



A505 Royston to Granta Park Strategic Growth and Transport Study Stage 1

To: Cambridgeshire and Peterborough Combined Authority Transport and Infrastructure Committee

Meeting Date: Wednesday 8 September 2021

Public report: Public Report

Lead Member: Mayor Dr Nik Johnson

From: Rowland Potter, Head of Transport

Key decision: No

Forward Plan ref: Not applicable

Recommendations: The Transport & Infrastructure Committee is recommended to:

Note the progress of the Strategic Outline Business Case and the close partnership work required with Cambridgeshire County Council and the Greater Cambridge Partnership to develop the scope for stage 2 of the study.

Voting arrangements: Note only, no vote required.

1. Purpose

- 1.1 To report on the outcomes of Stage 1 of the Pre-Strategic Outline Business Case (Pre-SOBC) for the A505 Royston to Granta Park and to detail the next steps for developing Stage 2 of the study.

2. Background

- 2.1 The Local Plans for Cambridge and South Cambridgeshire identify the need for 33,500 homes and 44,000 new jobs by 2031. This need derives from the expectation that the buoyant economy of the area will bring continued economic growth. Significant growth, and development, is planned at the science parks and research campuses that make up the life science cluster to the south east of Cambridge. These include Cambridge Biomedical Campus/Addenbrooke's Hospital, Babraham Research Campus, Granta Park, Wellcome Genome Campus and, outside the area in Uttlesford District, at Chesterford Research Park, and collectively form an internationally significant research and economic cluster.
- 2.2 Major housing and employment growth is also planned around Haverhill, and options for major growth in the Great Chesterford area are under consideration as part of the emerging Uttlesford Local Plan. Developers are also proposing other large sites for consideration close to the A505/A1301.
- 2.3 The area is also at a key location on the strategic highway network, and connects the M11, M1, A11, and has a number of pinch-point locations which are already experiencing congestion for both strategic and more local trips.
- 2.4 In addition to the committed Local Plan growth, the Combined Authority aims to double GVA in the area over the next 25 years. This will require action by both the private and public sector. Many of the large employers such as the Genome Campus, Granta Park and the Babraham Research Campus already have plans for significant expansion, providing considerable numbers of highly skilled, high value jobs in the area and a considerable boost to both the local and national economy. The continued and future success of this science cluster is dependent on reliable and effective transport connections.
- 2.5 In addition to the employment growth, there are strategic housing sites being built out in Cambridge's Southern Fringe, and proposals for a new garden community in nearby Uttlesford are also being developed.

3.0 The Pre-Strategic Outline Business Case – Stage 1

- 3.1 Stage 1 of the study commenced in October 2019. 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.

3.2 A **Preliminary Strategic Outline Business Case (PSOBC)** has been prepared in association with a suite of other reports supporting this study including:

- The **Transport Audit Report (TAR)** includes the model review (Royston to Granta Park Transport Model – see PSTMR below) carried out to inform a better understanding of the baseline conditions, as well as wider detailed review of transport conditions within and surrounding the study area.
- The **Stakeholder Engagement Report (SER)** sets the stakeholder engagement undertaken to gain an understanding of the existing conditions, problems and challenges, inform the project objectives and identify the options for assessment.
- The **Preliminary Stage Transport Modelling Report (PSTMR)** provides a summary of the Royston to Granta Park Transport Model, the forecast model development, unmitigated (or “Do Nothing”) Modelling high level modelling and model analysis to inform the options assessment at this preliminary stage.
- The **Preliminary Options Assessment Report (POAR)** outlines the identification of options and explains the option sifting carried out using Department for Transport’s Early Assessment and Sifting Tool (EAST). The preliminary stage transport modelling outlined within this report has informed this sifting.

3.3 Figure 1 below shows the key stages of the Stage 1 study work.



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

3.4 As identified the Stage 1 work demonstrates the complex nature of travel patterns in the study area. The study highlighted that a multi-modal package of measures will be needed in the study area to meet the study objectives. At this early stage of the study the following interventions have been considered and recommendation for further analysis and development required as part of Stage 2:

- 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 consequences/outcomes of the re-structure of public and private bus services in the eastern end of the study area as well as bus 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.

3.5 The strategic case sets out a clear need for intervention in the study area due to the current and forecast increases in delays. It also provides evidence of the lack of opportunities to travel by non-car modes within the study, which would mean without intervention, there would be limited opportunity to meet the project objectives.

4. Next Steps

4.1 The next steps will involve working with Cambridgeshire County Council and the Greater Cambridge Partnership to scope and develop the programme for Stage 2 of the study. Once the programme and cost has been developed a subsequent paper will be brought back to the Transport and Infrastructure Committee to provide the detail of Stage 2 of the study.

4.2 This further stage will include design evolution, model development and refinement of economic appraisal and Value for Money. The Strategic Outline Business Case stage will identify the combination of options, which provides the most effective package in addressing the problems and challenges of the study area, meeting the scheme objectives and optimising Value for Money.

5. Financial Implications

5.1 Stage 1 has cost approximately £500,000 which includes the suite of documents generated as well as an update to the traffic model for the study.

5.2 Further funding requests will be brought back to the CA Committee and Board once the scope has been finalised.

6. Legal Implications

6.1 The recommendations accord with CPCA's powers under Part 3 and 4 of the Cambridgeshire and Peterborough Combined Authority Order 2017 (SI 2017/251).

6.2 The meeting shall be conducted in accordance with Parts 2 and 3 of the Local Authorities and Police and Crime Panels (Coronavirus)(Flexibility of Local Authority and Police and Crime Panel Meetings)(England and Wales) Regulations 2020. See Appendix 2 for guidance.

7. Background Papers

7.1 March 2019 Combined Authority Board Paper

[CA Board Paper March 2019](#)

7.2 The following three documents are extremely large files and are available by email on request from 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