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A1260 NENE PARKWAY JUNCTION 15 IMPROVEMENT SCHEME – CONSTRUCTION PHASE
COUNCILLOR HILLER, CABINET MEMBER FOR STRATEGIC PLANNING AND COMMERCIAL STRATEGY AND INVESTMENTS
NOVEMBER 2021
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/6DEC21/01
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

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

The Cabinet Member is recommended to:

1. Approve the award of £8,166,819 to deliver construction of A1260 Nene Parkway Junction 15 improvement scheme. Contract to be awarded to Milestone Infrastructure Limited to deliver the construction phase of the scheme as per the Peterborough Highway Services contract.
2. Authorise the Director of Place & Economy to vary the works order value when required subject to;
 - i. available budget being in place;
 - ii. the total sum of each variation not exceeding £100,000,
 - iii. the combined value of any authorised variation(s) do not exceed the total sum of £500,000.

Any variations are to be made in prior consultation with internal audit, finance and legal services.

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 15 is a large grade separated junction serving two of Peterborough’s busiest strategic roads (the A47 Soke Parkway and the A1260 Nene Parkway). The junction is a crucial cornerstone of the Parkway Network and provides access to one of the city’s three road river crossings (Nene Thorpe Bridge).
- 3.2 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 On average 46,000 vehicles pass through Junction 15 on a typical weekday, of which 13% are classified as commercial vehicles. The junction experiences significant peak hour congestion, particularly northbound on the A1260 Nene Parkway where queues regularly exceed a mile during the PM peak hour.
- 3.4 The scheme has been funded by the Cambridgeshire and Peterborough Combined Authority (CPCA) since 2017/18 and aligns with its Local Transport Plan (LTP) aims to support transport connectivity and economic growth, improve journey time reliability, and improve safety.
- 3.5 The scheme will also provide a minimum 10% biodiversity net gain and therefore is in line with the CPCALTP objective to deliver a transport network that protects and enhances our natural, historic and built environment.
- 3.6 Measures have been included in this scheme to ensure it is compliant with LTN 1/20 and improves pedestrian connectivity to public transport and nature; this includes the replacement of a pedestrian footbridge, improving access to Ferry Meadows, the business park and to public transport.
- 3.7 The City Council also plans to deliver the Thorpe Wood cycleway scheme (which runs parallel to the A1260) along with the Junction 15 scheme. The cycleway scheme will be separately funded to the Junction 15 scheme. The Department for Transport (DfT) will fund the cycleway and phase 1 is expected to begin construction next year. A further funding application has been submitted to DfT, under tranche 3 of the Active Travel Fund, to fund phase 2 of the Thorpe Wood cycleway.
- 3.8 The following is a summary of the deliverables that would take place during the construction phase:
 - Creation of a third lane (northbound) between Junction 33 and Junction 15 of the A1260 Nene Parkway, with a speed reduction to 60MPH implemented;
 - Creation of a three-lane circulatory on Junction 15 between the A1260 Nene Parkway approach and the Bretton Way exit;

- Extension of the flare on the Thorpe Wood to Junction 15 by approximately 30 metres;
- Replacement of the pedestrian footbridge over the A1260 Nene Parkway to facilitate the creation of a third northbound lane and bring the footbridge to LTN 1/20 standard;
- Environmental and biodiversity enhancements in the north-eastern corner of Junction 15 between Bretton Way and A47 eastbound on-slip;
- Wildflower Planting Trial centred on the grass verges either side of the A47 eastbound off-slip;
- Areas of mass bulb planting located on the lower ledge of the Junction 15 circulatory as well as the grass verge between the A1260 Nene Parkway and Thorpe Wood;
- Tree planting at several locations across the study area as compensation for tree loss at the footbridge and helping to achieve biodiversity net gain;
- The exposing of the geological profile of the A1260 Nene Parkway embankments near Thorpe Road Bridge and subsequent interpretation board, including 30-50m on the eastern embankment and approximately 50m on the western embankment.

- 3.9 The scheme will look to improve journey times, increase safety and provide conditions that encourage inward investment in higher value employment sectors across Peterborough and support housing growth.
- 3.10 The last phase of the project involved completion of the Full Business Case (FBC). The findings presented in the FBC are summarised below.
- 3.11 The Economic Case demonstrates the scheme achieves a Benefit to Cost Ratio of 7.3 and offers Very High Value for Money based on transport user benefits alone.
- 3.12 The scheme has been through multiple phases of assessment and different variations of options have been considered in detail. The current scheme option presented delivers all the positive benefits such a reducing congestion to facilitate growth, provision of compliant and accessible active travel infrastructures for pedestrians and cyclists. In addition there are environmental enhancements that aligns with CPCA objectives.
- 3.13 The timescales for construction are set out in Table 1 below:

Table 1: Construction timescales

Months	Details
January 2022 – February 2022	Mobilisation begins onsite, Site Clearance undertaken.
February 2022 – December 2022	Highway construction begins, includes 6 phases as detailed below.
February 2022 – April 2022	Phase 1 of construction programme, includes site clearance, removal of VRS system and evacuation centred on the A1260 Nene Parkway.
April 2022 – July 2022	Phase 2 of construction programme, includes elements of exposing the geological profile, A1260 Nene Parkway lane gain and the required maintenance bay.
May 2022 – October 2022	Bridge construction commences, including site clearance, demolition of the existing structure, piling and foundations and installation of new bridge
July 2022 – August 2022	Phase 3 of construction programme, includes the realignment of the A47 WB off slip and new VRS system.

August 2022 – October 2022	Phase 4 of construction programme, includes the additional lane on the circulatory and signals on the A47 EB off slip.
October 2022 – November 2022	Phase 5 of construction programme, includes the Thorpe Wood flare.
November 2022 – December 2022	Phase 6 of construction programme, includes surfacing across the site with works split into phases A through to F.
December 2022 – January 2023	Demobilisation

3.14

As previously mentioned, since 2017/18 the Council has been awarded funding towards the project by the CPCA. Table 2 below lists the funding awarded for each stage and the governance approval that was obtained.

Table 2: CPCA funding per stage

Stage	Governance Approval	Funding Received
Strategic Outline Business Case	Officer Decision Notice	£222,400
Outline Business Case and Preliminary Design	Officer Decision Notice	£140,000
Full Business Case and Detailed Design	Cabinet Member Decision Notice	£470,000
	Total	£832,400

3.15

To date a total of £778k has been claimed from the CPCA as detailed in Table 3 below and based on the governance approval of £832k a further £54k of expenditure can be incurred. However, as a result of unspent budget being carried over from previous stages, the CPCA currently have a budget of £153,177 available to claim in addition to the £832k. The £153,177 will be added to the funding to be awarded to continue the project onto the next stage. Including this funding will allow the Council to align its project finances with those of the CPCA and ensure that all of the relevant governance is in place, enabling the Council to spend and claim the funding that is available.

Table 3: CPCA funding claims

Financial Year	Claims
2017/18	£54,995
2018/19	£89,932
2019/20	£199,482
2020/21	£433,877
Total	£778,286

3.16

In order to commence the next phase of the project, which is construction of the scheme, a request was made at the November 2021 CPCA Board Meeting (24-11-21) to allocate funding of £8,013,642 toward the project. The CPCA Board confirmed their approval to award the requested amount to the project. Due to the short timescales involved the recommendation is to obtain the approval from the cabinet member at the earliest opportunity. Therefore, once the decision is confirmed the necessary steps are in place to commence the construction works as planned in Table 1 above.

3.17

The budget to be made available to the Council will be £8,166,819 and this consists of £153,177 carry over from the previous stage and £8,013,642 allocated for the construction stage of the project.

- 3.18 If the decision notice is approved the work will be commissioned to Milestone Infrastructure Ltd under the existing Peterborough Highway Services contract. To maintain continuity and to avoid delay in the progress made so far, construction works will also be undertaken by Milestone as per the Peterborough Highway Services contract. The budget awarded will also be required to cover other project costs such as utility diversions. All payments to other suppliers will be reviewed and the necessary governance and procurement processes shall be followed.

4. CONSULTATION

- 4.1 An online public and stakeholder consultation has been undertaken. The feedback provided was incorporated in the Full Business Case and detailed design.

With regards to the removal of the current footbridge, the residents affected will be directly contacted and kept up to date to mitigate any concerns they may have.

5. ANTICIPATED OUTCOMES OR IMPACT

- 5.1 It is anticipated that the council will award the package of work to Milestone Infrastructure 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 15. Successful delivery of the funding will help the Council to obtain further funding from the CPCA for construction of other future schemes. 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 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.

IMPLICATIONS

8. Financial Implications

- 8.1 The recommendation will commit capital expenditure of £8,166,819 to be funded by confirmed grant from CPCA. No long-term borrowing for the Council arises from this decision. However, there will be short term borrowing required to fund the project throughout until the claims are met. Furthermore, there will be recurring revenue costs of over £29k per annum for maintenance and lighting to be absorbed by Highways.

In the event that the project is aborted, costs of business case development and design would need to be expensed to the revenue account.

9. Legal Implications

- 9.1 Part of the scheme will require access to non-highway land, particularly that which belongs to Highways England (HE) and Nene Park Trust (NPT). 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 Negotiations with both organisations are currently on-going and the necessary legal agreements between HE NPT and PCC pursuant to the Highways Act 1980 will need to be in place before works can commence.
- 9.4 It must be noted that no purchase of land is required to undertake the improvement scheme.

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 Successful delivery of the construction phase will significantly improve pedestrian and cycle routes with the introduction of better connected footpaths, crossing points and a footbridge that is DDA and CD-127 compliant. Furthermore, delivery of this scheme will complement the Thorpe Wood cycleway scheme. One of the first LTN 1/20 compliant schemes planned for the city, with the aim of improving sustainable travel infrastructure and encouraging more users to switch to more sustainable modes of travel and therefore lowering emissions produced by travel within the city. It is proposed that HVO is used to minimise the carbon emissions produced from vehicles working on site, and that more trees are planted than are removed. There will be a slight increase in emissions from street lighting, however this will be minimised through the use of solar power and LEDs. Milestone have recently developed a comprehensive tool that allows the design team to select materials based on levels of embodied carbon (not just cost and suitability) which will allow conscious decisions to be made that seek to reduce the overall impact of the scheme. PCC and Milestone have worked closely together to identify alternative materials and methods to reduce these carbon emissions.

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 (24-11-21) minutes to be made available after the meeting. Link provided below:

<https://cambridgeshirepeterboroughcagov.cmis.uk.com/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/2038/Committee/63/SelectedTab/Documents/Default.aspx>

Appendix B – CPCA Transport and Infrastructure Committee (8-11-21) – Decision Summary
– Item 2.3 confirming recommendation to CPCA Board to approve budget