



Transport & Infrastructure Committee

Agenda Item: **8**
Appendix A

17 January 2023

Title:	Royston and Granta Park corridor study
Report of:	Matthew Lutz, Transport Programme
Lead Member:	Cllr Anna Smith, Chair of Transport and Infrastructure Committee
Public Report:	Yes
Key Decision:	No
Voting Arrangements:	A. No vote required B. A vote in favour by at least two thirds of all Members (or their Substitute Members) appointed by the Constituent Councils who are present and voting, to include the Members appointed by Cambridgeshire County Council and Peterborough City Council, or their Substitute Members

Recommendations:

A	Note the Royston and Granta Park corridor study and progress undertaken by Cambridgeshire County Council.
B	Approve the drawdown of £135,000 from the Transforming City Funds (TCF) from subject to approval funding to approved funding, to contribute towards the Royston to Granta Park Study by Cambridgeshire County Council.

Strategic Objective(s):

The proposals within this report fit under the following strategic objective(s):

x	Achieving ambitious skills and employment opportunities
x	Achieving good growth
x	Increased connectivity

Cambridgeshire County Council are currently undertaking a multi-modal study into transport issues and potential solutions in a corridor along the A505 between Royston and the Granta Park cluster. The schemes and packages of schemes proposed within the draft Strategic Outline Case (SOC) will meet the 3 strategic objectives above. The focus of the packages being proposed to be taken forward is on increasing connectivity along, to and within the Royston to Granta Park corridor, which includes a number of key employment areas, namely the science parks at Granta Park, Wellcome Genome (Hinxton), Gt Chesterford Research Park and also by linking into Greater Cambridge Partnership proposals to connect the corridor with the South and East of Cambridge, home to the Cambridge Biomedical Campus. This is vital in helping to achieve the various employment and residential growth proposals at these sites and in the wider area.

The study includes a detailed and conclusive evidence base report, which has helped to identify 10 key problems faced on the Royston to Granta Park corridor. The need to improve connectivity to the numerous key employment and growth sites, particularly by public transport and active travel, is a primary focus.

1. Purpose

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| 1.1 | This paper seeks to provide an update on the A505 work Cambridgeshire County Council (CCC) are undertaking and recommend to the Combined Authority Board the drawdown of £135,000 for completion of this work. |
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2. Proposal

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| 2.1 | <p>This paper provides an update on the work undertaken to date on the Royston to Granta Park Study by CCC and a recommendation to the Combined Authority Board to approve the drawdown of £135,000 from the Transforming City Funds (TCF) from subject to approval to approved to contribute towards the project.</p> <p>In addition, there is a recommendation to delegate authority to the Acting Assistant Director of Transport in consultation with the Chief Finance Officer and Monitoring Officer to enter into Grant Funding Agreements with Cambridgeshire County Council</p> |
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3. Background

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| 3.1 | <p>CCC are currently undertaking a multi-modal study into transport issues and potential solutions in a corridor along the A505 between Royston and the Granta Park cluster, with a study area that includes a number of the research campuses.</p> <p>The work will produce a Strategic Outline Case setting out the evidence base, analysing the problems, and setting out transport interventions that could support and improve connectivity.</p> <p>The work is being undertaken to best practice Green Book guidance and is scheduled to complete this financial year and it will then initially be reported to Cambridgeshire's Highways and Transport Committee.</p> |
| 3.2 | An officer working group, and a member group have been established by the County Council to provide input and oversight of the work. |
| 3.3 | The study rebases the previous initial phase of work carried out with Combined Authority funding and brings it up to date with current national and local policy covering transport and decarbonisation, and refreshing the evidence base to take account of emerging post-pandemic changes to travel patterns and behaviour. The work aligns with the Combined Authority's recently adopted Local Transport and Connectivity Plan. |
| 3.4 | The Combined Authority propose to have an independent review of the work also undertaken and the Strategic Outline Business Case will be updated to address any outcomes of this. |
| 3.5 | <p>Currently, the project is being project managed and financed by the County Council.</p> <p>The Transforming Cities Fund has a spend deadline of March 2024 and has £135,000 allocated for the A505. These funds would be at risk if not spent by the deadline so ensuring their use ahead of less time-limited non-CPCA funding will allow CCC to carry-forward a significant portion of less time-limited funding originally allocated to the study to deliver other strategy work in the next financial year 2024-2025.</p> |

4. Appendices

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| 4.1 | N/A. |
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5. Implications

Financial Implications

5.1	Drawdown £135,000 of Transforming Cities Funds (TCF) from subject to approval to approved from the A505 budget line. This TCF funding has a deadline to be spent by March 2024.
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Legal Implications

6.1	A standard CPCA Grant Funding Agreement will be completed with CCC.
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Public Health Implications

7.1	The study has considered numerous schemes aimed at improving connectivity by public transport and active travel, as well as reducing severance caused by the A505. These have road safety benefits as well as general health benefits that result from increased opportunities for active travel.
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Environmental & Climate Change Implications

8.1	The study has considered measures that promote public transport and active travel schemes in an area which is currently heavily car and vehicle dominant.
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Other Significant Implications

9.1	N/A.
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Background Papers

10.1	Combined Authority Transport and Infrastructure Committee 8 Sept 2021
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