National Productivity Investment Fund for the Local Road Network
Application Form

The level of information provided should be proportionate to the size and complexity of the project proposed. As a guide, for a small project we would suggest around 10 -15 pages including annexes would be appropriate.

One application form should be completed per project and will constitute a bid.

**Applicant Information**

Local authority name(s)*: Peterborough City Council
*If the bid is for a joint project, please enter the names of all participating local authorities and specify the lead authority.

Bid Manager Name and position: Andy Tatt, Head of Peterborough Highway Services

Name and position of officer with day to day responsibility for delivering the proposed project.

Contact telephone number: 01733 453469  Email address: Andy.Tatt@peterborough.gov.uk

Postal address: Peterborough Highway Services
Growth and Regeneration Directorate
Dodson House, Fengate, Peterborough, PE1 5XG

Combined Authorities
*If the bid is from an authority within a Combined Authority, please specify the contact, ensure that the Combined Authority has provided a note ranking multiple applications, and append a copy to this bid.

Name and position of Combined Authority Bid Co-ordinator: Pearl Roberts, Programme Manager

Contact telephone number: 07702572373  Email address: pearl.roberts@cambridgeshirepeterborough-ca.gov.uk

Postal address: Cambridgeshire and Peterborough Combined Authority
The Grange
Ely
CB7 4EE

When authorities submit a bid for funding to the Department, as part of the Government’s commitment to greater openness in the public sector under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004, they must also publish a version excluding any commercially sensitive information on their own website within two working days of submitting the final bid to the Department. The Department reserves the right to deem the business case as non-compliant if this is not adhered to.

Please specify the weblink where this bid will be published:
https://www.peterborough.gov.uk/residents/transport-and-streets/highway-asset-management/
**SECTION A - Project description and funding profile**

**A1. Project name: Junction 18 Capacity Improvements**

**A2** : Please enter a brief description of the proposed project (no more than 50 words)

£3.85M sought towards a £5.5M project to improve capacity and construct at-grade pedestrian and cycle facilities at Junction 18, a key interchange on the Parkway linking the A15/A47.

Investment will reduce congestion, improve journey time reliability and enhance the resilience to accommodate the anticipated residential and economic growth across Peterborough.

**A3** : Please provide a short description of area covered by the bid (no more than 50 words)

Junction 18 is a key interchange located on Peterborough’s Parkway Network linking the A15 (north/south) with the A47 (east/west). The junction forms a key route into the city centre from the north. To the west of the junction there are two large retail parks, and to the east, residential areas.

OS Grid Reference: TF 17810 01480 X 517810 Y 301480 Latitude 52.598348 longitude - 0.26205397
Postcode: PE1 3LR

Please append a map showing the location (and route) of the project, existing transport infrastructure and other points of particular relevance to the bid, e.g. housing and other development sites, employment areas, air quality management areas, constraints etc.

*See Appendix 1*

**A4. How much funding are you bidding for? (please tick the relevant box):**

- [ ] Small project bids (requiring DfT funding of between £2m and £5m)
- [ ] Large project bids (requiring DfT funding of between £5m and £10m)

**A5. Has any Equality Analysis been undertaken in line with the Equality Duty?**

- [ ] Yes  
- [ ] No

**A6. If you are planning to work with partnership bodies on this project (such as Development Corporations, National Parks Authorities, private sector bodies and transport operators) please include a short description below of how they will be involved.**

N/A

**A7. Combined Authority (CA) Involvement**

Have you appended a letter from the Combined Authority supporting this bid?  

- [ ] Yes  
- [ ] No
A8. Local Enterprise Partnership (LEP) Involvement and support for housing delivery

<table>
<thead>
<tr>
<th>Question</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Have you appended a letter from the LEP supporting this bid?</td>
<td>☒</td>
<td></td>
</tr>
<tr>
<td>For proposed projects which encourage the delivery of housing, have you appended supporting evidence from the housebuilder/developer?</td>
<td>☐</td>
<td>☐</td>
</tr>
</tbody>
</table>
SECTION B – The Business Case

B1: Project Summary

Please select what the project is trying to achieve (select all categories that apply)

**Essential**
- Ease urban congestion
- Unlock economic growth and job creation opportunities
- Enable the delivery of housing development

**Desirable**
- Improve Air Quality and/or Reduce CO2 emissions
- Incentivising skills and apprentices
- Other(s), Please specify -

B2 : Please provide evidence on the following questions (max 100 words for each question):

a) What is the problem that is being addressed?

Junction 18 is a key junction on the parkway network allowing movement around the city and links to the strategic road network. There is a need to construct new pedestrian and cycle facilities, capacity improvements and lane widening. Structural changes are required at this junction and without improvements it will lead to severance for all non-motorised users.

A significant number of vehicles using the junction (52,550 vehicles - 12hr period) and during peak periods it is operating close to capacity with significant delays. The delays and congestion will be exacerbated with the delivery of the city’s planned growth.

b) What options have been considered and why have alternatives been rejected?

A do-nothing scenario has been ruled out. With the planned housing and economic growth across Peterborough, it is likely that the roundabout will operate over capacity, causing significant congestion and delays on the approaches. Journey times through the junction will continue to be unreliable and may result in rat-running on less appropriate local roads.

Other options for the provision of providing pedestrian and cycle crossing facilities at the junction have been assessed. However structural changes are required at this important junction and without improvements it will lead to severance for all non-motorised users, unless a long diversion route is used.

c) What are the expected benefits/outcomes? For example, could include easing urban congestion, job creation, enabling a number of new dwellings, facilitating increased GVA.

The benefits of the proposed scheme are reduced congestion/delays through the junction and improved journey time reliability for the travelling public, including public transport users. With more reliable journey times, the nearby retail parks will have greater accessibility and economic activity as a result.

The improvements will also provide a resilient junction, able to cope with the demands on the planned housing and economic growth across Peterborough.
The provision of at-grade pedestrian and cycle crossings will ensure that non-motorised users will be able to access all residential and leisure areas around the junction and beyond.

d) Are there any related activities that the success of this project relies upon? For example, land acquisition, other transport interventions requiring separate funding or consents? N/A

e) What will happen if funding for this project is not secured - would an alternative (lower cost) solution be implemented (if yes, please describe this alternative and how it differs from the proposed project)?

If funding for this project is not secured the Council would continue to seek funding from other streams to deliver the proposed scheme.

f) What is the impact of the project – and any associated mitigation works – on any statutory environmental constraints? For example, Local Air Quality Management Zones.

There are no statutory environmental constraints locally.
B3 : Please complete the following table. **Figures should be entered in £000s**
(i.e. £10,000 = 10).

**Table A: Funding profile (Nominal terms)**

<table>
<thead>
<tr>
<th>£000s</th>
<th>2017/18</th>
<th>2018-19</th>
<th>2019-20</th>
</tr>
</thead>
<tbody>
<tr>
<td>DfT funding sought</td>
<td>0</td>
<td>3850</td>
<td>0</td>
</tr>
<tr>
<td>Local Authority contribution</td>
<td>1650</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Third Party contribution</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1650</td>
<td>3850</td>
<td>0</td>
</tr>
</tbody>
</table>

**Notes:**
1) Department for Transport funding must not go beyond 2019-20 financial year.
2) Bidders are asked to consider making a local contribution to the total cost. It is indicated that this might be around 30%, although this is not mandatory.

B4 : **Local Contribution & Third Party Funding** : Please provide information on the following questions (max 100 words on items a and b):

a) Provide an outline of all non-DfT funding contributions to the project costs, the level of commitment, and when the contributions will become available.

The match funding from the City Council forms part of the Council’s Medium Term Financial Strategy, and is reserved for this transport scheme. This strategy has been approved by Full Council. The funding will be available in 2017/18.

b) List any other funding applications you have made for this project or variants thereof and the outcome of these applications, including any reasons for rejection.

This is the first funding application for this scheme.

B5 Economic Case

This section should set out the range of impacts – both beneficial and adverse – of the project. The scope of information requested (and in the supporting annexes) will vary, including according to whether the application is for a small or large project.

**A) Requirements for small project bids (i.e. DfT contribution of less than £5m)**

a) Please provide a description of your assessment of the impact of the project to include:

- Significant positive and negative impacts (quantified where possible) including in relation to air quality and CO₂ emissions.
- A description of the key risks and uncertainties;
- If any modelling has been used to forecast the impact of the project please set out the methods used to determine that it is fit for purpose

An appraisal summary table is included in Appendix 2. This details the impacts on the economy, the environment and on society. The assessments include quantitative, qualitative and monetary information. There are no significant negative impacts with the scheme. There are some significant benefits to the scheme including to business users, transport providers, the wider impacts on the city, and for commuters.

A Risk Assessment is included in Appendix 3a and 3b, which sets out the key risks and uncertainties.
An economic appraisal technical note is included in Appendix 4, and gives full details on the modelling that has been undertaken and how the BCR has been calculated. The economic assessment has shown that the scheme scores with a very high BCR. The combination of new physical capacity and the use of advanced signal control technology means that the junction can be made to work in the most efficient way possible at a relatively low cost.

* Small projects bids are not required to produce a Benefit Cost Ratio (BCR) but may want to include this here if available.

The BCR for this project is: 11.99

b) Small project bidders should provide the following in appendices 5, 6 and 7 as supporting material:

Has a Project Impacts Pro Forma been appended? ☒ Yes ☐ No ☐ N/A
(Appendix 5)

Has a description of data sources / forecasts been appended? ☒ Yes ☐ No ☐ N/A
(Appendix 4)

Has an Appraisal Summary Table been appended? ☒ Yes ☐ No ☐ N/A
(Appendix 2)

Other material supporting your assessment of the project described in this section should be appended to the bid.

* This list is not necessarily exhaustive and it is the responsibility of bidders to provide sufficient information to demonstrate the analysis supporting the economic case is fit-for-purpose.

B) Additional requirements for large project bids (i.e. DfT contribution of more than £5m)

c) Please provide a short description (max 500 words) of your assessment of the value for money of the project including your estimate of the Benefit Cost Ratio (BCR) to include:

- Significant monetised and non-monetised costs and benefits
- Description of the key risks and uncertainties and the impact these have on the BCR;
- Key assumptions including: appraisal period, forecast years, optimism bias applied; and
- Description of the modelling approach used to forecast the impact of the project and the checks that have been undertaken to determine that it is fit-for-purpose.

N/A

d) Additionally detailed evidence supporting your assessment, including the completed Appraisal Summary Table, should be attached as annexes to this bid. A checklist of material to be submitted in support of large project bids has been provided.

Has an Appraisal Summary Table been appended? ☒ Yes ☐ No ☐ N/A
(Appendix 2)

- Please append any additional supporting information (as set out in the Checklist).

*It is the responsibility of bidders to provide sufficient information for DfT to undertake a full review of the analysis.
B6 Economic Case: For all bids the following questions relating to desirable criteria should be answered.

Please describe the air quality situation in the area where the project will be implemented by answering the three questions below.

i) Has Defra’s national air quality assessment, as reported to the EU Commission, identified and/or projected an exceedance in the area where the project will be implemented?

☐ Yes ☒ No

ii) Is there one or more Air Quality Management Areas (AQMAs) in the area where the project will be implemented? AQMAs must have been declared on or before the 31 March 2017

☐ Yes ☒ No

iii) What is the project’s impact on local air quality?

☐ Positive ☒ Neutral ☐ Negative

- Please supply further details:

  The proposed scheme will ensure that pedestrian and cycle crossing facilities remain at this critical junction and therefore ensure that people continue to use non-motorised forms of transport for travel. Capacity improvements will have a negligible impact on local air quality as vehicles will be moving through the junction in less time but will still be sitting idle at traffic signals.

iv) Does the project promoter incentivise skills development through its supply chain?

☒ Yes ☐ No ☐ N/A

- Please supply further details:

  Peterborough Highway Services is the term contractor in the city. This is a partnership between Peterborough City Council and Skanska that commenced in 2013 and will be responsible for delivery of this scheme. Peterborough Highway Services has a strong focus on skills development whereby one of the key KPI’s involves a commitment to deliver a minimum of 250 hours annually to ‘support development in local skills provision directly and indirectly through the supply chain’. We also have a number of apprentices employed as part of the contact, offer work experience opportunities as and when appropriate and encourage this approach throughout the supply chain.

B7. Management Case - Delivery (Essential)

Deliverability is one of the essential criteria for this Fund and as such any bid should set out, with a limit of 100 words for each of a) to b), any necessary statutory procedures that are needed before it can be constructed.

a) A project plan (typically summarised in Gantt chart form) with milestones should be included, covering the period from submission of the bid to project completion.

Has a project plan been appended to your bid? ☒ Yes ☐ No

(Appendix 6)
b) If delivery of the project is dependent on land acquisition, please include a letter from the respective land owner(s) to demonstrate that arrangements are in place to secure the land to enable the authority to meet its construction milestones.

Has a letter relating to land acquisition been appended?  
☐ Yes  ☐ No  ☒ N/A

c) Please provide in Table C summary details of your construction milestones (at least one but no more than 6) between start and completion of works:

**Table C: Construction milestones**

<table>
<thead>
<tr>
<th>Estimated Date</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Start of works</td>
<td>April 2017</td>
</tr>
<tr>
<td>Detailed design</td>
<td>July 2017</td>
</tr>
<tr>
<td>Mobilisation</td>
<td>November 2017</td>
</tr>
<tr>
<td>Phase 1 construction</td>
<td>February 2018</td>
</tr>
<tr>
<td>Phase 2 construction</td>
<td>July 2018</td>
</tr>
<tr>
<td>Opening date</td>
<td>August 2018</td>
</tr>
</tbody>
</table>

**Completion of works (if different)**

<table>
<thead>
<tr>
<th>Estimated Date</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Junction 20 – full signalisation</td>
<td></td>
</tr>
<tr>
<td>The scheme started in July 2016 and was completed on time and budget in March 2017 at a cost of approximately £6.4m. The scheme was delivered in whole by Peterborough Highway Services from option appraisal to construction. This structure is now the default delivery process for major highway schemes across the authority area.</td>
<td></td>
</tr>
<tr>
<td>Bourges Boulevard Phase 1 – public realm improvements and access improvements to the railway station</td>
<td></td>
</tr>
<tr>
<td>The scheme started in May 2014, and was completed in July 2015, at a total cost of approximately £5m. Overall the project has proven to be very successful. Some delays were incurred due to the presence of an Anglian Water main which had to be diverted out of the central reservation and in to the carriageway with associated financial impacts. Following this we now engage with utilities at the conception stage.</td>
<td></td>
</tr>
<tr>
<td>A1139 Fletton Parkway J17-2 – widening of Parkway from 2 to 3 lanes</td>
<td></td>
</tr>
<tr>
<td>The scheme started in February 2014 and was completed in July 2015, with a total cost of approximately £18.8m. The scheme suffered from the late identification of contaminated land which led to some delays and increased overall project cost. We have since identified that this issue was caused due to the way in which the city’s parkway network was constructed (early 70’s) which involved importing soil which has subsequently been found to be contaminated.</td>
<td></td>
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</tbody>
</table>

**B8. Management Case – Statutory Powers and Consents (Essential)**
a) Please list if applicable, each power / consent etc. already obtained, details of date acquired, challenge period (if applicable), date of expiry of powers and conditions attached to them. Any key dates should be referenced in your project plan.

**No Statutory powers or consents required**

b) Please list if applicable any outstanding statutory powers / consents etc. including the timetable for obtaining them.

**No Statutory powers or consents required**

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**B9. Management Case – Governance (Essential)**

Please name those who will be responsible for delivering the project, their roles (Project Manager, SRO etc.) and responsibilities, and how key decisions are/will be made. An organogram may be useful here.

The individuals responsible for delivering different aspects of this project is outlined in an organogram that can be viewed as Appendix 7. From a practical perspective the process for making decisions has three key elements.

**Governance** - the Council has processes in place to ensure contracts are awarded inline with its constitution and the relevant cabinet member decision notices in place. In addition, the Council has a long term agreement with Skanska for all highway works.

**Regular project review meetings** - these take place on a regular basis, increasing in frequency at key stages within the project. During these meetings an action log is maintained which ensures responsibility is clearly assigned and deadlines set. It also ensures that steps are in place to escalate decisions in a timely way as necessary.

Peterborough Highways Strategic Board, the Peterborough Highways Operations Team, and the Peterborough Highway Services Project Board meet regularly and provide strategic direction and monitor the performance of the contract including major schemes.
B10. Management Case - Risk Management (Essential)

All projects will be expected to undertake a Quantified Risk Assessment (QRA) and a risk register should be included. Both should be proportionate to the nature and complexity of the project. A Risk Management Strategy should be developed that outlines how risks will be managed.

*Please ensure that in the risk/QRA cost that you have not included any risks associated with ongoing operational costs and have used the P50 value.*

Has a QRA been appended to your bid? ☐ Yes ☐ No  
**Appendix 3a and 3b is a Risk Assessment and a QRA would be developed as part of the scheme.**

Has a Risk Management Strategy been appended to your bid? ☒ Yes ☐ No  
*(Appendix 8)*

Please provide evidence on the following points (where applicable) with a limit of 50 words for each:

a) What risk allowance has been applied to the project cost?  
   10%

b) How will cost overruns be dealt with?  
The city council is confident that the works can be delivered by end of 2018/19. Any cost over-runs will be the responsibility of the city council.

c) What are the main risks to project timescales and what impact this will have on cost?  
   >Price fluctuation of materials  
   >Weather  
   >Unforeseen ground conditions  
   >Unforeseen hazardous materials  
   >Plant/labour/material availability  

10% allowance has been calculated to allow for these risks.

B11. Management Case - Stakeholder Management (Essential)

The bid should demonstrate that the key stakeholders and their interests have been identified and considered as appropriate. These could include other local authorities, the Highways England, statutory consultees, landowners, transport operators, local residents, utilities companies etc. This is particularly important in respect of any bids related to structures that may require support of Network Rail and, possibly, train operating company(ies).

a) Please provide a summary in no more than 100 words of your strategy for managing stakeholders, with details of the key stakeholders together with a brief analysis of their influences and interests.  
A full public consultation will be undertaken within the area of the proposed scheme, as well as online. All responses will be considered and revisions made to the proposed scheme as necessary.

When the scheme is being constructed, press releases and highway information boards will advertise any closures/diversions that will be in place to minimise the disruption caused by the delivery.
Highways England are a key stakeholder with jurisdiction for the A47 through Peterborough. Highways England have been involved in the scheme from its development and will continue to be involved through scheme design and delivery.

b) Can the project be considered as controversial in any way?  ☒ Yes  ☐ No

   If yes, please provide a brief summary in no more than 100 words

   The structural changes required at the junction and the provision of at-grade pedestrian and cycle facilities could be considered controversial as it will result in a change in how non-motorised users cross the junction. This will mean that there may be a slight increase in journey times for cyclists however the scheme will provide level access which will improve accessibility for disabled users.

c) Have there been any external campaigns either supporting or opposing the project?

   ☐ Yes  ☒ No

   If yes, please provide a brief summary (in no more than 100 words)

   There has been some media interest and as detailed above there will be a slight increase in journey times for cyclists but this will be managed through the stakeholder engagement process.

d) For large projects only please also provide a Stakeholder Analysis and append this to your application.

   Has a Stakeholder Analysis been appended?  ☐ Yes  ☐ No  ☒ N/A

e) For large projects only please provide a Communications Plan with details of the level of engagement required (depending on their interests and influence), and a description of how and by what means they will be engaged with.

   Has a Communications Plan been appended?  ☐ Yes  ☐ No  ☒ N/A

B12. Management Case – Local MP support (Desirable)

e) Does this proposal have the support of the local MP(s);  

   Name of MP(s) and Constituency

   ☒ Yes  ☐ No

   1 Fiona Onasanya MP (Peterborough)

   ☒ Yes  ☐ No

   2 Shailesh Vara MP (North West Cambridgeshire)

   ☒ Yes  ☐ No

   (See appendices 09 and 10 for letters of support)

B13. Management Case - Assurance (Essential)

We will require Section 151 Officer confirmation (Section D) that adequate assurance systems are in place.

Additionaly, for large projects please provide evidence of an integrated assurance and approval plan. This should include details of planned health checks or gateway reviews.

N/A
C2. Please set out, in no more than 100 words, how you plan to measure and report on the benefits of this project, alongside any other outcomes and impacts of the project.

The Council will undertake monitoring before and after the scheme is constructed to ensure the planned benefits and outcomes of the proposed scheme have been realised. In the longer term, the Council will continue to undertake monitoring of the scheme through public comments, local Members and also through the Council’s traffic management centre.

The Council is happy to undertake any reporting required by the DfT, and share any best practice with other authorities.

A fuller evaluation for large projects may also be required depending on their size and type.
## SECTION D: Declarations

### D1. Senior Responsible Owner Declaration

As Senior Responsible Owner for Junction 18 Capacity Improvements Scheme I hereby submit this request for approval to DfT on behalf of Peterborough City Council and confirm that I have the necessary authority to do so.

I confirm that Peterborough City Council will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.

<table>
<thead>
<tr>
<th>Name: Andy Tatt</th>
<th>Signed:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Position: Head of Peterborough Highway Services</td>
<td></td>
</tr>
</tbody>
</table>

### D2. Section 151 Officer Declaration

As Section 151 Officer for Peterborough City Council I declare that the project cost estimates quoted in this bid are accurate to the best of my knowledge and that Peterborough City Council

- has allocated sufficient budget to deliver this project on the basis of its proposed funding contribution
- accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties
- accepts responsibility for meeting any ongoing revenue requirements in relation to the project
- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested and that no DfT funding will be provided for this bid in 2020/21.
- confirms that the authority has the necessary governance / assurance arrangements in place and, for smaller project bids, the authority can provide, if required, evidence of a stakeholder analysis and communications plan in place
- confirms that if required a procurement strategy for the project is in place, is legally compliant and is likely to achieve the best value for money outcome

| Name: Marion Kelly | Signed: |

### HAVE YOU INCLUDED THE FOLLOWING WITH YOUR BID?

- Combined Authority multiple bid ranking note (if applicable)  ☒ Yes  ☐ No  ☐ N/A
  (Appendix 11)
- Map showing location of the project and its wider context  ☒ Yes  ☐ No  ☐ N/A
  (Appendix 1)
- Combined Authority support letter (if applicable)  ☒ Yes  ☐ No  ☐ N/A
  (Appendix 12)
- LEP support letter (if applicable)  ☒ Yes  ☐ No  ☐ N/A
  (Appendix 13)
- Housebuilder / developer evidence letter (if applicable)  ☐ Yes  ☐ No  ☒ N/A
- Land acquisition letter (if applicable)  ☐ Yes  ☐ No  ☒ N/A
- Projects impact pro forma (must be a separate MS Excel)  ☒ Yes  ☐ No  ☐ N/A
  (Appendix 5)
- Appraisal summary table  ☒ Yes  ☐ No  ☐ N/A
  (Appendix 2)
Project plan/Gantt chart
(Appendix 6)