



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

Agenda Item No:2.1

A1260 Junction 32 / 3 Full Business Case

- To: Transport & Infrastructure Committee
- Meeting Date: 18 January 2023
- Public report: Yes
- Lead Member: Cllr Anna Smith, Chair of Transport and Infrastructure Committee
- From: Nathan Bunting, Programme Manager
- Key decision: N/A
- Forward Plan ref: N/A
- Recommendations: The Transport and Infrastructure Committee are invited to;
- a) Recommend that the Combined Authority Board approve the Full Business Case in Appendix 1;
 - b) Recommend to the Combined Authority Board to approve the drawdown of £5,850,000 from the subject to approval line in the MTFP to begin construction;
 - c) Recommend to the Combined Authority Board to approve £3,441,880 from the Transforming Cities Fund programme also for construction of this scheme; and
 - d) Recommend to the Combined Authority Board to delegate authority to the Interim Head of Transport in consultation with the Chief Finance Officer and Monitoring Officer to enter into a Grant Funding Agreement with Peterborough City Council.
- Voting arrangements: Item (a) and (d) A simple majority of Members present and voting
- Item (b) and (c) A vote in favour by at least two thirds of all Members (or their Substitute Members) appointed by the Constituent Councils who are present and voting, to include the Members appointed by

Cambridgeshire County Council and Peterborough City Council, or their
Substitute Members

1. Purpose

- 1.1 To recommend to the Combined Authority Board to approve to proceed with the construction of the A1260 Junction 32 / 3 scheme, through approval of the Full Business Case and construction funding.

2. Background

- 2.1 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.
- 2.2 The junction 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.
- 2.3 The scheme will address severe levels of peak hour congestion and delay that compromise the operational efficiency of the junction, and the surrounding road network. By addressing existing issues, and building in additional capacity, the scheme will assist with delivering growth aspirations across Peterborough. The scheme will also address severance for active travel the vicinity of Junction 3 and provide better quality and more coherent routes for pedestrians and cyclists, especially for journeys traversing the A1139 Fletton Parkway.
- 2.4 This Full Business Case (FBC) demonstrates that there is a very strong strategic and economic case for investment in the Junction 3 Improvement Schemes. The improvements consist of a balanced mix of highway and active travel schemes and will provide Very High Value for Money with a benefit to cost ratio (BCR) of 6.49, whilst facilitating continued growth across Peterborough, particularly in the Hampton area.
- 2.5 The scheme is LTN 1/20 Gear Change compliant and there will be achievement of minimum 20% biodiversity net gain.
- 2.6 The FBC has been independently assessed by our external assurers who have confirmed that the business case is to Green Book standard and is accurate in its conclusions.
- 2.7 The current allocation for this project within the MTFP is for £5.85m. Since the publication of the Outline Business Case in August 2020, the cost of construction has increased. The reason for this increase is as follows:
 - Inflation: if the OBC were to be re-costed at today's rates the cost would be in the region of £1m more as costs are circa 29% higher in November 2022 than they were in May 2021. Note this does not refer to inflation between now and construction, however that is captured in the outturn cost.
 - Active travel: a decision has been made by PCC to include extra active travel elements into the scheme.
 - Construction methodology: additional cost associated with the change in construction methodology for Phase 4 (The Serpentine) where we now plan to use piling to support the lane gain rather extend the embankment. This will avoid tree loss which is currently

screening the road from adjacent residential properties and avoid extending the base of the embankment towards the properties.

- Traffic management: approximate increase in traffic management costs.

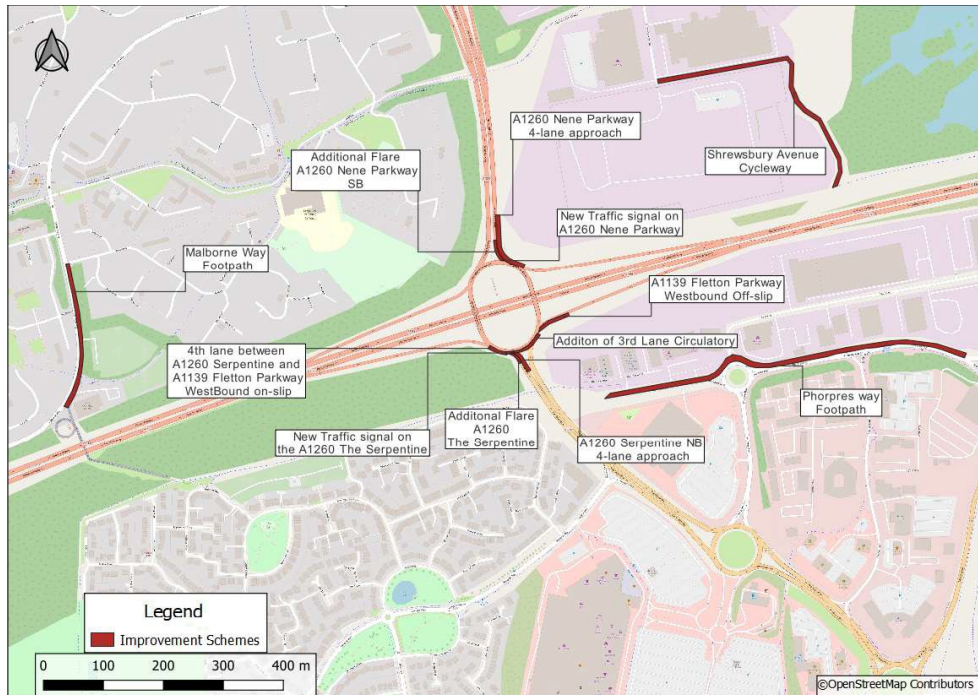
2.8 As a result, if approved, the gap in funding will come from the Transforming Cities Fund programme, specifically from the project underspends from Fengate Phase 1. Fengate Phase 1 has descope the Storeys Bar Rd scheme due to nonalignment with Transforming Cities Fund timescales. This has saved cost which is available for use within this project.

3. Deliverables

3.1 The final package of schemes consists of the following components:

- Creation of a third southbound lane on Nene Parkway from Junction 31 to Junction 3.
- Addition a flare of 150m to A1139 Fletton Parkway westbound off-slip to create a third lane.
- Signalisation of the Nene Parkway approach to Junction 3, with a 4-lane approach.
- Signalisation of The Serpentine approach to Junction 3, with a 4-lane approach.
- Creation a third lane on the A1260 The Serpentine northbound approach, extending approximately 200 metres back from Junction 3.
- Addition of 220m of new footpath between Saltmarsh and the Phoenix School.
- Upgrade to the Phorpres Way footpath (southern side) to current LTN 1/20 design standards, accompanied by several crossing points at Phorpres Close, Club Way and Cygnet Road.
- Upgrade to the Cycleway for approximately 450m between Shrewsbury Avenue and the gated access of the Nature Reserve.

Map of improvements



4. Next steps

4.1 The table below shows the timeline for the construction of the scheme.

Timescale	Activity
October 2022	CPCA Board approval for advance funding of active travel schemes (Malborne Way Footpath and Shrewsbury Avenue Cycleway)
November 2022	Construction commences on the Malborne Way Footpath and Shrewsbury Avenue Cycleway schemes.
January 2023	CPCA Board approval sought for the release of construction funding subject to an accepted FBC.
February 2023	Completion of the Malborne Way Footpath and Shrewsbury Avenue Cycleway schemes. Advance works begin for construction of the Junction 3 Highway and Phorpres Way schemes, including vegetation clearance and STATS diversions.
March 2023	Mobilisation and Compound set up.
April 2023	Construction starts on the Junction 3 Highway and Phorpres Way schemes.
March 2024	Construction finishes on the Junction 3 Highway and Phorpres Way schemes, and demobilisation.
April 2025	1-year post-scheme monitoring undertaken
April 2029	5-years post-scheme monitoring undertaken

Significant Implications

5. Financial Implications

- 5.1 A1260 Junction 15 has an allocation within the Medium-Term Financial Plan for £5,850,000. This paper is requesting drawdown of this funding, plus an additional £3,441,880 allocation from Transforming Cities Fund allocation.
- 5.2 The Combined Authority Board in October 2022 also approved drawdown of £518,988 to accelerate the active travel element of the scheme. This takes to full funding for construction to £9,810,868.

6. Legal Implications

- 6.1 A Grant Funding Agreement will be entered into with Peterborough City Council.

7. Public Health Implications

- 7.1 The A1260 Junction 32/3 seeks to encourage active travel by improving the footpath and cycle ways in the area. Increasing those walking and cycling as the subsequent health and wellbeing benefits of exercise. Therefore, the delivery of the scheme will have a positive implication for public health.

8. Environmental and Climate Change Implications

- 8.1 The delivery of the scheme will have a positive implication on environment and climate change by encouraging active travel in the area and therefore reducing existing and future year peak hour congestion and delay. Without an improvement in active travel infrastructure, they study area will remain a car dependent destination with untapped potential for walking and cycling.
- 8.2 The project will protect and improve the biodiversity value within the study area by mitigate any adverse impact of a scheme and enhance biodiversity net gain within the Study Area Achievement of minimum 20% biodiversity net gain.

9. Other Significant Implications

- 9.1 No other significant implications

10. Appendices

- 10.1 Appendix 1 – A1260 J32 / 3 Full Business Case

11. Background Papers

[July 2020: A1260 J32 / 3 TIC Outline Business Case paper](#): 08 July 2020

[Aug 2020: A1260 J32 / 3 CA Board Outline Business Case paper](#): 05 August 2020

[Oct 2022: A1260 J32 / 3 CA Board Active Travel approval paper](#): 19 October 2022