



## A1260 Nene Parkway Junction 15

To: Transport and Infrastructure Committee

Meeting Date: Monday 8 November 2021

Public report: Yes

Lead Member: Mayor Dr Nik Johnson

From: Rowland Potter  
Head of Transport

Key decision: No

Key decision 2021/032 for the Combined Authority Board on 24 November 2021

Forward Plan ref: n/a

Recommendations: The Transport & Infrastructure Committee is recommended to:

- a) Recommend that the Combined Authority approve the Full Business Case
- b) Recommend that the Combined Authority Board approve an allocation of £3.014m from its capital reserves to increase the current subject to approval budget from £5m to the forecast construction cost of £8.014m
- c) Recommend that the Combined Authority Board approve the total £8.014m for the construction phase of the project including the re-profiling of the project budget.

Voting arrangements: A simple majority of all Members present and voting

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 report on the outcomes of the Full Business Case (FBC) and seek recommendation to Board to proceed with construction.

# 2. Background

- 2.1 Junction 15 is a large grade separated junction serving two of Peterborough's busiest strategic roads (the A47 Soke Parkway and the A1260 Nene Parkway). The junction is a crucial cornerstone of the Parkway Network and provides access to one of the city's three road river crossings (Nene Thorpe Bridge).
- 2.2 The junction also provides direct access to a major employment centre (Thorpe Wood) and accommodates a large number of peak hour commuter trips to / from this location.
- 2.3 On average 46,000 vehicles pass through Junction 15 on a typical weekday, of which 13% are classified as commercial vehicles. The junction experiences significant peak hour congestion, particularly northbound on the A1260 Nene Parkway where queues regularly exceed a mile during the PM peak hour.
- 2.4 This scheme aligns with the Local Transport Plan (LTP) aims to support transport connectivity and economic growth, improve journey time reliability, and improve safety.
- 2.5 The scheme will also provide a minimum 10% biodiversity net gain and therefore is in line with the LTP objective to deliver a transport network that protects and enhances our natural, historic and built environment.
- 2.6 Measures have been included in this scheme to ensure it is compliant with LTN 1/20 and improves pedestrian connectivity to public transport and nature; this includes the replacement of a pedestrian footbridge, the creation of zebra crossings, improving access to Ferry Meadows, the business park and to public transport.
- 2.7 Peterborough City Council and the Department for Transport (DfT) have part funded a Thorpe Wood cycleway (which runs parallel to the A1260) and is expected to begin construction next year, this will also support active travel connectivity into the City. A further funding application has been submitted to DfT, under tranche 3 of the Active Travel Fund, to fund phase 2 of the Thorpe Wood cycleway.

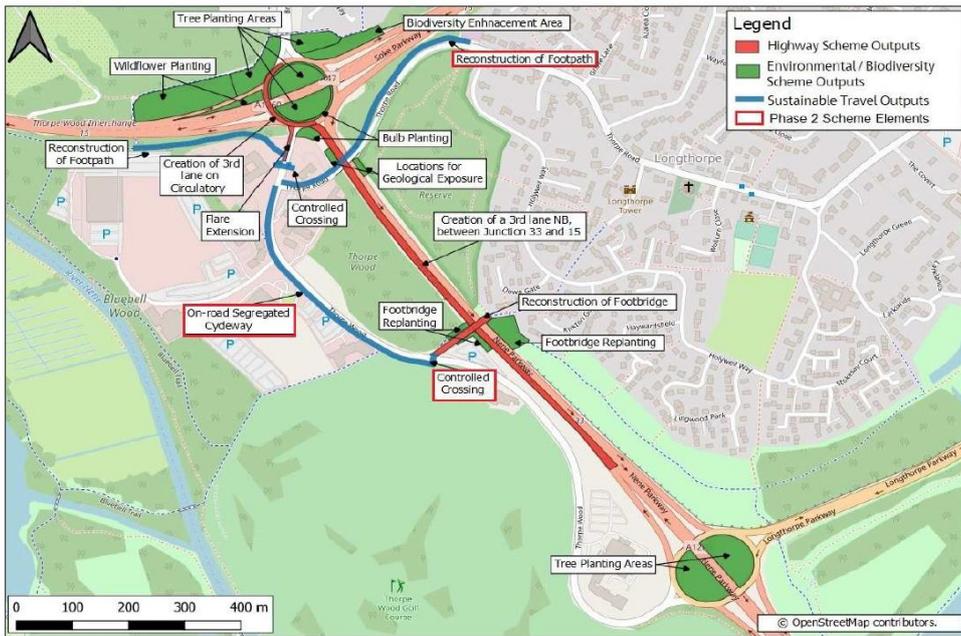
# 3. Full Business Case (FBC) - summary

- 3.1 The below is a summary of the deliverables that would take place during the construction phase:
  - Creation of a third lane (northbound) between Junction 33 and Junction 15 of the A1260 Nene Parkway, with a speed reduction to 60MPH implemented;
  - Creation of a three-lane circulatory on Junction 15 between the A1260 Nene Parkway approach and the Bretton Way exit;
  - Extension of the flare on the Thorpe Wood to Junction 15 by approximately 30 metres;

- Creation of a zebra crossing over Thorpe Wood close to the existing bus stops;
- Replacement of the pedestrian footbridge over the A1260 Nene Parkway to facilitate the creation of a third northbound lane and bring the footbridge to LTN 1/20 standard;
- Construction of a new footpath alignment from the bus stops to the north-western footpath between the business park and Bretton footpath between the business park and Bretton;
- Environmental and biodiversity enhancements in the north-eastern corner of Junction 15 between Bretton Way and A47 eastbound on-slip;
- Wildflower Planting Trial centred on the grass verges either side of the A47 eastbound off-slip;
- Areas of mass bulb planting located on the lower ledge of the Junction 15 circulatory as well as the grass verge between the A1260 Nene Parkway and Thorpe Wood;
- Tree planting at several locations across the study area as compensation for tree loss at the footbridge and helping to achieve biodiversity net gain;
- The exposing of the geological profile of the A1260 Nene Parkway embankments near Thorpe Road Bridge and subsequent interpretation board, including 30-50m on the eastern embankment and approximately 50m on the western embankment.

- 3.2 The scheme will improve journey times, increase safety and provide conditions that encourage inward investment in higher value employment sectors across Peterborough, and support housing growth.
- 3.3 The Economic Case demonstrates the scheme achieves a Benefit to Cost Ratio of 7.3 and offers Very High Value for Money based on transport user benefits alone.
- 3.4 The Financial Case has identified the Scheme Outturn Cost as £8,013,642. This is an increase of c.£3m from the cost forecast from the Outline Business Case (OBC) which were allowed for within the Medium-Term Financial Plan. The increase in Scheme Outturn Cost between OBC and FBC results from a number of factors, including:
- Additional cost associated with the design and surveys for the footbridge.
  - Re-location of the footbridge which was identified at Detailed Design (when full survey budgets were available) and the additional works required to accommodate this and make it LTN 1/20 and Disability Discriminatory Act complaint.
  - More detailed costing exercise based on a Detailed Design rather than Preliminary Design, including known STATS information.
  - Enhanced environmental works to ensure biodiversity net gain, and to offset the tree loss (and provide a net gain) resulting from the relocation of the footbridge.
  - Additional environmental footbridge design work.
  - A significant rise in inflation associated with material and supply costs over the last year.
- 3.5 The original allocation was circa £8.0m and this was reduced to £5.0m based on the preliminary design estimate, a high level cost without site survey information and number of unknown factors as this was still at Outline Business Case stage. Detailed design work has now been undertaken based on more detailed information which as confirmed the outturn costs of £8,013,642 is required to construct the scheme.

- 3.6 The scheme has been through multiple phases of assessment and different variations of options have been considered in detail. The current scheme option presented delivers all the positive benefits such a reducing congestion to facilitate growth, provision of compliant and accessible active travel infrastructures for pedestrians and cyclists. In addition there are environmental enhancements that aligns with CPCA objectives.
- 3.6 The below map summarises the scheme outputs. Note that the Thorpe Wood cycleway is included in this image but is being funded separately to this scheme.



## 4. Timescales

4.1 The timescales for construction are set out in the below table:

<b>January 2022 – February 2022</b>	Mobilisation begins onsite, Site Clearance undertaken
<b>February 2022 – December 2022</b>	Highway construction begins, includes 6 phases as detailed below.
<b>February 2022 – April 2022</b>	Phase 1 of construction programme, includes site clearance, removal of VRS system and evacuation centred on the A1260 Nene Parkway
<b>April 2022 – July 2022</b>	Phase 2 of construction programme, includes elements of exposing the geological profile, A1260 Nene Parkway lane gain and the required maintenance bay
<b>May 2022 – October 2022</b>	Bridge construction commences, including site clearance, demolition of the existing structure, piling and foundations and installation of new bridge

<b>July 2022 – August 2022</b>	Phase 3 of construction programme, includes the realignment of the A47 WB off slip and new VRS system
<b>August 2022 – October 2022</b>	Phase 4 of construction programme, includes the additional lane on the circulatory and signals on the A47 EB off slip
<b>October 2022 – November 2022</b>	Phase 5 of construction programme, includes the Thorpe Wood flare, zebra crossing and reconstructed footpath
<b>November 2022 – December 2022</b>	Phase 6 of construction programme, includes surfacing across the site with works spilt into phases A through to F.
<b>December 2022 – January 2023</b>	Demobilisation

## 5. Financial Implications

- 5.1 The recommended option has a high value for money BCR of 7.3
- 5.2 The cost of construction has been costed at £8,013,642. The spend profile for this will be split over the 2021/22 and 2022/2023 financial year as it has a estimated 10 month construction period. It is currently estimated that £3.0m is required during the 2021/22 period and the remaining £5.0m during the 2022/23 period.
- 5.3 The Medium-Term Financial Plan currently only provides £5.0m subject to approval in 2020-21. Additional budget and a reprofiling of the Medium-Term Financial Plan requires revision to reflect the current cost and programme from the Full Business Case.

## 6. Legal Implications

- 6.1 No significant legal implications.

## 7. Appendices

- 7.1 Appendix 1 – Full Business Case

## 8. Background Papers

- 8.1 [Combined Authority Board report 5 August 2020 - Outcomes of Outline Business Case](#)