

CABINET	AGENDA ITEM No. 5
14 NOVEMBER 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 –
CONSTRUCTION OF ACTIVE TRAVEL SCHEMES (MALBORNE WAY AND
SHREWSBURY AVENUE)**

RECOMMENDATIONS	
FROM: Executive Director Place and Economy	Deadline date: November 2022
<p>It is recommended that Cabinet:</p> <ol style="list-style-type: none"> 1. Approve the award of £518,988 to Milestone Infrastructure Limited to deliver construction of active travel schemes (Malborne Way and Shrewsbury Avenue) which are 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 £518,988 to Milestone Infrastructure Limited to deliver construction of active travel schemes which are 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 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.

- 4.2 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.
- 4.3 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.
- 4.4 The FBC and detailed design is progressing and is planned to be completed by December 2022. It is planned to be presented to the CPCA Board in January 2023 and a decision will be made on award of funding for the construction stage.
- 4.5 In June 2022, a decision notice was approved to undertake design of active travel schemes that 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 missing links that the active travel schemes would solve.
- 4.6 The design of the active travel schemes has made significant progress, with designs now completed for:
 - Malborne Way footpath - completes the missing link along an existing route.
 - Shrewsbury Avenue cycleway - new cycle way and resurfacing of existing route.
- 4.7 The Economic Assessment undertaken of the previous stage of the business case demonstrated that the main highway scheme offers high value for money with a BCR of 3.25. This is expected to further increase at FBC as active travel benefits have been captured and the scheme has been value engineered, therefore there is a strong case for early investment.
- 4.8 As stated earlier the FBC is nearing completion and it is hoped the main highway works will commence early 2023. However, as the project is funded by the Transforming Cities Fund (TCF) and as it is time limited and must be spent by 31st March 2024, it has been decided to accelerate with the two active travel schemes for which design has been completed.
- 4.9 At the October 2022 CPCA Board meeting (19/10/22) approval was obtained to award £518,988 for the two active travel schemes; Malborne Way and Shrewsbury Avenue. There is a remaining active travel scheme planned for Phorpres Way, however its design is still ongoing and construction funding for it will be requested along with the main highway scheme at the January 2023 Board meeting.
- 4.10 Since 2018/19 the Council has been awarded funding towards the project by the CPCA. To date a total of £812,763 has been claimed from the CPCA as detailed in Table 1 below.

Table 1: CPCA funding claims

Financial Year	Claims
2018/19	£64,780
2019/20	£267,707
2020/21	£265,900
2021/22	£211,777
2022/23*	£2,599
Total	£812,763

*Only covers spend incurred between April to June, the first quarter of 2022/23.

- 4.11 The funding above was used to complete the SOBC and OBC stages and progress the FBC stage of the business case and detailed design. As stated earlier, at CPCA Board meeting held on 19 October 2022, a decision was made to award further funding to continue the project and commence the construction of the active travel schemes.
- 4.12 If Cabinet approve the funding then 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, continuation of the project will remain with Milestone as per the Peterborough Highway Services contract. The budget awarded will also be required to cover other project costs such as utility diversion charges. 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 exercise was undertaken, the results of which were reviewed and then incorporated into the business case and design.

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 construction of the main highway scheme.

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 £518,988 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.

In the event that the project is aborted, costs of business case development and 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.

All of the highway improvement works planned for Malborne Way and Shrewsbury Avenue will be on existing highway land owned by the Council. The current decision 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.

Carbon Impact Assessment

- 9.4 Successful delivery of the construction phase will significantly improve pedestrian and cycle routes with the introduction of better connected footpaths and crossing points that are LTN 1/20 compliant schemes. The aim of the works is to improve sustainable travel infrastructure and encourage 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. The construction will result in emissions. Milestone have recently developed a comprehensive tool that allows the design team to select materials based on levels of embodied carbon which will allow conscious decisions to be made that seek to reduce the overall impact of the scheme. Emissions will be produced by use of the welfare unit at the construction site, the use of solar power for this unit will be explored. PCC and Milestone have worked closely together to identify alternative materials and methods to reduce these carbon emissions.

10. BACKGROUND DOCUMENTS

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

- 10.1 CPCA Board Meeting (19-10-22) when ready minutes will be made available on the link provided below:

<https://cambridgeshirepeterboroughcagov.cmis.uk.com/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/2117/Committee/63/SelectedTab/Documents/Default.aspx>

11. APPENDICES

- 11.1 None.