



**CAMBRIDGESHIRE
& PETERBOROUGH**

COMBINED AUTHORITY

Agenda Item: 2.1

A16 Norwood Dualling

To: Transport and Infrastructure Committee

Meeting Date: 16 November 2022

Public report: Yes

Lead Member: Mayor Dr Nik Johnson

From: Anna Graham, Transport Programme Manager

Key decision: No

Forward Plan ref: N/A

Recommendations: The Transport and Infrastructure Committee is recommended to:

- a) Approve the Outline Business Case for the A16 Norwood Improvement Project.

The Transport and Infrastructure Committee is asked to decide the approach for A16 Norwood Dualling, either,

- b) Recommend to the Combined Authority Board to approve the drawdown of £1.2 million from the Medium-Term Financial Plan for the development of the Full Business Case and to seek delegated authority to the Interim Head of Transport to enter into a Grant Funding Agreement with Peterborough City Council following consultation with the Monitoring Officer and Chief Financial Officer.
- c) Or defer the approval to start the Full Business Case until future funding has been secured for the construction phase.

Voting arrangements: Item a) and c) a simple majority of all Members present and voting

Item b) a vote in favour by at least two thirds of all Members (or their Substitute Members) appointed by the Constituent Councils, to include the Members appointed by Cambridgeshire County Council or Peterborough City Council, or their Substitute Members

To be carried, the vote must include the vote of the Mayor, or the Deputy Mayor when acting in place of the Mayor.

1 Purpose

- 1.1 To provide an overview of the Outline Business Case for the A16 Norwood Improvement Project for member's approval and to seek approval for the drawdown of subject to approval funding for the development of the Full Business Case.

2 Background

- 2.1 The Norwood and Paston Reserve urban extension are key areas of residential growth for Peterborough and have been allocated for development within the Peterborough Local Plan (adopted July 2019), generating a combined total of 2,945 dwellings in the study area.
- 2.2 At the CA Board meeting on 27 January 2021 the Combined Authority approved the commissioning of the Outline Business Case (OBC) for the A16 Norwood project following completion of the Strategic Outline Business Case (SOBC).
- 2.3 The SOBC concluded that a package of interventions is needed to improve congestion, safety and enable growth in the area. It outlined interventions of:
 - Closure of Newborough Road access onto A47;
 - Dualling of A16 between the A16/A47/Welland Road Roundabout and the Norwood Development Access;
 - Signalisation of A16/A47/Welland Road Roundabout on the A16 southbound approach;
 - A 50-metre flare added to the A47 westbound approach to provide additional capacity for left turning traffic to Welland Road;
 - Dedicated Left Turn Lane (LTL) from the A47 eastbound to the A16 northbound.
- 2.4 The SOBC reported that the package of works had a Benefit Cost Ratio (BCR) of 3.2 demonstrating high value for money.
- 2.5 The report to the CA Board also highlighted the interdependency of the project with the development of the Norwood Urban Extension. The package of interventions as set out above require the developers to provide a new access roundabout on the A16 and a new access junction with the Newborough Road, connected by an internal road – providing all residents with direct access to the A16.

3 Outcome of the Outline Business Case

- 3.1 The A16 improvement scheme continues to demonstrate high value for money, the OBC demonstrates a BCR of 2.9 whilst also having significant strategic value by supporting local growth, critically, the construction of 2,000 homes on the Norwood growth side.
- 3.2 The main challenges the A16 improvements seek to overcome are the peak hour congestion, the high levels of u-turning traffic from Newborough Road (limiting capacity) and a high accident rate. The primary objectives of the project include,
 - Tackling congestion and improving journey times;
 - Supporting Peterborough's growth agenda;
 - Limit impact on the local environment and improve biodiversity;
 - Improve active travel routes to provide a viable alternative to private car travel; and
 - Improve road safety.
- 3.3 The package of interventions remains broadly similar to those identified at the SOBC stage,

one change being to the closure of the Newborough road – it is proposed that the access onto the A47 will be closed, rather than the junction being fully closed. The preferred package of improvements include:

- Closure of the Newborough Road Junction access onto the A47 (Southbound only).
- Dualling of the A16 Norwood between the Norwood development roundabout and the A16/A47/Welland Road Roundabout.
- Partial signalisation of the A16/A47/Welland Road Roundabout (A16 Approach).
- Creation of a flare to provide a third lane on the A47 westbound approach.
- Creation of a left dedicated left from the A47 eastbound approach to the A16 Northbound exit.
- Realignment/reconstruction of the bridal way to the north of the A16/A47/Welland Road Roundabout, connecting the signalised crossing to Newborough Road.
- Active travel route enhancements from the Norwood site down Welland Road and towards the city centre.
- Landscaping including, wildflower and native tree planting.

3.4 The active travel and environmental scheme components are not yet as developed as the highway components – this will be addressed at the full business case stage. In addition, discussions with National Highways about exploring the feasibility of a pedestrian footbridge over the A47 are ongoing.

3.5 The OBC financial case determines that the outturn cost is approximately £13 million which includes risk allowances and inflation costs through to the end of construction in 2025. The current Medium Term Financial Plan has £12.4 million subject to approval, of which £1.2 million is being requested for drawdown for the development of the full business case. The subject to approval funding is based on a Transforming Cities Funding (TCF) allocation. As outlined in the TCF agenda item and supporting paper, ongoing discussions have taken place with the Department for Transport around the management of the TCF fund and deliverability within the necessary timescales. It has been agreed with Peterborough City Council and other stakeholders that the A16 Norwood cannot be constructed within the TCF timescales and therefore the construction will not be funded through this funding stream. Presently, there is no availability of funding within the currently MTFP, however, the project will be subject to the project prioritisation review for future funding.

3.6 In the meantime, Peterborough City Council Planning are in discussion with one developer and the Section 106 is in draft. The landowner adjacent has not yet made outline planning permission. However, both acknowledged the need for the internal road within the site to link the Newborough road with the A16 development roundabout access – supporting the delivery of this package of works.

3.7 All phases of the scheme to date, including Preliminary Design, and future phases of Detailed Design, construction and site supervision will be delivered by Peterborough Highway Services (PHS). All skills and competencies to deliver this scheme are available within the PHS contract and its supply chain.

3.8 The FBC phase duration is expected to be approximately 18 months.

4 Financial Implications

4.1 £1.2 million is being sought from the Medium-Term Financial Plan for the development of the

Full Business Case. Paragraph 3.5 also refers.

5 Legal Implications

- 5.1 Approval is sought for the delegation of authority to the Interim Head of Transport to enter into a Grant Funding Agreement with Peterborough City Council following consultation with the Monitoring Officer and Chief Financial Officer

6 Public Health Implications

- 6.1 A primary objective for the project is to provide improved active travel routes enabling a viable alternative to the car. Whilst the active travel and environmental scheme components are not yet as developed as the highway components – this will be addressed and the full business case stage and are expected to have a positive effect on health and wellbeing.

7 Environmental and Climate Change Implications

- 7.1 A primary project objective is to limit the impact of the scheme on the environment and improve biodiversity. Wildflower, native tree planting and landscaping are already part of the scope and will be developed further in the FBC.
- 7.2 The OBC includes a carbon assessment to measure and baseline the carbon cost of a scheme early in the design process, giving an opportunity to drive carbon reduction through innovation, value engineering, alternative material use and efficient construction methods. At the moment the highest carbon contributors are road pavement, kerbs and footways and site preliminaries. Analysis of the carbon hotspots has enabled a more focussed approach to reducing the project's carbon and further work will continue during the FBC including updating the carbon assessment.

8 Appendices

- 8.1 Appendix 1 – A16 Norwood Outline Business Case

9 Background Papers

- 9.1 None.