



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

Agenda No: 4.6

Peterborough Junction 3

- To: Cambridgeshire and Peterborough Combined Authority Board
- Meeting Date: 19 October 2022
- Public report: Yes
- Lead Member: Mayor Dr Nik Johnson
- From: Tim Bellamy, Interim Head of Transport
- Key decision: Yes
- Forward Plan ref: KD2022/044
- Recommendations: The Combined Authority Board is recommended to:
- a) Note progress towards the A1260 Junction 32/3 Full Business Case (FBC).
 - b) Approve the drawdown of £518,988 to accelerate the active travel element of the scheme.
 - c) Delegate authority to the Interim Head of Transport in consultation with the Chief Finance Officer and Monitoring Officer to enter into Grant Funding Agreements with Peterborough City Council.
 - d) Reprofile the project's remaining Subject to Approval budget from 2022/23 to 2023/24 reflecting the revised delivery timescales.

Voting arrangements:

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

1 Purpose

- 1.1 This report summarises the progress towards the A1260 Junction 32/3 Full Business Case (FBC) and recommends the drawdown of £518,988 to accelerate the active travel elements of the scheme. Peterborough City Council (PCC) and the Combined Authority have been considering opportunities to accelerate scheme delivery as the scheme is funded by the Transforming Cities Fund (TCF).

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. 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.
- 2.2 In July 2020 the Strategic Outline Business Case (SOBC) was tabled at the Combined Authority Board that identified issues and sifted possible solutions. This resulted in a number of complimentary proposed options. At this Board £500,000 was approved to progress the study to FBC stage.
- 2.3 The A1260 FBC is due to be submitted in December 2022 on time and budget. The Outline Business Case was approved at Combined Authority Board in August 2020 and demonstrated the scheme offer high value for money with a BCR of 3.251. This is expected to increase at FBC as active travel benefits have been captured and the scheme has been value engineered.
- 2.4 Early request to release £518,988 to accelerate the construction funding of two of the active travel schemes which form part of the project ahead of the main highway works which are scheduled to commence in April 2023 (subject to Combined Authority Board approval planned in January 2023).
- 2.5 The schemes identified for accelerated delivery are:
 - Malborne Way Footpath (completes the missing link along an existing route);
and
 - Shrewsbury Avenue Cycleway (new cycle way and resurfacing of existing route).
- 2.6 PCC and the Combined Authority have been considering opportunities to accelerate scheme delivery as the scheme is funded by the TCF. The TCF is time limited and must be spent by 31st March 2024.
- 2.7 Including the Junction 3 project, there is approximately £17m of TCF funded transport schemes to deliver in the 2023/24 financial year in Peterborough. Bringing forward some of the active travel schemes for delivery into the third and fourth quarters of the 2022/23 financial year will reduce the pressure on the wider construction programme, and specifically reduce the risk to funding availability caused by any programme delays.

- 2.8 A FBC is currently being produced and will be submitted in December ahead of the January CA Board. However, a value for money assessment has been undertaken for the two active travel schemes to demonstrate that they offer value for money ahead of the wider FBC submission.
- 2.9 In summary, the active travel schemes offer very high value for money, and there is a strong case for early investment.

3 Reprofiting

- 3.1 The current subject to approval budget in the MTFP for construction stage of the project is £6.37 million. Therefore, if some of the active travel elements of the scheme are approved as part of this paper, this leaves £5.85 million subject to approval for the rest of the scheme. As this will not be spent in the current year as originally forecast the Board are asked to approve the reprofiling of the £5.85m remaining budget into 2023/24.
- 3.2 The reprofiling is the result of project delay. The FBC is now forecast to go to January CA Board for funding approval and construction is forecasted to begin in March 2023, with project completion forecast by March 2024.

4 Financial Implications

- 4.1 The drawdown and reprofiling of the budget does not change the overall budget for the delivery of the scheme, so there are no significant financial implications beyond those set out in section 3.

5 Legal Implications

- 5.1 This report, including the detail set out in the appendix, will assist the board to monitor the financial position of projects, with a view to meeting the Authority's legal obligation to deliver a balanced budget.

6 Public Health Implications

- 6.1 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.

7 Environmental and Climate Change Implications

- 7.1 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 Other Significant Implications

8.1 None.

9 Appendices

9.1 Appendix 1 – Fengate Active Travel Early Release Technical Note.

10 Background Papers

10.1 [Combined Authority Board reports 5 August 2020](#)