



South  
Cambridgeshire  
District Council

**Report To:** Greater Cambridge City Deal Executive Board 9 June 2016

**Lead Officer:** Graham Hughes, Cambridgeshire County Council

**Workstream ref:** Cambridge to Royston Cycleway

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## Cambridge to Royston Cycleway

### Purpose

1. This report explains that for a relatively small investment, a significant and valuable part of the Cambridge to Royston cycleway route, namely Cambridge to Melbourn, could be completed, and major economic benefits could be realised in the short term.

### Recommendations

2. The Board is asked to:
  - a) Note the work completed to date to provide a cycle link from Cambridge to Melbourn; and,
  - b) Give approval to use £550,000 of City Deal funding to complete the link.

### Reasons for Recommendation

- a) Safer, direct and convenient off-road route for cycling and walking;
- b) Improved access and reliability of journey times to employment areas, transport hubs, educational establishments and residential centres/villages;
- c) Minimal impact on motor traffic and public transport journey times;
- d) Provision of safe, convenient, direct, non-car access to key locations;
- e) Create more capacity for sustainable trips along the A10 South corridor;
- f) Improved air quality; and
- g) All of the above contributing to a positive economic impact.

### The project

3. The adopted Transport Strategy for Cambridge and South Cambridgeshire promotes the implementation of sustainable transport interventions on corridors. City Deal embraces this approach, and is currently developing schemes on the A428, A10 North and A1307 corridors. Whilst it is envisaged that few people would cycle on a daily basis on the entire length of a route between Royston and Cambridge, it is recognised that many people would use distinct sections perhaps to cycle to a railway station at Foxton, Shepreth or Meldreth, or to commute from Melbourn to Royston, Harston to Cambridge etc. The corridor is full of trip generators such as employment sites, railway stations, educational establishments, leisure destinations

and housing developments. Within a mile or so of the corridor lies a further network of villages and employment sites, hence the corridor acting as a spine route.

### Scheme progress

4. In January 2015 the City Deal Board considered a range of infrastructure projects for delivery in Tranche 1 of the programme. The A10 Cambridge to Royston cycleway scored relatively well: 12<sup>th</sup> out of 23 schemes considered, but the Board chose not to prioritise it initially as other schemes were felt to give greater economic benefits.
5. The County Council included sections of the overall project in its Department for Transport funded Cycle City Ambition programme. As a result funding was secured for improvements through Harston and for Frog End, Shepreth to Harston.
6. An initial public consultation for improvements in Harston village took place in November 2015. Following some positive results, and useful comments, the proposals were modified and these are currently out to further consultation. The County Council's Economy and Environment Committee will be asked on 1<sup>st</sup> September to approve the scheme for construction, starting in January 2017.
7. The length from Harston to Foxton was completed in December 2015. Works then commenced on the length from Foxton to Frog End, Shepreth which was completed in May 2016.
8. The remaining unfunded sections are:
  - Frog End, Shepreth to Melbourn
  - Melbourn to A505
  - A new bridge over the A505 to complete the link into Royston

In Royston an underpass beneath the railway line has been installed, opening in 2014, which links the eastern side of the town with the western side, and thus makes for relatively safe cycle access around the town and to key employment sites.

9. **Plan 1** shows the whole project, and is annotated to show the status of each section of the route.

### Strategy for project completion

10. Melbourn to the A505 and the new bridge link to Royston need to be amalgamated as one overall package, as building either in isolation would lead to enticing users onto a potentially unsafe and incomplete route. These two elements are being submitted as a SEP3 regional funding bid by the Greater Cambridge and Greater Peterborough LEP.
11. Improvements in Harston have been patiently developed working with the local community and seem well supported, so it seems likely that the improvement scheme will be approved, and work will commence in January 2017.
12. City Deal would appear to be the logical way of funding the section from Frog End, Shepreth to Melbourn, thus giving a complete Cambridge to Melbourn cycle route which is likely to be fully available for use by June 2017.

13. It is recommended that the City Deal Board endorses the officer recommendation to proceed with the allocation of funding of £550,000 to construct the Frog End, Shepreth to Melbourn section.

### **Risks, Implications and Next Steps**

14. The proposed scheme is very low risk, well supported locally, and within the public highway so requires no planning consent or land agreements.
15. In the writing of this report, taking into account financial, legal, staffing, risk management, equality and diversity, climate change, community safety and any other key issues, there are no significant implications.
16. The next steps are:
  - Commence construction work

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**PLAN 1 – Cambridge to Royston cycleway, section by section status**

**Cambridge to Melbourn Cycle Route**

