



TRANSPORT AND INFRASTRUCTURE COMMITTEE	AGENDA ITEM No: 2.4
08 JULY 2020	PUBLIC REPORT

A1260 NENE PARKWAY JUNCTION 32 – 3 OUTLINE BUSINESS CASE

1.0 PURPOSE

- 1.1. To report summarises work undertaken to date and request approval to proceed with the Full Business Case and detailed design for the A1260 Junction 32-3 project.

<u>DECISION REQUIRED</u>	
Lead Member:	James Palmer, Mayor
Lead Officer:	Paul Raynes, Director of Delivery and Strategy
Forward Plan Ref: N/A	Key Decision: No
<p>The Combined Authority Transport and Infrastructure Committee is recommended to:</p> <ul style="list-style-type: none"> (a) Note this progress report (b) Approve the outline business case outcomes (c) Recommend to the CPCA Board the approval for the drawdown of £500,000, subject to approval from the Medium-Term Financial Plan to produce the Full Business Case and detailed design. 	<p>Voting arrangements</p> <p>Item (a) NA</p> <p>Item (b) Simple Majority</p> <p>Item (c) 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 and Peterborough City Council, or their Substitute Members</p>

2.0 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. The project is not identified as a key project within the Combined Authority's Business Plan 2019-20.

- 2.2. 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.
- 2.3. The Strategic Outline Business Case (SOBC) sought identified schemes that will provide the necessary increase in highway capacity to unlock congestion and significantly reduce delay at Junction 3, which is a major pinch-point on the network. This will improve the capacity and operational performance of the Peterborough Parkway system which is crucial to supporting further growth.
- 2.4. In addition improvements at Junction 3 are expected to have wider network benefits beyond the Parkway system, particularly to Malborne Way which experiences congestion as vehicles rat-run in order to avoid queues during the peak hours.
- 2.5. As part of the development of the Strategic Outline Business Case, the key issues that were identified were:
 - (a) Significant queuing on a number of approaches to the junction in peak periods;
 - (b) Queuing on the circulatory carriageway;
 - (c) Conflicts occurring on the dominant movements on the junction; and
 - (d) Poor collision statistics.
- 2.6. The following objectives were set:
 - (a) Tackle congestion and improve journey time reliability
 - (b) Support Peterborough's Growth agenda and encourage homes and jobs
 - (c) Create wider economic benefit.
- 2.7. Through the options development process, ten options were identified. These were sifted against Department for Transport (DfT) Early Assessment and Sifting Tool (EAST) criteria which determined that all ten should be taken forward for further assessment. These were then tested in the transport modelling software in order to identify the better performing options in terms of journey times and delay only.
- 2.8. Each option was tested using 2026 and 2031 forecast flows which identified that none of the ten options on their own provided a suitable solution to resolving congestion and improving delay at the junction. However, by combining the better performing elements from these options, an emerging preferred option was identified.
- 2.9. At the Outline Business Case stage this option has been further developed. The improvements consists of the following and preliminary design drawings are provided as Appendix 1:
 - (a) Extend Junction 31 on-slip to Junction 3

- (b) Add a flare to A1260 Nene Parkway approach to Junction 3 to create a 4 lane approach
- (c) Additional 4th lane to circulatory between A1260 Nene Parkway southbound approach and A1139 Fletton Parkway eastbound exit
- (d) Add flare of 150m to A1139 Fletton Parkway westbound off-slip to create a 3rd lane
- (e) Add a 3rd lane to circulatory between A1260 The Serpentine southbound exit and A1260 The Serpentine northbound approach
- (f) Add 3rd lane on A1260 The Serpentine northbound to the north of Hargate Way
- (g) Add flare to A1260 The Serpentine northbound approach to create a 4 lane approach
- (h) Add 4th lane to circulatory between A1260 The Serpentine northbound approach and A1139 Fletton Parkway westbound on-slip
- (i) Install traffic signals on the A1260 Nene Parkway approach to Junction 3
- (j) Install traffic signals to A1260 The Serpentine approach to Junction 3.

3.0 NEXT STEPS

3.1. A summary of the key milestones are provided in Table 1 below.

Table 1: Summary of key milestones

Timescale	Milestone Activity
July/August 2020 – January 2021	Detailed Design undertaken and Full Business Case
February 2021 – March 2021	Full Business Case to be reviewed by CPCA, funding sought for scheme construction
Jan 2022 – Dec 2022	Mobilisation, construction and demobilisation

3.2. An online public and stakeholder consultation exercise on the final scheme will be undertaken following approval of the Outline Business Case, and prior to completion of the Detailed Design. No residents are directly affected by this scheme.

4.0 FINANCIAL IMPLICATIONS

4.1. The Economic Case demonstrates that the scheme achieves a Benefit Cost Ratio of 3.3 and offers a high value for money.

4.2. This scheme outturn cost (including risk and inflation) is approximately £6.0 million. This represents the amount required by Peterborough City Council to deliver the scheme. Further design work and investigation at the Full Business Case stage will provide further certainty to scheme costs.

4.3. Within the January 2020 Medium-Term Financial Plan (MTFP) there is £8.0m available (£4.5m in 20/21 and £3.5m in 21/22) subject to approval from the Combined Authority Board. The scheme full outturn costs could present a potential saving against the current allocation.

4.4. Peterborough City Council request drawdown of £500,000 for the Detailed Design and production of the Full Business Case.

5.0 LEGAL IMPLICATIONS

5.1. There are no legal implications in relation to the recommendations.

6.0 OTHER SIGNIFICANT IMPLICATIONS

6.1. None

7.0 APPENDICES

7.1. Appendix 1 – Preliminary Design Drawings for A1260 Nene Parkway Junction 32-3

<u>Source Documents</u>	<u>Location</u>
1: November 2019 Combined Authority Transport and Infrastructure Committee Paper	1: T&I Committee Paper November 2019