

# PETERBOROUGH



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<b>TRAFFIC SIGNALS MAINTENANCE FUND</b>
<b>COUNCILLOR HILLER, CABINET MEMBER FOR STRATEGIC PLANNING AND COMMERCIAL STRATEGY AND INVESTMENTS</b>
<b>October 2021</b>
<b>Deadline date: N/A</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: Unique Key decision Reference from Forward Plan: KEY/8NOV21/02
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?	N/A

## RECOMMENDATIONS

The Cabinet Member is recommended to:

1. Approve the award of £500k to deliver a scheme to upgrade traffic signals at the Lincoln Road / Taverners Road signalised junction. Contract to be awarded to Milestone Infrastructure Limited to deliver the construction phase of the scheme as per the Peterborough Highway Services contract.

**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?	<b>NO</b>	If yes, date for Cabinet meeting	<b>N/A</b>
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**3. BACKGROUND AND KEY ISSUES**

3.1 Peterborough City Council’s Highway Infrastructure Asset Management Plan (HIAMP) sets out the policies and investment criteria needed to effectively and efficiently manage and maintain all highway assets following an asset management and risk-based approach, both on a day-to-day basis and in the long term.

3.2 The Council aims to proactively manage traffic signal assets to minimise the likelihood of sites failing due to out-of date infrastructure and reduce whole life costing through reduced maintenance costs and installing longer-lasting equipment which is adaptable for future technologies.

3.3 The Council has been awarded £500k as part of the Department for Transport traffic signals fund. The Lincoln Road / Taverners Road signalised junction will be upgraded using this funding.

3.4 This funding provides a real opportunity to upgrade one of the older and larger signalised junctions in Peterborough. Traditional funding allocations do not often enable the cost of designing and constructing a large more complex improvement.

3.5 The review of the data from IMTRAC has identified J019J Lincoln Road/Taverners Road for upgrade. The site infrastructure dates back to March 1997, and the junction suffers from significant congestion and delay in the peak periods. The junction is a key-link within the city’s transport network, providing an east-west link across the north of the city centre, and Lincoln Road provides an important north-south link, particularly for public transport. It is a large complex junction to improve, and this funding bid provides a real opportunity to upgrade this key junction.

3.6 The Lincoln Road/Taverners Road site is a key junction on the highway network, linking the north-south Lincoln Road route with the east-west cross-city route via Taverners Road. The junction is on a key bus route to the north of Peterborough and the villages and towns of South Lincolnshire. It also used heavily by pedestrians and cyclists. The infrastructure at the junction is one of the oldest in the city and an upgrade could provide significant benefits to all users. The following measures would be considered at design:

- Controlled crossings on each of the three arms of the junction, where there is currently only one.
- Bus priority and RTPI displays – linking to an existing city-wide RTPI system
- ASL, advanced green, low-level cycle signal heads
- MOVA or Smart Junction – improve the efficiency of the junction, reduce pedestrian waiting time.
- Detectors to monitor pedestrian density at crossing points to adjust green man times.

- Installation of Vivacity sensors to capture ped/cycle behaviour/desire lines to inform design.

3.7 By improving the public transport, walking and cycling infrastructure at this site, it will assist in improving the quality of life for local residents by creating a greater travel choice and improving accessibility to employment and services for nearby residential areas suffering from deprivation.

3.8 The DfT funding opportunity will enable the Lincoln Road / Taverners Road junction to be upgraded to not only operate more efficiently for all users but will future-proof it. Traditional funding budgets are often a constraint to prioritising the larger, more-complex sites for upgrades.

#### **4. CONSULTATION**

4.1 Appropriate level consultation will take place with all relevant stakeholders. This will take place alongside Milestone infrastructure to ensure consultation details align with delivery programmes and final design details.

#### **5. ANTICIPATED OUTCOMES OR IMPACT**

5.1 It is anticipated that the council will award the 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 DfT for the Traffic signals maintenance scheme. The improvements will contribute to the transportation aims of both the Council and the Government by supporting the city's growth agenda; improving accessibility to key services, providing safer roads and reducing congestion, leading to an improved environment.

#### **7. ALTERNATIVE OPTIONS CONSIDERED**

7.1 Not to deliver a programme of works: Successful delivery of the proposed programme of works will provide significant benefits to the residents of Peterborough and the wider travelling public, resulting in improvements to; journey times, accessibility and the environment. These benefits will be lost if the programme is not delivered

### **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.

The recommendation will commit capital expenditure of £500k to be funded by confirmed grant from DfT. No long-term borrowing for the Council arises from this decision.

There are no additional revenue costs involved with the project.

## **9. Legal Implications**

- 9.1 Legal implications – The Council is placing further works packages under the existing Peterborough Highway Services Contract pursuant to its powers contained in the Highways Act 1980. The Peterborough Highway Services Contract was procured under the Competitive Dialogue Procedure (under regulation 18 of the Public Contracts Regulations 2006) and permits the Council to call-off further works which are within the scope of the contract.

## **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 scheme will significantly improve pedestrian and cycle routes and public transport options with the introduction of better connected and accessible footpaths, crossing points and public transport infrastructure.

The improvements will aim to improve 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. 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 None