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A1260 NENE PARKWAY JUNCTION 32 TO JUNCTION 3 IMPROVEMENT SCHEME – DEVELOPMENT OF FULL BUSINESS CASE AND DETAILED DESIGN
COUNCILLOR HILLER, CABINET MEMBER FOR STRATEGIC PLANNING AND COMMERCIAL STRATEGY AND INVESTMENTS
DECEMBER 2020
Deadline date: ASAP

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/17AUG20/03
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. PR002500

R E C O M M E N D A T I O N S

The Cabinet Member is recommended to:

- Approve the award of £500k to Skanska (Construction) UK Limited to deliver a full business case and detailed design for the A1260 Nene Parkway Junction 32 to Junction 3 improvement scheme.

1. PURPOSE OF THIS REPORT

- 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).

2. TIMESCALES

2.1	Is this a Major Policy Item/Statutory Plan?	NO	If yes, date for Cabinet meeting	N/A
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3. BACKGROUND AND KEY ISSUES

- 3.1 Junction 3 is a large, grade separated junction between two of Peterborough's busiest strategic roads. The junction is a crucial cornerstone of the Parkway Network, connecting the A1139 Fletton Parkway and A1260 Nene Parkway, thus providing the majority of access to south-west Peterborough. The junction is used by trips from across the Peterborough area, and experiences significant peak hour congestion, on the A1260 Nene Parkway and the A1260 The Serpentine approaches. Because of its strategic location, the junction is critical to Peterborough's growth aspirations.
- 3.2 It is heavily used by trips in the southwest of Peterborough, as it accommodates eastbound, westbound, and northbound trips. A large number of facilities, businesses, and residences are also accessed by the southern arm.
- 3.3 A Strategic Outline Business Case (SOBC) and an Outline Business Case (OBC) have already been completed. The SOBC identified schemes that will provide the necessary increase in highway capacity to unlock congestion and significantly reduce delay at Junction 3, 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 3 are expected to have wider network benefits beyond the Parkway system, particularly to Malborne Way which experiences congestion as vehicles rat-run in order to avoid queues during the peak hours.
- 3.5 As part of the development of the SOBC, the key issues that were identified were:
- (a) Significant queuing on a number of approaches to the junction in peak periods;
 - (b) Queuing on the circulatory carriageway;
 - (c) Conflicts occurring on the dominant movements on the junction; and
 - (d) Poor collision statistics.
- 3.6 The following objectives were set:
- (a) Tackle congestion and improve journey time reliability
 - (b) Support Peterborough's Growth agenda and encourage homes and jobs
 - (c) Create wider economic benefit.
- 3.7 Through the options development process, ten options were identified. These were sifted against Department for Transport (DfT) Early Assessment and Sifting Tool (EAST) criteria which determined that all ten should be taken forward for further assessment. These were then tested in the transport modelling software in order to identify the better performing options in terms of journey times and delay.
- 3.8 Each option was tested using 2026 and 2031 forecast flows which identified that none of the ten options on their own provided a suitable solution to resolving congestion and improving delay at the junction. However, by combining the better performing elements from these options, an emerging preferred option was identified.

3.9 At the OBC stage this option has been further developed. The improvements consist of the following:

- (a) Extend Junction 31 on-slip to Junction 3
- (b) Add a flare to A1260 Nene Parkway approach to Junction 3 to create a 4 lane approach
- (c) Additional 4th lane to circulatory between A1260 Nene Parkway southbound approach and A1139 Fletton Parkway eastbound exit
- (d) Add flare of 150m to A1139 Fletton Parkway westbound off-slip to create a 3rd lane
- (e) Add a 3rd lane to circulatory between A1260 The Serpentine southbound exit and A1260 The Serpentine northbound approach
- (f) Add 3rd lane on A1260 The Serpentine northbound to the north of Hargate Way
- (g) Add flare to A1260 The Serpentine northbound approach to create a 4 lane approach
- (h) Add 4th lane to circulatory between A1260 The Serpentine northbound approach and A1139 Fletton Parkway westbound on-slip
- (i) Install traffic signals on the A1260 Nene Parkway approach to Junction 3
- (j) Install traffic signals to A1260 The Serpentine approach to Junction 3.

3.10 Since 2018/19 the Council has been awarded funding towards the project by the Cambridgeshire and Peterborough Combined Authority (CPCA). To date a total of £346k has been received as grant funding as detailed in the table below.

Financial Year	Funding Received
2018/19	£64,780
2019/20	£267,707
2020/21	£13,544
Total	£346,031

3.11 The funding above was used to complete the SOBC and OBC stages of the business case. 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 £500k of funding for the next stage.

3.12 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 as per the Peterborough Highway Services contract and 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.

4. CONSULTATION

4.1 An online public and stakeholder consultation has been undertaken.

5. ANTICIPATED OUTCOMES OR IMPACT

5.1 It is anticipated that the council will award the work to Skanska (UK) Construction Limited as outlined in this report.

6. REASON FOR THE RECOMMENDATION

- 6.1 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 3. 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.

7. ALTERNATIVE OPTIONS CONSIDERED

- 7.1 Not to deliver the scheme: This has been discounted because the highway network around Junction 32 to Junction 3 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.

IMPLICATIONS

8. Financial Implications

- 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.

9. Legal Implications

- 9.1 There are no legal implications arising as a result of this decision.

10. Equalities Implications

- 10.1 It is not anticipated that any one identified group will be disproportionately affected by this proposal.

11. Carbon Impact Assessment

- 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.

12. DECLARATIONS / CONFLICTS OF INTEREST & DISPENSATIONS GRANTED

- 12.1 None.

13. BACKGROUND DOCUMENTS

- 13.1 N/A

14. APPENDICES

- 14.1 Appendix A – CPCA Board Meeting (05-08-20) Decision Summary – Item 4.2 – confirmation of funding approval