



TRANSPORT AND INFRASTRUCTURE COMMITTEE	AGENDA ITEM No: 2.3
08 JULY 2020	PUBLIC REPORT

A1260 NENE PARKWAY JUNCTION 15 OUTLINE BUSINESS CASE

1.0 PURPOSE

- 1.1. To report summarises work undertaken to date and requests approval to proceed with producing the Full Business Case and detailed design for the A1260 Junction 15 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
The Combined Authority Transport and Infrastructure Committee is recommended to: (a) Note this progress report (b) Approve the outline business case outcomes (c) Recommended to the CPCA Board the approval for the drawdown of £470,000 from the Medium-Term Financial Plan to produce the Full Business Case and detailed design.	Voting arrangements Item (a) NA Item (b) Simple Majority 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

2.0 BACKGROUND

- 2.1. Junction 15 is a partially signalised grade separated roundabout (positioned beneath the A47 Trunk Road), which is situated on the western edge of Peterborough's urban area. The junction provides access to the A1260 Nene Parkway, Bretton Way, Thorpe Wood and the A47 Soke Parkway.

- 2.2. It is heavily used by trips between the west of Peterborough and the City Centre, and a significant proportion of north – south trips as it provides access to one of only three river crossings within Peterborough. 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. The Outline Business Case has been completed and the developed scheme will provide the necessary increase in highway capacity to unlock congestion and significantly reduce delay at Junction 15, 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 15 are expected to have wider network benefits beyond the Parkway system, particularly to the A605 Oundle Road which experiences congestion as vehicles queue back from the northbound on-slip onto the A1260 Nene Parkway (towards Junction 15) during the PM peak hour.
- 2.5. At the Strategic Outline Business Case (SOBC) stage, the key issues that were identified were:
 - (a) queueing on the A1260 Nene Parkway northbound approach to the junction in excess of 1 mile affected Junction 32 in the PM peak period;
 - (b) queueing on the A47 eastbound off-slip that extends back onto the A47 affecting the mainline flow; and
 - (c) conflicts occurring between the dominant movements at the junction.
- 2.6. The primary objectives are:
 - (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, fourteen options were identified. These were sifted against Department for Transport (DfT) Early Assessment and Sifting Tool (EAST) criteria which reduced the number to a shortlist of nine. 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 2021, 2026 and 2031 forecast flows which further reduced the shortlist to five better performing options. However, of these, three options were not recommended for further assessment as they either did not resolve the issues fully or transferred the problem to another junction. Of the remaining two, one option was identified as the better performing.
- 2.9. At the Outline Business Case stage this option has been further developed. The improvements consist of the following and is further illustrated in Figure 1:
 - (a) Widening of A1260 Nene Parkway northbound to three lanes from Junction 33;
 - (b) Three-lane circulatory on Junction 15 between the A1260 Nene Parkway approach and the Bretton Way exit;

- (c) Replacement of the pedestrian footbridge over the A1260 Nene Parkway (to facilitate the creation of a third northbound lane);
- (d) Extension of the flare on the Thorpe Wood to Junction 15 by approximately 30 metres;
- (e) Zebra crossing over Thorpe Wood close to the existing bus stops; and
- (f) Reconstruction of the footpath between Thorpe Road Bridge and Longthorpe.

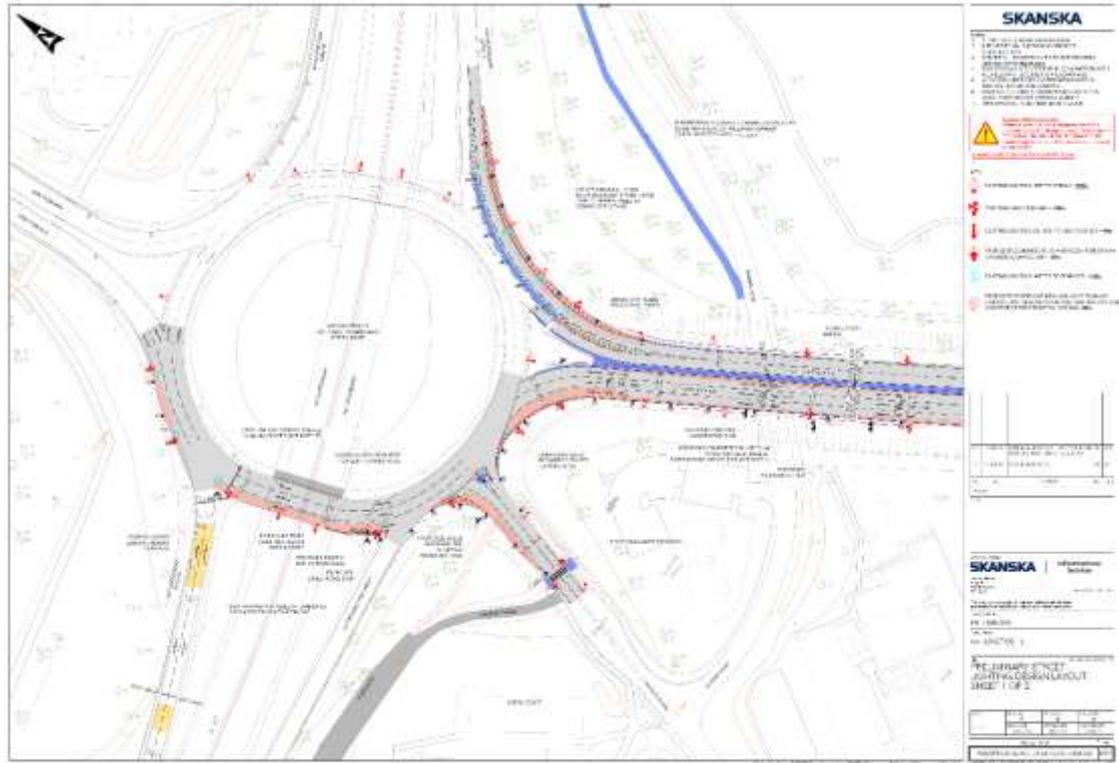


Figure 1 – A1260 Nene Parkway Junction 15 Preliminary Design Scheme drawing (Northern section only)

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
April 2021 – December 2021	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 10.2 and offers a very high value for money.
- 4.2. This scheme outturn cost (including risk and inflation) is approximately £5.0 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 Medium-Term Financial Plan (MTFP) there is £8.2m available (£225,000 in 20/21 and £8.0m 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. It is recommended to the CPCA Board the approval the drawdown of £470,000 for the Detailed Design and production of the Full Business Case. Re-profiling of the subject approval within the MTFP between the budget periods will be updated to reflect spend.

5.0 LEGAL IMPLICATIONS

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

6.0 OTHER SIGNIFICANT IMPLICATIONS

- 6.1. None

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