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<b>A1260 NENE PARKWAY JUNCTION 15 IMPROVEMENT SCHEME – DEVELOPMENT OF FULL BUSINESS CASE AND DETAILED DESIGN</b>
<b>COUNCILLOR HILLER, CABINET MEMBER FOR STRATEGIC PLANNING AND COMMERCIAL STRATEGY AND INVESTMENTS</b>
<b>DECEMBER 2020</b>
<b>Deadline date: ASAP</b>

Cabinet portfolio holder: Responsible Director:	Councillor Hiller, Cabinet Member for Strategic Planning and Commercial Strategy and Investments Director: Steve Cox, Executive director of place and economy
Is this a Key Decision?	YES If yes has it been included on the Forward Plan: YES Unique Key decision Reference from Forward Plan: KEY/10JUN19/02
Is this decision eligible for call-in?	YES
Does this Public report have any annex that contains exempt information?	NO
Is this a project and if so has it been registered on Verto?	YES, Project No. PR002389

**RECOMMENDATIONS**

The Cabinet Member is recommended to:

- Approve the award of £470k to Skanska (Construction) UK Limited to deliver a full business case and detailed design for the A1260 Nene Parkway Junction 15 improvement scheme.

<b>1.</b>	<b>PURPOSE OF THIS REPORT</b>
1.1	This report is for Councillor Peter Hiller, Cabinet Member for Strategic Planning and Commercial Strategy and Investments to consider exercising delegated authority under paragraph 3.4.3 of Part 3 of the constitution in accordance with the terms of their portfolio at paragraph (b).
<b>2.</b>	<b>TIMESCALES</b>
2.1	

	Is this a Major Policy Item/Statutory Plan?	<b>NO</b>	If yes, date for Cabinet meeting	<b>N/A</b>
<b>3.</b>	<b>BACKGROUND AND KEY ISSUES</b>			
3.1	Junction 15 is a partially signalised grade separated roundabout (positioned beneath the A47 Trunk Road), which is situated on the western edge of Peterborough's urban area. The junction provides access to the A1260 Nene Parkway, Bretton Way, Thorpe Wood and the A47 Soke Parkway.			
3.2	It is heavily used by trips between the west of Peterborough and the City Centre, and a significant proportion of north – south trips as it provides access to one of only three river crossings within Peterborough. The junction also provides direct access to a major employment centre (Thorpe Wood) and accommodates a large number of peak hour commuter trips to / from this location.			
3.3	The first two stages of the business case (Strategic Outline Business Case - SOBC and Outline Business Case - OBC) have been completed. These looked at what the improvements could be delivered and what benefits could be achieved. It was identified the developed scheme will provide the necessary increase in highway capacity to unlock congestion and significantly reduce delay at Junction 15, which is a major pinch-point on the network. This will improve the capacity and operational performance of the Peterborough Parkway system which is crucial to supporting further growth.			
3.4	In addition, improvements at Junction 15 are expected to have wider network benefits beyond the Parkway system, particularly to the A605 Oundle Road which experiences congestion as vehicles queue back from the northbound onslip onto the A1260 Nene Parkway (towards Junction 15) during the PM peak hour.			
3.5	<p>At the SOBC stage, the key issues that were identified were:</p> <ul style="list-style-type: none"> <li>(a) Queueing on the A1260 Nene Parkway northbound approach to the junction in excess of 1 mile affected Junction 32 in the PM peak period;</li> <li>(b) Queueing on the A47 eastbound off-slip that extends back onto the A47 affecting the mainline flow; and</li> <li>(c) Conflicts occurring between the dominant movements at the junction.</li> </ul>			
3.6	<p>The primary objectives are:</p> <ul style="list-style-type: none"> <li>(a) Tackle congestion and improve journey time reliability</li> <li>(b) Support Peterborough's growth agenda and encourage homes and jobs</li> <li>(c) Create wider economic benefit</li> </ul>			
3.7	Through the options development process, 14 options were identified. These were sifted against Department for Transport (DfT) Early Assessment and Sifting Tool (EAST) criteria which reduced the number to a shortlist of nine. These were then tested in the transport modelling software in order to identify the better performing options in terms of journey times and delay only.			
3.8	Each option was tested using 2021, 2026 and 2031 forecast flows which further reduced the shortlist to five better performing options. However, of these, three options were not recommended for further assessment as they either did not resolve the issues fully or transferred the problem to another junction. Of the remaining two, one option was identified as the better performing.			

3.9	<p>At the OBC stage this option has been further developed. The improvements consist of the following:</p> <ul style="list-style-type: none"> <li>(a) Widening of A1260 Nene Parkway northbound to three lanes from Junction 33;</li> <li>(b) Three-lane circulatory on Junction 15 between the A1260 Nene Parkway approach and the Bretton Way exit;</li> <li>(c) Replacement of the pedestrian footbridge over the A1260 Nene Parkway (to facilitate the creation of a third northbound lane);</li> <li>(d) Extension of the flare on the Thorpe Wood to Junction 15 by approximately 30 metres;</li> <li>(e) Zebra crossing over Thorpe Wood close to the existing bus stops; and</li> <li>(f) Reconstruction of the footpath between Thorpe Road Bridge and Longthorpe.</li> </ul>												
3.10	<p>Since 2017/18 the Council has been awarded funding towards the project by the Cambridgeshire and Peterborough Combined Authority (CPCA). To date a total of £362k has been received as grant funding as detailed in the table below.</p> <table border="1" data-bbox="608 734 1163 947"> <thead> <tr> <th>Financial Year</th> <th>Funding Received</th> </tr> </thead> <tbody> <tr> <td>2017/18</td> <td>£54,995</td> </tr> <tr> <td>2018/19</td> <td>£89,932</td> </tr> <tr> <td>2019/20</td> <td>£199,482</td> </tr> <tr> <td>2020/21</td> <td>£17,577</td> </tr> <tr> <td><b>Total</b></td> <td><b>£361,986</b></td> </tr> </tbody> </table>	Financial Year	Funding Received	2017/18	£54,995	2018/19	£89,932	2019/20	£199,482	2020/21	£17,577	<b>Total</b>	<b>£361,986</b>
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3.11	<p>As stated earlier the SOBC and OBC stages of the business case have been completed. The next stage is now the development of the Full Business Case (FBC) and detailed design. At the CPCA board meeting held on 5 August 2020, the CPCA approved £470k of funding for the next stage.</p>												
3.12	<p>Previously, the work had been commissioned to Skanska under the existing Peterborough Highway Services contract (this was awarded through approval of an Officer Decision Notice). The business case and design phase of the scheme will also be undertaken by Skanska to maintain continuity and to avoid delay in the progress made so far. As the project spend and budget allocated has now exceeded £500k threshold, it now requires approval from the Cabinet Member for Strategic Planning, Commercial Strategy and Investment in order for it to continue into 2020/21.</p>												
<b>4.</b>	<b>CONSULTATION</b>												
4.1	<p>An online public and stakeholder consultation has been undertaken.</p> <p>It must be noted that no residents are directly affected by this scheme.</p>												
<b>5.</b>	<b>ANTICIPATED OUTCOMES OR IMPACT</b>												
5.1	<p>It is anticipated that the council will award the package of work to Skanska (UK) Construction Limited as outlined in this report.</p>												
<b>6.</b>	<b>REASON FOR THE RECOMMENDATION</b>												
6.1	<p>This recommendation has been made to ensure that the Council is able to effectively deliver grant funding awarded to it by the CPCA for Junction 15. Successful delivery of the funding will help the Council to obtain further funding from the CPCA for construction of the scheme. Delivery of the scheme will improve the capacity and operational performance of the Peterborough Parkway system which is crucial to supporting further growth.</p>												

<b>7.</b>	<b>ALTERNATIVE OPTIONS CONSIDERED</b>
7.1	Not to deliver the scheme: This has been discounted because the highway network around Junction 15 of the A1260 Nene Parkway will continue to suffer from heavy congestion at peak times. This will have a negative impact on the local economy by deterring potential new businesses looking to invest in the city due to the long journey times in the area. Successful delivery of the scheme will provide significant benefits to the wider travelling public, resulting in improvements to; journey times, accessibility and the environment.
	<b>IMPLICATIONS</b>
<b>8.</b>	<b>Financial Implications</b>
8.1	The recommended programme will ensure that the planned expenditure is consistent with the capital programme of works via the performance measurement and efficiency mechanisms built into the Highway Services Agreement.
<b>9.</b>	<b>Legal Implications</b>
9.1	Part of the scheme will require access to non-highway land, particularly that which may belong to Highways England (HE) and Nene Park Trust. We are in communication with both organisations to obtain approvals and relevant permissions in advance of works commencing.
9.2	Delivery of the scheme will be dependent on consent from HE to work on sections of their network in and around Junction 15. This specifically includes the A47 west bound off slip down to the roundabout circulatory, although other space may be needed within their boundary for the positioning of equipment and the deployment of traffic management. HE are aware of the scheme and were an active stakeholder during the option development phase. The Council have a successful track record of working with HE on schemes along the A47 and they will be included within the scheme delivery planning phase. Similar permission will be required from Nene Park Trust to have access to their land whilst the works are underway.
9.3	No purchase of land is required to undertake the improvement scheme.
<b>10.</b>	<b>Equalities Implications</b>
10.1	It is not anticipated that any one identified group will be disproportionately affected by this proposal.
<b>11.</b>	<b>Carbon Impact Assessment</b>
11.1	It is recognised that the current stage of the business case and detailed design will have no impact on carbon emissions. The work to be undertaken solely focuses on completion of the business case and detailed design, no adverse effect on the environment is expected as a result of this work. However, this will be reviewed again when the project progresses onto the construction phase of the scheme. Further details will be provided nearer the time.
<b>12.</b>	<b>DECLARATIONS / CONFLICTS OF INTEREST &amp; DISPENSATIONS GRANTED</b>
12.1	None.
<b>13.</b>	<b>BACKGROUND DOCUMENTS</b>
13.1	N/A

<b>14.</b>	<b>APPENDICES</b>
14.1	Appendix A – CPCA Board Meeting (05-08-20) Decision Summary – Item 4.1 – confirmation of funding approval