



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

JAMES PALMER
CAMBRIDGESHIRE &
PETERBOROUGH MAYOR

Agenda Item No: 3.3

A605 Stanground – Whittlesey Access Improvement

To: Cambridgeshire and Peterborough Combined Authority Board

Meeting Date: 24 March 2021

Public report: Yes

Lead Member: Mayor James Palmer

From: Paul Raynes, Director of Delivery and Strategy

Key decision: Yes

Forward Plan ref: KD2021/007

Recommendations: The Combined Authority Board is recommended to:

- a) To approve additional funding of £220,000 for the A605 Stanground – Whittlesey Access Improvement.

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 Cambridgeshire County Council or Peterborough City Council, or their Substitute Members

1. Purpose

- 1.1 To provide an update on the progress of the A605 Stanground - Whittlesey improvements and to seek approval of additional capital funds of £220,000 to support the project.

2. Background

- 2.1 The A605 Stanground – Whittlesey improvements provides a right turning facility from the A605 Whittlesey Road into the B1095 Milk and Water Drove. The works are expected to alleviate congestion, particularly in the evening peak period, by allowing traffic to turn right into the junction without holding traffic up heading to Whittlesey.
- 2.2 In 2017 Peterborough City Council were successful in their application for National Productivity Investment Funding (NPIF) from the Department for Transport (DfT). The NPIF provided £2.8m and Peterborough City Council funded £2.2m towards the project.
- 2.3 In its meeting of 28 March 2018 the Combined Authority Board approved the pipeline of projects set out in its multi-year programme, including A605 Stanground – Whittlesey Improvements.

3. Progress to Date

- 3.1 In late September 2020 enabling works started on site to provide a temporary road for traffic management purposes and to undertake work to protect the high pressure gas main. This work has been completed and the main construction work is underway and is expected to complete in mid-May 2021.
- 3.2 The close proximity of the high pressure gas main to the junction was identified during detail design. The initial cost estimate for potentially diverting the main was expected to be managed within the existing budget. However, following a more detailed estimate from the utility provider the cost was significantly higher. At this point alternatives to diverting the gas main were explored to manage down the cost estimate.
- 3.3 Alternative options for the design of the junction were considered and many eventually discounted due to the need to acquire land or did not fully address the risk to the gas main. It was determined that the gas main could be protected through shelling works and widening the existing layout of the junction.
- 3.4 The gas main protection works and widening the layout of the junction created a secondary issue, ensuring the traffic management met safety, road user and local business expectations. A temporary road would be constructed to accommodate one way traffic and would maintain access along the Milk and Water Drove during the gas main protection works. This ensured that those on site were safe, congestion and disruption to businesses was minimised.
- 3.5 Peterborough City Council had anticipated that work could progress within budget, however, since then a project forecast overspend has been identified. In response, Peterborough City Council notified the Combined Authority and officers have been engaged

about possible options. Consequently, it is proposed that the Combined Authority fund the known projected overspend of £220,000. Peterborough City Council would fund any further overrun. A contingency for as-yet unidentified and unknown risks has been set at £250,000; if drawn down, this would need to be funded by offsetting savings in other Peterborough budgets.

3.6 Additional funds of £220,000 are sought to meet the projected overspend of the project.

4. Financial Implications

4.1 The Medium-Term Financial Plan currently records the £2.8m NPIF funding for the A605 Stanground – Whittlesey improvement, with £1.11m allocated to 2020/21. The additional funds of £220,000 would be taken from capital reserves, increased by anticipated underspends in other projects in the 2020/21 financial year.

4.2 The £220,000 is expected to be spent in the 2021/22 financial year.

5. Legal Implications

5.1 The recommendations accord with CPCA's powers under Part 3 and 4 of the Cambridgeshire and Peterborough Combined Authority Order 2017 (SI 2017/251).

5.2 The meeting shall be conducted in accordance with Parts 2 and 3 of the Local Authorities and Police and Crime Panels (Coronavirus)(Flexibility of Local Authority and Police and Crime Panel Meetings)(England and Wales) Regulations 2020.

6. Other Significant Implications

6.1 None at this time.

7. Appendices

7.1 None

8. Background Papers

8.1 [Report to the CA Board 28 March 2018 - Transport Delivery 2018/19](#)