



**CAMBRIDGESHIRE  
& PETERBOROUGH**  
COMBINED AUTHORITY

Agenda No: 2.3

## Fengate Phase 1

To:	Transport and Infrastructure Committee
Meeting Date:	14 <sup>th</sup> September 2022
Public report:	Yes
Lead Member:	Mayor Dr Nik Johnson
From:	Emma White, Transport Programme Manager
Key decision:	No
Forward Plan ref:	N/A
Recommendations:	<p>The Transport and Infrastructure Committee is recommended to:</p> <ul style="list-style-type: none"><li>a) Note progress towards the Fengate Phase 1 Full Business Case</li><li>b) Recommend to the Combined Authority Board to approve the drawdown of £550,424 to accelerate the active travel element of the scheme.</li><li>c) Recommend to the Combined Authority Board to approve the drawdown of £315,000 to accelerate utility C4 costs ahead of construction.</li><li>d) Recommend the Combined Authority Board delegate authority to the Interim Head of Transport and Chief Finance Officer to enter into Grant Funding Agreements with Peterborough City Council.</li></ul>
Voting arrangements:	For recommendations b) and c) a vote in favour by at least two thirds of all Members (or their Substitute Members) appointed by the Constituent Councils who are present and voting, to include the Members appointed by Cambridgeshire County Council and Peterborough City Council, or their Substitute Members.

To be carried, the vote must include the vote of the Mayor, or the Deputy Mayor when acting in place of the Mayor.

For recommendation d) a simple majority of all Members present and voting.

# 1. Purpose

- 1.1 This report summarises the progress towards the Fengate Phase 1 Business Case (FBC) and recommends the drawdown of £550,424 to the Combined Authority Board to accelerate the active travel elements of the scheme and £315,000 to accelerate utility C4 costs ahead of construction. Peterborough City Council and the CPCA have been considering opportunities to accelerate scheme delivery as the scheme is funded by the Transforming Cities Fund (TCF)

# 2. Background

- 2.1 The Peterborough City Council Local Plan (adopted July 2019) sets out the overall vision, priorities and objectives for Peterborough up to 2036. The updated strategy identifies the required delivery of 19,440 new homes and 17,600 new jobs by 2036.
- 2.2 The largest employment allocation within Fengate is the Red Brick Farm site which covers 12.6 hectares. This is likely to be a mixture of B8 (Storage and Distribution) units and B2 (General Industry) units with ancillary B1 office space.
- 2.3 The Fengate Access Study Area focuses on the north of Fengate, where the Red Brick Farm site is located. The study area is shown in the figure below. It considers Junction 7 and Junction 8 of the A1139 Fletton Parkway (key access to / from the parkway system), access routes into Fengate such as Parnwell Way and Oxney Road, and internal roads within Fengate such as Edgerley Drain Road and Storey's Bar Road.
- 2.4 At the CA Board in 2020 the Strategic Outline Business Case (SOBC) and commencement of the Full Business Case (FBC) and detailed design stage were approved. At the CA Board in Dec 2021 a further £150,000 was approved to complete the FBC.
- 2.5 Early request to release £550,424 to accelerate the construction funding of two of the active travel schemes which form part of the project ahead of the main highway works which are scheduled to commence in April 2023 (subject to CA Board approval planned in January 2023).
- 2.6 The schemes identified for accelerated delivery are:
- Newark Road Footpath; and
  - Oxney Road Pedestrian Improvements.
- 2.7 Peterborough City Council and the Combined Authority have been considering opportunities to accelerate scheme delivery as the scheme is funded by the TCF. The TCF is time limited and must be spent by 31<sup>st</sup> March 2024.
- 2.8 Including the Fengate Access Study, there is approximately £17m of TCF funded transport infrastructure to deliver in the 2023/24 financial year in Peterborough. Bringing forward some of the active travel schemes for delivery into the third and fourth quarters of the 2022/23 financial year will reduce the pressure on the wider construction programme, and specifically reduce the risk to funding availability caused by any programme delays.
- 2.9 Recent sensitivity test to understand the scheme BCR in-light of the latest costs demonstrate the scheme offer high value for money with a BCR of 2.46. A Full Business Case (FBC) is currently being produced and will be submitted in December ahead of the January CA Board, and the BCR is expected to increase further with the inclusion of additional active travel

benefits. However, a value for money assessment has been undertaken for the two active travel schemes to demonstrate that they offer value for money ahead of the wider FBC submission.

2.10 In summary, the active travel schemes offer very high value for money, and there is a strong case for early investment.

2.11 Early request to release £315,000 to accelerate utility C4 costs ahead of construction. Utility C4 costs are part of the construction costs but concern has been raised in the time utility companies are taking to process these. Therefore, if Fengate Phase 1 is approved for construction at January CA board this could be a risk of delay to programme and an issue for the TCF March 2024 spend deadline.

2.12 To de-risk the project it is requested these costs are approved at this point in time so are complete and ready for construction to start in January 2023. An initial value for money assessment has confirmed, ahead of submission of the FBC in December, that the Fengate Access Study package of schemes offers high value for money.

### 3. Financial Implications

3.1 Drawdown £865,424 of £10,973,000 forecast 2022/23 and 2023/24 TCF budget. Seek approval for the full drawdown of the rest of the budget once FBC is complete at CA Board in January.

### 4. Legal Implications

4.1 None.

### 5. Public Health Implications

5.1 The delivery of the scheme will have a positive implication for public health due to the scheme encouraging active travel and therefore the subsequent health and wellbeing benefits of exercise.

### 6. Environmental and Climate Change Implications

6.1 The delivery of the scheme will have a positive implication on environment and climate change including:

- It is expected that providing improved active travel infrastructure will encourage residents to travel by foot or bicycle instead of by car, and therefore help reduce existing and future year peak hour congestion and delay.; and
- Fengate is a particularly car-dependent employment destination, and the quality of the active travel infrastructure is of a lower quality compared to other areas of Peterborough. Without an improvement in active travel infrastructure, Fengate will remain a car-dependent destination that is less accessible for those able to travel by foot or cycle.

## 7. Other Significant Implications

7.1 None.

## 8. Appendices

8.1 Fengate Active Travel Early Release Technical Note.

## 9. Background Papers

9.1 [Combined Authority Board reports 5 August 2020](#)