



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

Agenda Item No: 2.2

Fengate Access Study - Eastern Industries Access - Phase 1

- To: Transport and Infrastructure Committee
- Meeting Date: 18th January 2023
- Public report: Yes
- Lead Member: Cllr Anna Smith, Chair of Transport and Infrastructure Committee
- From: Emma White, Transport Programme Manager
- Key decision: N/A
- Forward Plan ref: N/A
- Recommendations: The Transport and Infrastructure Committee is recommended to:
- a) Note the completed Fengate Phase 1 Full Business Case;
 - b) Recommend to the Combined Authority Board to approve the drawdown of £6,665,696 to construct the Fengate Access Study Improvement Schemes; and
 - c) Recommend that the Combined Authority delegate authority to the Interim Head of Transport in consultation with the Chief Finance Officer and Monitoring Officer to enter into Grant Funding Agreements with Peterborough City Council.
- Voting arrangements: For recommendations b) 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
- For recommendation c) A simple majority of all Members present and voting.
- To be carried, the vote must include the vote of the Mayor, or the Deputy Mayor when acting in place of the Mayor.

1 Purpose

- 1.1 This report summarises the completed Fengate Phase 1 Business Case (FBC) and recommends to the Combined Authority Board to approve the drawdown of £6,665,696 for construction costs of the scheme.

2 Background

- 2.1 Peterborough City Council's (PCC) 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 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 Combined Authority Board in August 2020 the Strategic Outline Business Case (SOBC) and commencement of the Full Business Case (FBC) and detailed design stage were approved. At the Combined Authority Board in December 2021 a further £150,000 was approved to complete the FBC. Since the development of the schemes from Strategic Outline Business Case to Full Business Case there has been the addition of active travel schemes in the package.
- 2.5 The Fengate Access Study Improvement Schemes include:
 1. Traffic signal improvements at the junction of Edgerley Drain Road / Storey's Bar Road / Vicarage Farm Road, on the Vicarage Farm Road and Storey's Bar Road northbound approaches.
 2. Traffic signal improvements at Junction 7 of the A1139 Frank Perkins Parkway (A1139 Frank Perkins Parkway / Oxney Road / Eastfield Road).
 3. Creation of a mini roundabout at Oxney Road / Newark Road.
 4. Improvements to Newark Road footpath.
 5. Creation of a new pedestrian crossing over Oxney Road, between Junction 7 and the Oxney Road / Sainsburys Roundabout.
- 2.6 At the Combined Authority Board in October 2022 approval was given for £550,424 to accelerate the active travel elements of the scheme and £315,000 to accelerate utility C4 costs ahead of construction.

Full Business Case

- 2.7 The Full Business Case is split into 5 dimensions. Each dimension is summarised below for the Fengate Access Study Improvement Scheme:

Strategic Dimension

- 2.8 The Strategic Dimension considered the policy context in which the scheme has been

developed as well as the need for intervention. A number of challenges are needed to be overcome that will compromise local growth aspirations if left unaddressed including:

- High levels of peak hour congestion and delay;
- High accident rates; and,
- Poor active travel provision within the Fengate area.

Economic Dimension

2.9 The Economic Dimension demonstrates that the Fengate Access Study Improvement schemes achieve a Benefit to Cost Ratio of 4.95 and offers Very High Value for Money.

Financial Dimension

2.10 The Financial Dimension demonstrates that the scheme has been robustly costed and fits with the funding allocation available. The scheme Outturn Cost is £7,531,120 which includes risk allowance and inflation costs through to the end of construction in 2024 (with post scheme monitoring to begin in 2025).

Commercial Dimension

2.11 The Commercial Dimension demonstrates that the Fengate Access Study Improvement Schemes can be reliably procured and implemented through existing channels whilst ensuring value for money. Delivery and supervision will be delivered by Peterborough Highway Services (PHS).

Management Dimension

2.12 The Management Dimension demonstrates that PCC, through the PHS Framework, has the necessary experience and governance structure to successfully manage the delivery of the Fengate Access Study Improvement Schemes. Construction is due to be completed by March 2024.

3 Significant Implications

3.1 N/A.

4 Financial Implications

4.1 The total scheme cost equates to £7,531,120; however, this paper seeks the approval of a drawdown £6,665,696 from the the Medium-Term Financial Strategy (MTFS) to support delivery of this scheme. In the October 2022 Transport and Infrastructure Committee and subsequent Combined Authority Board meetings approval was given for 550,424 to accelerate the active travel elements of the scheme and £315,000 to accelerate utility C4 costs ahead of construction.

4.2 The scheme funding is from Transforming Cities Funding (TCF).

5 Legal Implications

5.1 N/A.

6 Public Health Implications

6.1 The Fengate Access Study has a positive implication for public health. The Fengate Access Study Improvement Schemes improves the air quality index, public health, and quality of life by improving sustainable modes of travel. The scheme will also improve road safety through better junction design, including removal of opposed right turns, and enhanced active travel provision

7 Environmental and Climate Change Implications

7.1 The Fengate Access Study Improvement Scheme will have a positive implication for the environment and climate change. The environmental impact of all schemes has been assessed and benefits include biodiversity improvements, improved air quality and noise levels, and reduced emissions. Also, a 20% biodiversity net gain will be delivered as part of the scheme.

8 Other Significant Implications

8.1 N/A.

9 Appendices

9.1 Appendix 1 – Fengate Access Study Improvement Scheme Full Business Case

10 Background Papers

[Combined Authority Board report 19 October 2022](#)