



**CAMBRIDGESHIRE  
& PETERBOROUGH**  
COMBINED AUTHORITY

<b>CAMBRIDGESHIRE AND PETERBOROUGH COMBINED AUTHORITY TRANSPORT AND INFRASTRUCTURE COMMITTEE</b>	<b>AGENDA ITEM No: 2.9</b>
<b>08 NOVEMBER 2019</b>	<b>PUBLIC REPORT</b>

## **A605 Oundle Rd Widening - Alwalton-Lynch Wood**

### **1.0 PURPOSE**

- 1.1. This report considers a request by Peterborough City Council for funding to enable the construction of the A605 Oundle Rd Widening - Alwalton-Lynch Wood scheme to proceed to completion in 2020, following the completion of detailed design.
- 1.2. The detailed design has provided greater cost certainty over the budget required to deliver the scheme. The scheme continues to deliver high value for money.

<b><u>DECISION REQUIRED</u></b>	
<b>Lead Member:</b>	<b>James Palmer, Mayor</b>
<b>Lead Officer:</b>	<b>Paul Raynes, Director of Delivery and Strategy</b>
<b>Forward Plan Ref: N/A</b>	<b>Key Decision: Yes</b>
The Combined Authority Transport and Infrastructure Committee is recommended to:  (a) Agree to proceed to board to take a decision on funding the additional £795,000 required to progress with construction.	<b>Voting arrangements</b>  Simple majority of all Members

### **2.0 BACKGROUND**

- 2.1. The project originated from a need to investigate the current traffic situation on the A605 between the village of Alwalton and Lynchwood Business Park. This arose following the submission of a planning application for a housing

development in Alwalton and advice from Highways England that to approve the application, traffic signals would need to be installed at the junction of Alwalton and the A605.

- 2.2. The driver for change is a need to make highway improvements in order to improve traffic flows in this area. A 'do nothing' scenario will lead to an increase in traffic congestion and jeopardises Peterborough's growth ambitions and the local economy
- 2.3. A study was therefore undertaken which identified the following key points:
  - (a) Mainly an AM peak problem at the Alwalton Junction;
  - (b) Link over capacity eastbound between the Alwalton and Lynch Wood junctions, caused by the volume of traffic joining the from the A1 (Southbound), and;
  - (c) No noticeable delay at Lynch Wood junction.
- 2.4. As a result, four options were developed which were as follows:
  - (a) Add an additional lane eastbound from the entrance of Alwalton to the junction of Oundle Road and Lynchwood.
  - (b) Install traffic signals at the junction of Alwalton and Oundle Road (this option was put forward by Highways England in order for them to approve the intended development).
  - (c) Install traffic signals at the junction of Alwalton and Oundle Road and also provide an additional lane eastbound between Alwalton and the Oundle Road/Lynch Wood junction.
  - (d) Close the A1 off-slip which brings traffic through Alwalton, divert traffic to Junction 17 and improve that junction.
- 2.5. These options were assessed and it was determined that the first option, of adding an additional lane eastbound from the entrance of Alwalton to the junction of Oundle Road and Lynchwood, should be progressed through design.
- 2.6. Early estimates indicated a scheme cost of £1.5m (CPCA contribution of £725k), however following detailed design and development of a Target Cost, the final cost estimate is £2,293,000. PCC have therefore requested an additional £795,000 from the CPCA to enable construction to take place.
- 2.7. The primary reason for the increase in cost is the requirement, following a road safety audit, for the construction of an access road and the utility diversion associated with this which was not previously identified during earlier stages of design.
- 2.8. Through the construction and implementation of this scheme it is expected that 2,000 new jobs will be unlocked.

### **3.0 Programme**

- 3.1. The current timeline for project completion and the initial realisation of benefits is as follows, based on successfully securing additional funding in late November:

January 2020	Mobilisation
February 2020	Construction Commences
July 2020	Construction complete; Scheme opens

#### **4.0 FINANCIAL IMPLICATIONS**

- 4.1. A funding allocation of £795,000 is being sought, this is due to increased construction costs as detailed previously within this report following detailed design.
- 4.2. It is anticipated that this will be funded from the Combined Authority's £74m allocation from the Transforming Cities Fund and the scheme complies with the requirements of that funding.
- 4.3. Based on the Target Cost, the Benefit Cost Ratio (BCR) is 2.77, demonstrating high value for money.

#### **5.0 LEGAL IMPLICATIONS**

- 5.1. There are direct legal implications

#### **6.0 OTHER SIGNIFICANT IMPLICATIONS**

- 6.1. Implications for nature

- (a) It is not expected that this scheme will have an adverse affect on the natural environment.

- 6.2. Other resource Implications

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

- 6.3. Risks

- (a) Weather delays affecting operation which could result in delays and additional expenditure;
- (b) Programme overrun due to onsite construction problems.

- 6.4. Engagement and Consultation

- (a) Public consultation on the scheme was undertaken in July 2018. There was some feedback from a local parish council that has been resolved during the detailed design stage.

<b><u>Background Papers</u></b>	<b><u>Location</u></b>
A605 Alwalton to Lynch Wood Technical Note	TBC