CAMBRIDGESHIRE & PETERBOROUGH COMBINED AUTHORITY

TRANSPORT AND INFRASTRUCTURE COMMITTEE	**AGENDA ITEM No: 2.5**
08 NOVEMBER 2019	**PUBLIC REPORT**

A1260 J32 – 3 OUTLINE BUSINESS CASE

1.0 PURPOSE

1.1. To provide an update on work undertaken to date and request approval to proceed with the Outline Business Case for the A1260 Junction 32 – 3 project.

DECISION REQUIRED	
Lead Member:	**James Palmer, Mayor**
Lead Officer:	**Paul Raynes, Director of Delivery and Strategy**
Forward Plan Ref: N/A	**Key Decision: No**
The Combined Authority Transport and Infrastructure Committee is recommended to: (a) Approve the draw down of £130,000 from the allocation in the Medium Term Financial Plan to produce the Outline Business Case (b) Agree to proceed with the development of Outline Business Case.	**Voting arrangements** Simple majority of all Members

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 to identify schemes that together 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. Additionally, 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 impacts of no intervention would be:
(a) Worsening of congestion, delay, and journey times;
(b) Increased likelihood of accidents; and
(c) Attractiveness of business in Hampton (and Peterborough) will decrease.

2.7. The following objectives were set:

(a) Reduce congestion and improve journey time reliability;
(b) Enable growth and encourage the development of homes and jobs
(c) Improve Road Safety
(d) Improve Air Quality

2.8. 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 AIMSUN in order to identify the better performing options in terms of journey times and delay only.

2.9. Each option was tested using 2021 and 2026 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, a preferred option has been identified. This consists of the following improvements:

(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) Add 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.

And is the option recommended to proceed to Outline Business Case.

3.0 FINANCIAL IMPLICATIONS

3.1. A funding allocation of £130,000 is being sought to develop the Outline Business Case. There is currently an allocation of £350,000 in the Medium Term Financial Plan, of which, £119,425 has been spent to date developing the Strategic Outline Business Case and Options Assessment Report.

3.2. Based on the current cost estimate, the Benefit Cost Ratio (BCR) is 3.26, demonstrating high value for money.

4.0 LEGAL IMPLICATIONS

4.1. The project will be undertaken through the Peterborough Highways Services contract.

5.0 OTHER SIGNIFICANT IMPLICATIONS

5.1. Implications for nature

(a) While it is expected that the preferred option can be delivered within the highway boundary, there is a Site of Special Scientific Interest (SSSI) to

the south west of the junction due to a population of Great Crested Newts. This will be subject to further investigation within the OBC stage.

5.2. Other resource implications

(a) The project will be undertaken through the Peterborough Highways Services contract.

5.3. Risks

(a) Scheme(s) cannot offer sufficient decongestion or other benefits to generate a Benefit Cost Ratio of 2 or more. This is possible as the initial assessment has generated a BCR of 3.26, based on a relatively conservative cost estimate. If it appears at the end of the OBC there is a potential for poor value for money, the decision could be taken to stop the project.

(b) Scheme(s) are not found to be feasible. Through this initial stage various options have been identified, therefore if the preferred option is found not to be feasible as design develops, alternatives could be considered, although they may not generate the same expected benefits.

(c) Scheme(s) are not popular with members of the public. It is expected that public consultation will take place during this stage as part of the development of the Outline Business Case.

(d) Design finds that the SSSI is affected by the works. A mitigation or compensation plan will need to be developed and the design will need to show that there is no way to avoid affecting the SSSI.

Background Papers	**Location**
i. Draft Strategic Outline Business Case	TBC
ii. Draft Options Assessment Report	TBC