

CABINET	AGENDA ITEM No. 9
20 JUNE 2022	PUBLIC REPORT

Report of:	Adrian Chapman, Executive Director Place and Economy	
Cabinet Member(s) responsible:	Cllr Marco Cereste, Cabinet Member for Climate Change, Planning, Housing and Transport	
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A1260 NENE PARKWAY JUNCTION 3 IMPROVEMENT SCHEME – DESIGN OF ACTIVE TRAVEL SCHEMES

RECOMMENDATIONS	
FROM: Executive Director Place and Economy	Deadline date: 20 June 2022
<p>It is recommended that Cabinet:</p> <ol style="list-style-type: none"> 1. Approve the award of £165k to Milestone Infrastructure Limited to deliver preliminary design of active travel schemes to be delivered as part of the A1260 Nene Parkway Junction 32 to Junction 3 improvement scheme. 	

1. ORIGIN OF REPORT

1.1 This report is submitted to Cabinet as it is a key decision under the executive delegations.

2. PURPOSE AND REASON FOR REPORT

2.1 The purpose of this report is for Cabinet to consider and approve the award of £165k to Milestone Infrastructure Limited (in addition to £500k previously awarded in January 2021) to deliver preliminary design of active travel schemes to be delivered as part of the A1260 Nene Parkway Junction 32 to Junction 3 improvement scheme

2.2 This report is for Cabinet to consider under its Terms of Reference No. 3.2.3, *‘To determine any key decision (as defined in Article 11 – Decision Making), with the exception of any time-critical decision, which may be determined by the relevant portfolio holder.’*

3. TIMESCALES

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

4.1 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 for trips 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.

It is heavily used for 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.

A project has been identified to improve the junction. The project has been funded by the Cambridgeshire and Peterborough Combined Authority (CPCA) and to date the Strategic Outline Business Case (SOBC) and Outline Business Case (OBC) have been completed. A Cabinet Member Decision Notice (CMDN) was approved in January 2021 to award Skanska (now known as Milestone) to undertake the Full Business Case (FBC) and detailed design.

The FBC and detailed design is progressing and is planned to be completed late this calendar year. If completed it will be presented to the CPCA Board in January 2023 and a decision will be made on award of funding for the construction stage. At the same board a request will also be made for additional funding to carry out the detailed design of two active travel schemes.

It was thought that there may have been developer funding / an obligation for active travel schemes which is why this funding was not included as part of the FBC budget. However, this has been fully investigated and there is no developer funding that can be used for these schemes.

Following on from this a request was made to the CPCA and funding of £165k was granted to undertake the preliminary design of the two active travel schemes below:

- Malborne Way - new footpath from Saltmarsh to the Lime Academy School (approx. 200 meters). £65k
- Phorpres Way - new LTN 1/20 compliant cycleway connecting the existing cycleway on Phorpres Close to the existing cycleway in Cygnet Business Park and the London Road cycleway (approx. 250m). £100k

Improving the walking and cycling infrastructure will complement and enhance the main highway works planned for on Junction 3. The area around Junction 3 has excellent walking and cycling routes with two missing links that this project would solve. These two active travel schemes would form part of the Junction 3 FBC that is due to be completed later this year. Active travel is key part of CPCA's emerging Local Transport and Connectivity Plan. Therefore, it is hoped funding can be secured for construction of both active travel schemes once the design is completed.

The Economic Assessment demonstrated that the schemes by themselves have a BCR of 2.10 and the BCR for the whole Junction 3 scheme with the two active travel schemes included is 3.06. The schemes offer high value for money based on the current costing information. The assessment has been undertaken using Department for Transport's Propensity to Cycle Tool, the Active Mode Appraisal Toolkit and Transport for London's 'Valuing the Health Benefits of transport schemes' report.

Table 1: Economic Assessment

Package	BCR
Combined Malborne Way + Phorpres Way	2.10
Junction 3, Malborne Way and Phorpres Way Improvements	3.06

Since 2018/19 the Council has been awarded funding towards the project by the CPCA. To date a total of £810,164 has been claimed from the CPCA as detailed in Table 2 below.

Table 2: CPCA funding claims

Financial Year	Claims
2018/19	£64,780
2019/20	£267,707
2020/21	£265,900
2021/22	£211,777
Total	£810,164

The funding above was used to complete the SOBC and OBC stages of the business case as well as progressing the FBC stage and detailed design. As previously mentioned the additional £165k of funding will be used to undertake preliminary design of the Malborne Way and Phorpres Way active travel improvements. Therefore, a request is being made to obtain the approval from the Cabinet Member for this decision notice to enable the design work to begin as soon as possible and allow it to be included in the request for construction funding of the Junction 3 main highway scheme at the CPCA Board in January 2023.

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, the preliminary designs 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 surveys. All payments to other suppliers will be reviewed and the necessary governance and procurement processes shall be followed.

5. CONSULTATION

- 5.1 An online public and stakeholder consultation was undertaken for the main highway scheme. With regards to the cycleway improvements consultation will be undertaken with the Peterborough Cycle Forum.

6. ANTICIPATED OUTCOMES OR IMPACT

- 6.1 It is anticipated that the Council will award the package of work to Milestone Infrastructure Limited as outlined in this report.

7. REASON FOR THE RECOMMENDATION

- 7.1 This recommendation has been made to ensure that the Council is able to effectively deliver grant funding awarded to it by the CPCA for the active travel improvement schemes. Successful delivery of the funding will help the Council to obtain further funding from the CPCA for the detailed design and construction.

8. ALTERNATIVE OPTIONS CONSIDERED

- 8.1 Not to deliver the scheme: This has been discounted because the walking and cycling network in and around Junction 3 of the A1260 Nene Parkway is in need of better connected routes that link to the wider network. Delivering the active travel improvements will provide residents with an alternative and more sustainable form of travel compared to the car. Successful delivery of the scheme will provide significant benefits to the wider travelling public, resulting in improvements to; journey times, accessibility and the environment.

9. IMPLICATIONS

Financial Implications

- 9.1 The recommendation will commit capital expenditure of £165k to be funded by confirmed grant from CPCA. No long-term borrowing for the Council arises from this decision. However, there will be a short term cashflow requirement to fund the project throughout until the claims are met.

In the event that the project is aborted, costs of business case development and preliminary design would need to be expensed to the revenue account but this risk is extremely low.

Legal Implications

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

For clarification the current phase of the design does not require purchase of any third party land.

Equalities Implications

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

10. BACKGROUND DOCUMENTS

Used to prepare this report, in accordance with the Local Government (Access to Information) Act 1985

10.1 CMDN for main highway scheme (27-01-21)

<https://democracy.peterborough.gov.uk/documents/s43306/CMDN%20J3%20-%20FBC%20and%20detailed%20design%20-%20PUB.pdf>

11. APPENDICES

11.1 None.