



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

Agenda Item No:

Report title: Fengate Phase 1 Full Business Case

To: Transport and Infrastructure Committee

Meeting Date: 12 January 2022

Public report: Public Report

Lead Member: Mayor Dr Nik Johnson

From: Rowland Potter

Key decision: No

Forward Plan ref: (For key decisions Democratic Services can provide this reference)

Recommendations: What is the Board being asked to do?

Where there is more than one recommendation, please use lower case letters as set out below:

The Committee recommend the Combined Authority Board:

- a) Approve the drawdown of £150,000 to complete the Full Business Case stage of the project
- b) Approve the slippage of the remaining in-year subject to approval budget and note the need for a further reprofile exercise once the revised project timeframe is established in January.

Voting arrangements: A simple majority of all Members present and voting

1. Purpose

- 1.2 To report work undertaken to date and Approve the drawdown of £150,000 to finish the Fengate Phase 1 project Full Business Case stage and reprofile the remaining subject to approval funds across future years.

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 The study area is illustrated within **Figure 1** below.

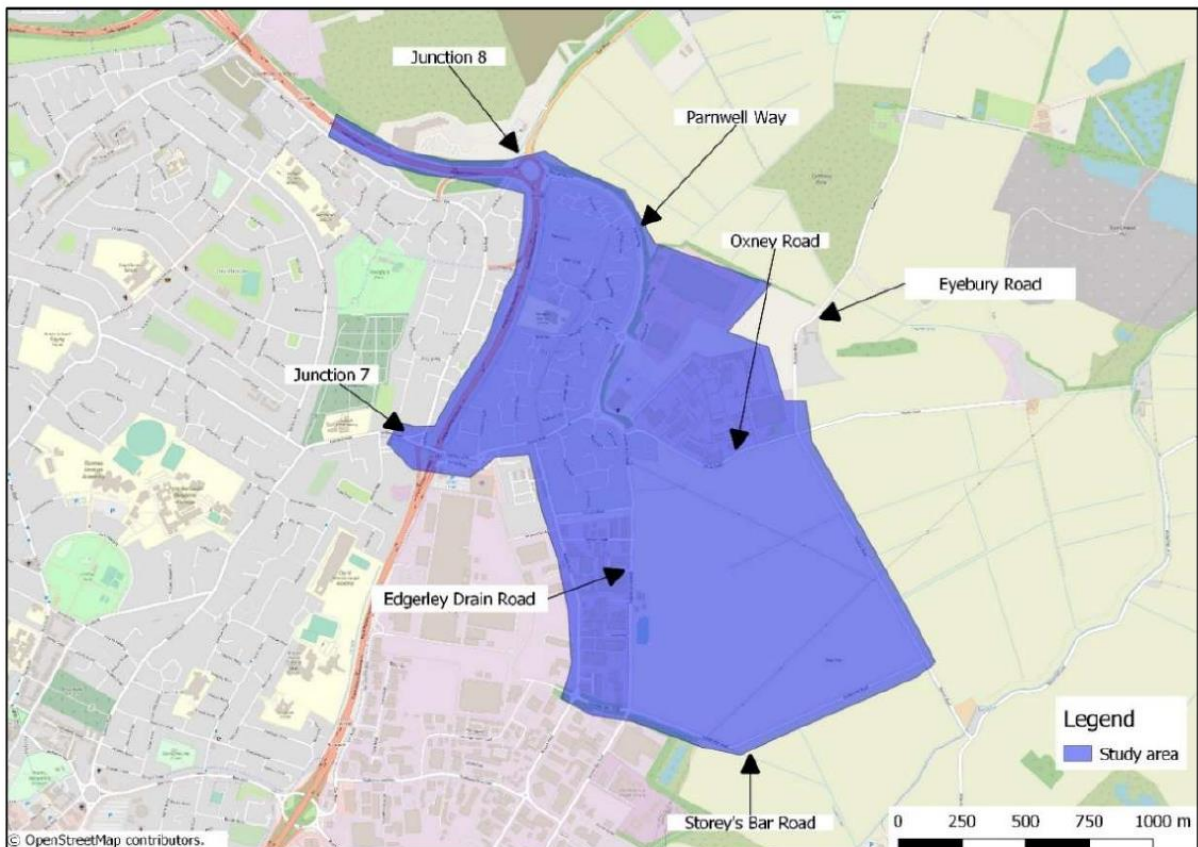


Figure 1 – Fengate Access Study Area

- 2.5 At the November 2020 Board the following recommendations were approved.
- Strategic Outline Business Case
 - The commencement of the Full Business Case and detailed design stage

- c) Approve the drawdown of £270,000 from the budget within the Medium-Term Financial Plan to develop the Full Business Case and detailed design

3. Full Business Case and Detailed Design

3.1 The Fengate Access Study package of schemes currently consists of:

- Edgerley Drain Road / Storey's Bar Road / Vicarage Farm Road Junction improvement
- A15 J20 to J8 southbound lane gain
- Newark Road Mini-Roundabout
- Newark Road footpath
- A1139 Junction 7 Junction improvements
- Edgerley Drain Road / Oxney Road Roundabout (developer funded / developer delivered)

3.2 Due to number of factors that have occurred this has meant additional highway design work is required. Peterborough City Council recognised this early on and were able to secure £175,000 of their own funding to support the project. However, an additional £150,000 is needed and is being requested from CPCA.

3.3 As the designs progressed and in light of the public consultation and the need to put in more Non-Motorised User infrastructure additional pedestrian improvements were included in the design including:

- Oxney Road Sainsburys Roundabout and new ped crossing
- Additional Pedestrian Crossing on Oxney Road
- Creation of a footpath on Newark Road.
- Design Maturity / Complexity

3.4 As the design work has progressed during this phase of work, the complexity of several of the schemes has increased due to a range of factors including changes to regulations (LTN 1/20) and developer engagement / proposals. These are explained in further detail beneath.

Edgerley Drain Road / Storey's Bar Road / Vicarage Farm Road

A number of factors have contributed towards the overall time/cost increases in the development of the design of this junction. The site itself has a number a constraints on all sides and not all of these constraints were apparent initially and have come to light as a result of surveys or STATS searches undertaken during this phase of work. Due to this the development of the scheme has been difficult and resulted in multiple iterations.

The original footway / cycleway proposal (by the developer) had to be realigned to the alternative side, the recent adoption of LTN 1/20 standards has also resulted in a significantly increased footprint of the original site, leading to additional design iterations and land acquisition requirements. This has consequently affected the re-design for the traffic signal layouts. In addition to this, delayed responses from the Utility companies and access to Red Brick Farm has resulted in design uncertainty, coupled with this was the late requirement for an archaeological watching brief due to the proximity of Flag Fen whilst these works were being undertaken. Accommodation of developer requirements for a new pedestrian crossing have also resulted in further design changes. All this has added unexpected costs to the project.

Newark Road Mini Roundabout.

The original intention was to simply move the pedestrian crossing further away from junction. After stakeholder consultation, two zebra crossings were proposed instead to better meet the needs of local pedestrian desire lines. Design of the scheme was therefore altered to include these two new features, adding additional cost.

A15 Lane Gain

Original design of the J20 to J8 Lane Gain scheme was done in conjunction with the J20 works previously). Following a design review, it became evident that further work was required due to changes in design regulations since the previous round of design work was undertaken. It was also identified that some areas of the design needed further input to reach Detailed Design level.

Junction 7

The original design work undertaken on this scheme had to be revisited in light of the latest growth figures forecast by the Fengate Access Study. This resulted in additional design input, including from traffic signal specialists Green Signals. The introduction of LTN 1/20 requirements also had a significant impact on the scheme design for Junction 7 and re-design following stakeholder consultation and Road Safety recommendations.

Environmental Works

Increased input from environmental advisors ensures that all schemes are environmentally compliant. Although this is clearly a positive addition to the project, it was not fully costed for during the budget setting phase last year. Some of the additional environmental works that have occurred on the Fengate Access Study schemes as a result of this additional input include, Water Vole surveys, Landscaping Proposals to achieve a target of 20% biodiversity net gain for all sites, and an archaeological watching brief for all survey works.

- 3.5 The programme will be re-forecast in January and this will confirm a revised end date which will include the technical approval of the FBC. This is currently expected to be in Q3 of 2022.

4. Significant Implications

- 4.1 None

5. Financial Implications

- 5.1 It is recommended therefore to ask the CPCA Board for the approval of the drawdown of £150,000 from the current for finishing the Detailed Design and production of the Full Business Case.
- 5.2 As the remaining £1.18m of 'subject to approval' budget currently profiled in 2021-22 will not be drawn down this year, the Board are asked to approve the slippage of this funding into the 2022-23 financial year and note that, following the programme re-forecast in January, the revised project delivery timeline will inform a further reprofiling of the 'subject

to approval' budget across future years to be brought forward alongside the completed Full Business Case.

6. Legal Implications

6.1 None

7. Other Significant Implications

7.1 None

8. Appendices

8.1 None

9. Background Papers

9.1 None