 1 work clearly demonstrates the complex nature of travel patterns in the study area. The study highlights that a multi-modal package of measures will be needed in the study area to meet the study objectives.
- 2.18 The work to date (circa £500k) and consideration by the Member Steering Group has recommended that the remainder of the current funding allocation (£500k) for the Royston to Granta Park Strategic Growth and Transport Study be utilised for the production of a full Options Assessment Report and multi-modal Strategic Outline Business Case. This would be subject to CPCA approvals and consist of a potential package of investment including:
- A network of active travel improvements including cycle parking capacity enhancements; north-south and east-west cycle connectivity linking travel hubs with local employment centres and growth areas; and addressing barriers and pinch points to active travel.
  - A package of behavioural change measures to encourage use and raise awareness of sustainable and active travel.
  - Public transport improvements including the re-structure of public and private bus services in the eastern end of the study area as well as bus priority; and an east west public transport route between the CAM phase 1 terminus and Royston including public transport priority.
  - Mass Rapid Transit – an extension of the CSETS from the proposed travel hub near the A11 to continue south and parallel to the A11 terminating at a new travel hub close to the Stump Cross Roundabout.
  - Highway improvements including:
    - the investigation of local pinch point improvements at specific junctions experiencing severe congestion; and
    - major highway carriageway and junction improvements – ***but only if it is demonstrated that packages including local pinch point improvements are not capable of meeting the study objectives.***
  - Safety improvements involving on-carriageway safety enhancements between Royston and to the east of Flint Cross junction either for motorised vehicles and active mode travellers; and additional safety improvements at key junction hotspots in Sawston.
- 2.19 The study fully supports the development and delivery of the A505 non-motorised user bridge, subject to the appropriate approvals. The bridge is expected to be delivered by the GCP in partnership with Hertfordshire County Council, and schemes identified through this study will be developed to fully complement the bridge and provide a high-quality network for active travel in the study area.
- 2.20 When taking forward the study recommendations for further technical work, this will be co-ordinated with the work of the GCP in developing the delivery plan for its Whittlesford Station transport infrastructure strategy.

## Member Steering Group consideration of highway options

- 2.21 The CPCA's Assurance Framework and Gateway Review processes set criteria by which interventions that are under consideration are assessed against. The Member Steering

Group recommended that two options that did not meet these criteria should not be taken forward for further assessment. These are:

- An all-movements junction at M11 junction 9
- Major improvements to A505 link and junction capacity

2.22 As noted in paragraph 2.14, it is recommended that consideration of “Major improvements to A505 link and junction capacity” would only be undertaken if the assessment of the impact of the whole package including the smaller scale pinch point improvements on the A505 was demonstrated to be insufficient to meet the study objectives. This would be consistent with government advice on other projects, such as the proposed improvements to the A10 between Cambridge and Ely.

#### Technical Assessment of M11 junction 9 (M11/A11 junction) options

2.23 Junction 9 of the M11 with the A11 does not provide for all journey movements between the two strategic routes. The Stage 1 study provided an initial assessment of making M11 junction 9 an ‘all movements’ junction, providing a link between the A11 and the M11 northbound, and vice versa.

2.24 The transport modelling demonstrated that such an intervention would not provide any improvement to conditions on the A505 itself. The new alternative route would double the journey length and provide limited journey time benefits compared to the A505, even at peak times. Furthermore, it would lead to higher traffic levels on the M11 and A11. The sifting process did not identify this option as performing well in terms of meeting the identified project objectives and the initial Value for Money (VfM) assessment indicated that it would provide poor or low value for money. The study therefore recommended that there was not a basis for taking this option forward on technical grounds.

#### The CPCA Assurance Framework and Independent Gateway Review

2.25 The completed technical work was submitted to the CPCA’s independent assurance reviewer in order for them to assess and prepare a value for money statement of the PSOBC. The CPCA’s Assurance Framework states that its investment decisions for using public funds will be made with reference to statutory requirements, conditions of the funding and local transport objectives. It requires that all transport studies be subject to an independent value for money assessment and business case assurance to inform decision making before approving the next stage of work and releasing further funding.

2.26 The principles of the CPCA Assurance Framework stipulate that proposed investments will offer as a minimum ‘high’ value for money (Vfm). “High” VfM can be defined as a Benefit to Cost Ratio (BCR) that is at least 2.0 for transport schemes (and accounting for significant non-monetised impacts and key uncertainties). Schemes with lower VfM however can be considered under circumstances where there is evidenced:

- strategic value of national or regional significance by unlocking a strategic route network bottleneck within the region (for example a strategic road or rail network with significant constraints but unable a BCR due to lower flow increases against disproportionate cost due to historical enhancement under investment (both of which have regional or national growth significance which is challenging to model and are unable to be claimed in TAG (Transport Analysis Guidance) terms; or

- allowing greater through flow of strategic passenger or freight traffic, or where there is evidenced strategic value associated with achieving the Devolution Deal ambitions of GVA or housing growth (for example providing main line rail access to support the growth of left behind areas); or
- by unlocking this growth in addition to committed local plan growth, and where this evidence increases this to at least medium value VfM (BCR of at least 1.5 and accounting for significant non-monetised impacts and key uncertainties).

- 2.27 The Assurance Framework and Gateway Review highlighted that the all-movements junction at M11 Junction 9 that the Member Steering Group wishes to see taken forward scored 'poor to low' on the initial VfM assessment and is potentially at odds with the identified project objectives.
- 2.28 The CPCA's Independent Commission on Climate reported in March 2021, and that in the context of the recommendations of that report, and as covered in paragraph 4.8.2. below, the option of providing an all-movements junction between the M11 and the A11 scores negatively in terms of Low Carbon Transport as it will lead to additional mileage for existing trips that divert onto a longer route.

#### Member Steering Group recommendation on M11 junction 9

- 2.29 The Member Steering Group has recommended that the all-movements junction at M11 junction 9 should be subject to further investigation of the potential benefits above and beyond the initial VfM analysis, including but not limited to their potential impact on further growth arising from the Greater Cambridge and Uttlesford Local Plans.
- 2.30 Committee is therefore asked to consider whether it wishes to follow the Member Steering Group recommendation that this option is taken forward in the next stage of the study. Recommendation c) – based on the technical analysis in the study and consideration against Environment and Climate Change implications – recommends that it should not be taken forward.
- 2.31 It should be noted that as the funding body, the CPCA will make the final decision on whether it is appropriate to take forward this option for further consideration, informed by, but notwithstanding any recommendation from this committee.

#### **Next Steps**

- 2.32 The Stage 1 Study is being considered by the CPCA's Transport and Infrastructure Committee on 8 September. The recommendations from this committee will be reported verbally to that meeting.
- 2.33 The Stage 2 work would seek to identify a multi-modal package from the options listed in paragraph 2.12 above to best meet the study objectives and cater for the wide range of trip making seen in the area. It would make recommendations on a preferred package of measures to be taken forward.
- 2.34 The CPCA's Assurance Framework had not been adopted at the time when this study was commissioned. It is therefore recommended that the committee asks the CPCA to review with the Council the scope and funding allocation for the Stage 2 work to ensure that they

are appropriate to enable the work to satisfy the requirements of the next Gateway Point in the Assurance Framework.

- 2.35 There has also been a request that planned development of the Spicers site west of Sawston by Huawei is addressed in the next stage of the study, and that any updated understanding of growth plans in the area are also accounted for. The CPCA has indicated that this would be appropriate, and it should therefore be considered in any review of the scope of Stage 2.
- 2.36 As a result of changes at the recent Local Elections, there will be a need to reappoint Members to the Royston to Granta Park Member Steering Group, should the CPCA agree that the study proceeds to the next phase of development.

### 3 Alignment with corporate priorities

#### 3.1 Communities at the heart of everything we do

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

#### 3.2 A good quality of life for everyone

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

#### 3.3 Helping our children learn, develop and live life to the full

There are no significant implications for this priority.

#### 3.4 Cambridgeshire: a well-connected, safe, clean, green environment

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.
  - Maximise transport accessibility for everyone to benefit from and seek to deliver social value to local communities; and

- Provide for essential journeys which enable economic growth, including local, national and international job creation and housing development.

### 3.5 Protecting and caring for those who need us

There are no significant implications for this priority

## 4 Significant Implications

### 4.1 Resource Implications

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

- The Study work to date has been funded by the Cambridgeshire and Peterborough Combined Authority.

### 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.
- County Council procurement rules will be followed as further work progresses.

### 4.3 Statutory, Legal and Risk Implications

There are no significant implications within this category.

### 4.4 Equality and Diversity Implications

There are no significant implications within this category at this stage. Further equality impact assessment will be undertaken for the Strategic Outline Business Case and options appraisal.

### 4.5 Engagement and Communications Implications

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

- Stakeholder engagement has taken place in line with requirements set out in the DfT appraisal guidance.

### 4.6 Localism and Local Member Involvement

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

- A Member Steering Group has been established to guide the work and to provide regular local Member input.

### 4.7 Public Health Implications

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

- The study 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: **Neutral**

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

##### 4.8.2 Implication 2: Low carbon transport: **Positive, potential for negative**

Explanation: The recommendations of the technical work 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:

###### **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: **Neutral**

Explanation: There are no identified impacts in this area.

##### 4.8.5 Implication 5: Water use, availability and management: **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: **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: **Neutral**

Explanation: There are no identified impacts in this area.

Have the resource implications been cleared by Finance? Yes

Name of Financial Officer: Sarah Heywood

Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the Head of Procurement? Yes

Name of Officer: Henry Swan

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: Elsa Evans

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

If a Key decision, have any Environment and Climate Change implications been cleared by the Climate Change Officer?

Yes

Name of Officer: Emily Bolton

## 5 Source documents

The following three documents are extremely large files and are available by email on request from [David.allatt@cambridgeshire.gov.uk](mailto:David.allatt@cambridgeshire.gov.uk)

- Royston to Granta Park Transport Audit Report
- Royston to Granta Park Transport Modelling Report
- Royston to Granta Park Preliminary Strategic Outline Business Case