

REPORT TO: Cabinet

2 October 2019

LEAD CABINET MEMBER: Deputy Leader (Statutory)

LEAD OFFICER: Joint Director of Planning and Economic Development

Councillor Appointment to the A505 Royston to Granta Park Strategic Growth and Transport Study Steering Group

Executive Summary

1. Cambridgeshire County Council are being recommended to establish a A505 Royston to Granta Park Study Member Steering Group and to appoint three Cambridgeshire County Councillors to the Steering Group. This report concerns the appointment of three District Councillors to the Steering Group. This is not a key decision. It was first published in the August 2019 Forward Plan.

Recommendations

2. That Cabinet:
 - a. appoint three District Councillors to the A505 Royston to Granta Park Strategic Growth and Transport Study Member Steering Group and:
 - b. appoint substitute Members to the Steering Group
 - c. agree that South Cambridgeshire representation on the Steering Group should comprise two nominations from the Liberal Democrat group and one from the Conservative group.

Reasons for Recommendations

3. Member and stakeholder involvement throughout the study, which is in the early stages of development, will help to ensure its success. To this end, the Cambridgeshire County Council led project team wish to set up a Member Steering Group in preparation for Councillor involvement being required. The proposal is for the advisory group to comprise three Cambridgeshire County Councillors, and the same number from South Cambridgeshire District Council.
4. A communication and engagement strategy will be developed by Cambridgeshire County Council to guide stakeholder and public input.

Details

5. The Cambridgeshire and Peterborough Combined Authority (CA) presented a paper at its 27 March 2019 Board meeting that gave funding approval of £1million for Cambridgeshire County Council to procure and deliver a study to understand in detail the options to deliver multi-modal transport improvements to address current problems and future transport demand between Royston and the A11. A link to the Board report is included in the background papers section of this report.
6. The study will consider 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. It will also take account of aspirations for new housing and development opportunities in the wider area. The study will be aligned with the Combined Authority's emerging Cambridge Autonomous Metro (CAM) project and the Greater Cambridge Partnership's Cambridge South East Transport Study (CSETS).
7. Consultant resource is currently being procured by Cambridgeshire County Council, with work due to begin in October.

Member Steering Group

8. Cambridgeshire County Council are being recommended via a report to their 17th October Economy and Environment Committee to establish the steering group. With consultants due to start work on the study in October the study will soon reach a stage where Councillor involvement will be beneficial. Guidance on the purpose and function of the Group will be clarified in terms of reference to be agreed when the Group first meet. For information, a draft Terms of Reference is in Appendix 1:
9. It is proposed that the South Cambridgeshire representation on the Steering Group should comprise 2 Councillors from the Liberal Democrat group and one from the Conservative group.

Options

10. Cabinet may decide to agree or not agree to the appointment of members and substitute members to the Steering Group.

Implications

11. 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, the following implications have been considered: -

Financial

12. There are no significant financial implications likely to arise as an outcome of the establishment and considerations of the Steering Group.

Legal

13. There are no significant legal implications likely to arise as an outcome of the establishment and considerations of the Steering Group.

Staffing

14. There are no significant staffing implications likely to arise as an outcome of the establishment and considerations of the Steering Group.

Risks/Opportunities

15. There are no significant risk management implications likely to arise as an outcome of the establishment and considerations of the Steering Group.

Equality and Diversity

16. There are no significant equality and diversity implications likely to arise as an outcome of the establishment and considerations of the Steering Group.

Climate Change

17. The Steering Group will be able to consider climate change impacts of the multi-modal options arising and ensure that it takes account of the need to plan for mitigation of and adaptation to climate change.

Effect on Council Priority Areas

18. It is likely that the primary effect of the study would eventually be in regard to priorities 1 and 3.

- Priority 1 - Growing local businesses and economies
- Priority 3 – Being green to our core

Background Papers

List any background papers in relation to the report. Where [the Local Authorities \(Executive Arrangements\) \(Meetings and Access to Information\) \(England\) Regulations 2012](#) require documents to be open to inspection by members of the public, they must be available for inspection: -

- (a) at all reasonable hours at the offices of South Cambridgeshire District Council;
- (b) on the Council's website; and
- (c) in the case of documents to be available for inspection pursuant to regulation 15, on payment of a reasonable fee required by the Council by the person seeking to inspect the documents at the offices of South Cambridgeshire District Council.

Cambridgeshire and Peterborough Combined Authority Board Paper 27th March 2019 – A505 Strategic Study (item 4.7 from page 330)

<https://cambridgeshirepeterboroughcagov.cmis.uk.com/Document.ashx?czJKcaeAi5tUFL1DTL2UE4zNRBcoShgo=pURmvEeGSTsBBOFj0HowpEEx3c3594WTW62Jc7rsH9%2bpHKqyUvV0TA%3d%3d&rUzwRPf%2bZ3zd4E7lkn8Lyw%3d%3d=pwRE6AGJFLDNih225F5QMaQWCtPHwdhUfCZ%2fLUQzqA2uL5jNRG4jdQ%3d%3d&mCTIbCubSFfXsDGW9IXnlq%3d%3d=hFflUdN3100%3d&kCx1AnS9%2fpWZQ40DXFvdEw%3d%3d=hFflUdN3100%3d&uJovDxwdjMPoYv%2bAJvYtyA%3d%3d=ctNJFf55vVA%3d&FgPIIEJYlotS%2bYGoBi5oIA%3d%3d=NHdURQburHA%3d&d9Qjj0aq1Pd993jsyOJqFvmyB7X0CSQK=ctNJFf55vVA%3d&WGewmoAfeNR9xqBux0r1Q8Za60lavYmz=ctNJFf55vVA%3d&WGewmoAfeNQ16B2MHuCpMRKZMwaG1PaO=ctNJFf55vVA%3d>

Appendices

Appendix 1: Draft Terms of Reference

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