

CABINET	AGENDA ITEM No. 8
19 DECEMBER 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	
Contact Officer(s):	Lewis Banks (Transport & Environment Manager)	Tel. 01733 317465

ACTIVE TRAVEL FUNDING AWARD FOR THORPE WOOD CYCLEWAY AND SCHOOL STREETS

RECOMMENDATIONS	
FROM: Executive Director Place and Economy	Deadline date: N/A
<p>It is recommended that Cabinet ;</p> <ol style="list-style-type: none"> 1. Authorise the issue of a services request to Milestone Infrastructure Limited, under the existing highway services contract relating to the design, delivery and construction of the Thorpe Wood cycleway, at a cost of £625,000; and 2. Authorise Milestone to develop a School Street Scheme, at a cost of £10,000. 	

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 £625,000 to Milestone Infrastructure Limited to deliver design and construction of Thorpe Wood cycleway and £10,000 for expanding the School Streets project.

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 In May 2020 central government announced funding supporting Local Authorities to install emergency active travel measures as part of the government's response to the COVID-19 pandemic. Tranche 2 followed and funding for 2021 to 2022, announced in May 2022, supports the creation of longer-term active travel projects.

- 4.2 A new executive agency of the Department for Transport (DfT) - Active Travel England (ATE), has been established and expected to be fully rolled out in 2022/23. ATE reviewed all Tranche 3 scheme proposals put forward for their compliance with LTN 1/20, for their usefulness to cyclists and pedestrians and for their ability to contribute to the wider active travel network.
- 4.3 Those projects which received funding were considered by ATE to be of good quality, ambition and capable of meeting LTN 1/20 requirements. For Peterborough, funding has been granted for two active travel measures, Thorpe Wood cycleway and School Streets.
- 4.4 The Thorpe Wood cycleway looks to connect the replacement footbridge currently being progressed by the A1260 Junction 15 project with existing cycleways off Thorpe Wood, and into the Anglian Water Offices. The cycleway has potential for extension beyond this point should funding become available in the future. The plan attached in Appendix A shows the full potential length of the cycleway – subject to future funding.
- 4.5 Thorpe Wood cycleway received funding from Tranche 2 Active Travel Funding and preliminary design is underway. Peterborough City Council are working with ATE who are currently reviewing the preliminary design. The addition of the Tranche 3 Active Travel Funding will support the project's progress into detailed design and construction.
- 4.6 School Streets sees temporary road closures outside the entrance of a school, enabling it to become a foot, or cycle or scoot zone during the schools opening and closing times. Encouraging active travel and reducing congestion and pollution outside the school entrances.
- 4.7 There are currently 13 'School Streets' in operation and the Tranche 3 funding will be used to establish further school streets, where viable, with interested schools. These schemes are key fundamental components of the emerging strategy for the city as outlined in the CPCA's emerging Local Transport and Connectivity Plan (LTCP).
- 4.8 At the October 2022 CPCA Board meeting (19/10/22) approval was granted to award funding received from the DfT Active Travel Grant (Tranche 3) to the Council. The Thorpe Wood cycleway received funding to value of £625,000 and Schools Streets received funding to the value of £10,000. Approximately £220,000 is expected to be spent in 2022/23 financial year and the remaining funding to be spent in 2023/24 financial year.
- 4.9 If Cabinet approve the funding then the work for Thorpe Wood cycleway and School Streets (traffic management equipment; road signs and cones) will be commissioned to Milestone Infrastructure Limited. 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 (PHS) contract. The budget awarded will also be required to cover other project costs such as utility diversion charges and publication of traffic regulation orders.
- 4.10 Peterborough City Council agreed a ten year service contract with Milestone Infrastructure Limited (formerly Skanska UK Plc) in 2013. The contract is built upon a collaborative and multi-disciplined team capable of developing schemes from policy concept through to design, construction and maintenance of the existing and growing highway network. Proven good performance, measured by a number of key performance indicators, throughout the duration of the original contract. The contract has been extended for a further five years until 2028 to allow for successful continued collaboration.
- 4.11 In 2015, following performance reviews and market analysis it was agreed that the Council will utilise the service contract to deliver its major schemes (projects with a budget greater than £500,000) with an annual target of an additional £10,000,000 turnover. The increased turnover via the contract realises a number of benefits to the authority including:
- An increased turnover rebate to PCC.
 - Design and build end-to-end efficiencies.
 - Increased economies of scale.
 - Greater opportunity to retain work in the local area.

- Security of materials and resources supply.
- Innovation.
- Increased efficiencies and revenue benefits for access to additional work at zero bid cost.

4.12 PHS has successfully developed and delivered multiple major highway schemes around Peterborough since the beginning of the contract in 2013. All of these schemes have allowed the Council to realise the benefits detailed above and continue to represent the successful partnership between the Council and Milestone Infrastructure Services.

4.13 All skills and competencies to deliver the scheme are available within the contract, it is therefore recommended that the existing PHS contract is used to deliver the services set out in this report for the following reasons:

- the contract is already in place following competitive procurement and is operating effectively. This saves valuable time and cost when compared to a full procurement exercise.
- the value of the contract will contribute significantly to the major schemes annual turnover target which ensures the council are able to benefit from valuable financial incentives, protecting revenue expenditure,
- the Council will adopt the new infrastructure at the end of the construction period and delivering all aspects of the project using a partnership that has proven to be efficient and effective allows us to minimise risk and mobilise quickly.

4.14 To ensure that the project remains commercially competitive and offers value for money, any specialist areas of work that may need be required from Milestone's supply chain will be subject to competitive tendering.

4.15 The services required are within the scope of the highway services contract.

5. CORPORATE PRIORITIES

5.1 The following outlines how the recommendation links to the Council's Corporate Priorities:

The Economy & Inclusive Growth

Environment

The aim of both schemes is to improve sustainable travel infrastructure and encourage more users to switch to sustainable modes of travel and therefore lowering emissions produced by travel within the city.

Successful delivery of the construction phase for Thorpe Wood cycleway will provide a new cycle route that is LTN 1/20 compliant. In addition, for the construction phase it is proposed that HVO is used to minimise the carbon emissions produced from vehicles working on site, and that where there is loss of green spaces we will look to achieve 20% increase in biodiversity.

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. The Council and Milestone have worked closely together to identify alternative materials and methods to reduce these carbon emissions.

Our Places & Communities

Places and Safety

School Street schemes offer a proactive solution for school communities to tackle air pollution, poor health and road danger reduction. A School Street scheme will encourage a healthier lifestyle and active travel to school for families and lead to a better environment for everyone.

Health and Wellbeing

The Thorpe Wood cycleway scheme will provide an improved active travel route enabling a viable alternative to the car. The cycleway is expected to have a positive effect on health and wellbeing, encourage residents and those working in the area to walk or cycle. The active travel route will connect to the existing walking and cycling routes as well as the new footbridge over the A1260 Nene Parkway and there is a possibility that it will be further extended if funding is available.

6. CONSULTATION

- 6.1 Public consultation on the concept of the Thorpe Wood cycleway was undertaken from 21 October to 4 December 2020 as part of the Junction 15 (A1260 Nene Parkway / A47 Soke Parkway) highway improvement scheme consultation. Further consultation with key stakeholders will occur during the next stage of the design process to inform the design and highlight whether any further changes are needed.

For School Streets, all residents and parents/guardians of all children attending the school are informed in advance of introducing new access restrictions. This offers an opportunity to address any issues and concerns from those affected. Formal consultation of any new traffic regulation orders (a requirement for School Streets) is undertaken first before they can be implemented.

- 6.2 This recommendation has been considered by the Corporate Leadership Team and Cabinet Policy Forum.

7. ANTICIPATED OUTCOMES OR IMPACT

- 7.1 It is anticipated that the council will award the package of work for Thorpe Wood cycleway to Milestone Infrastructure Limited as outlined in this report. Furthermore, for School Streets initially a six month temporary traffic regulation order will be implemented and if successful it will be made into a permanent order after this period.

8. REASON FOR THE RECOMMENDATION

- 8.1 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 to complete construction of Thorpe Wood cycleway and also to further expand the Schools Streets project.

9. ALTERNATIVE OPTIONS CONSIDERED

- 9.1 Not to deliver the scheme: This has been discounted because the walking and cycling network to and from Thorpe Wood needs improving by making it better connected to routes that link to the wider network. Delivering the active travel improvements will provide residents and those working in the area 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.

10. IMPLICATIONS

Financial Implications

- 10.1 The recommendation will commit capital expenditure of £635,000 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 a revenue account but this risk is extremely low.

Legal Implications

- 10.2 All of the highway improvement works planned for Thorpe Wood cycleway will be on existing highway land owned by the Council. The current decision does not require purchase of any third party land.

For School Streets all traffic regulation orders are required to go through a statutory consultation process to allow those affected to comment before it can take legal effect.

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 or services which are within the scope of the contract.

Equalities Implications

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

11. BACKGROUND DOCUMENTS

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

- 11.1 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>

12. APPENDICES

- 12.1 Appendix A – plan of proposed cycleway

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