



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

Agenda Item No: 2.1

Report title: Fengate Phase 2 University of Peterborough Access

To:	Transport and Infrastructure Committee Meeting
Meeting Date:	12 January 2022
Public report:	Yes
Lead Member:	Mayor Dr Nik Johnson
From:	Rowland Potter, Head of Transport
Key decision:	No
Forward Plan ref:	N/A
Recommendations:	<p>The Transport and Infrastructure Committee is invited to recommend the Combined Authority Board to:</p> <ul style="list-style-type: none">a) Approve the University of Peterborough Access Study Package Assessment Report – Outline Business Case Phase 1b) Approve the drawdown of £1.8m in respect of the costs associated with the Outline Business Case Phase 2, and to conclude a Grant Funding Agreement with Peterborough City Council on terms approved by the Head of Transport and Chief Legal Officer/Monitoring Officerc) Approve the submission of the updated application at appendix 2 to the Department of Transport's Major Route Network Programme fund.
Voting arrangements:	<p>Recommendations a), and c), a simple majority of all Members present and voting</p> <p>Recommendation b) is 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 or Peterborough City Council, or their Substitute Members</p>

1. Purpose

- 1.1 To provide a summary of the outcome of the Package Assessment Report – Outline Business Case Phase 1 and to seek approval to proceed with a reprofile of current subject to approval funds as per table 5.2, with a reimbursement of funds to the MTFP subject to DfT funding from the Major Road Network application.
- 1.2 To seek approval to submit the updated application to the Department for Transport's Major Route Network Programme fund for funding support to the Outline Business Case.

2. Background

- 2.1 The Peterborough Local Plan (adopted July 2019) sets out the overall vision, priorities, and objectives for Peterborough for the period up to 2036. It includes the establishment of a University in Peterborough and is being delivered by both the Combined Authority and Peterborough City Council.
- 2.2 The Embankment area is identified as an opportunity area by Peterborough City Council and is expected to attract significant growth in addition to the University.
- 2.3 The Fengate Phase 2 University Access Strategic Outline Business Case focused on the highway network near to the Embankment area, including Junction 5 of the A1139 Frank Perkins Parkway and the surrounding roads of Bishops Road, Vineyard Road, and Boongate. It also considered the southern part of Fengate and identified two options to address the existing problems of peak hour congestion and support the development of the Embankment area.
- 2.4 The two packages were similar with the main difference being that one package contained a proposed northbound off slip linking the A1139 Frank Perkins Parkway with the Bishop's Road. Whilst the other package proposed dualling of Boongate West between Junction 5 and Junction 39.
- 2.5 The Strategic Outline Business Case demonstrated that both Package 1 (northbound off slip) and Package 2 (dualling of Boongate) met the scheme objectives. The Economic Assessment demonstrated that Package 1 achieved Very High Value for Money with a Benefit Cost Ratio (BCR) of 5.2. Package 2 achieved Medium Value for Money with a BCR of 1.6. However, the SOBC concluded that with further additional Economic Assessment and design work the Value for Money for Package 2 was expected to increase. Whilst Package 1 operational impact to adjacent roads could be more fully explored.
- 2.6 At its meeting of 24 March 2021, the Combined Authority Board approved the commissioning of the Package Assessment-Outline Business Case Phase 1 to determine a preferred option.

3. Outcome of Package Assessment-Outline Business Case Phase 1

- 3.1 The Package Assessment Report undertook further assessment of both packages, including a review of policy, design, construction, environment, operational and economic performance.

- 3.2 However, since the University Access SOBC was completed, there have been two significant developments which effect the identification of a preferred package. The first, is the almost doubling of the number of students expected to attend ARU Peterborough by Phase 3, significantly effecting the number of trips destined to the Embankment area.
- 3.3 The second development is a change to the assumption in parking locations for the University. In the SOBC, it was anticipated that there would be a 300-space multi-storey car park on the Embankment, with additional parking provided in a new car park on Potters Way. As part of the Phase 2 planning application, it was agreed that there would be minimal additional on-site parking at the University. The main car park for the Embankment Area, including the University, will be a new multi-storey at Wellington Street.
- 3.4 Assessment of both packages showed that Package 2, the dualling of Boongate, has a very good strategic fit and operationally performs better than Package 1. Package 2 provides a high-capacity route, which compliments the proposed multi -storey at Wellington Steet and significantly reducing the number of trips on the routes around the Embankment area. Whist Package 1, northbound off slip, delivered high volumes of traffic on to a low-capacity network and did not demonstrate a strategic fit.
- 3.5 Neither package provided significant challenges, in terms of design and construction. However, the environmental assessment showed Package 2 to perform slightly better, at Amber/Green, compared to Package 1 at Amber.
- 3.6 An Economic Assessment was undertaken on both packages using updated cost information from the latest design phase and incorporating the latest assumptions from the University Planning Application.
- 3.7 The Economic Assessment demonstrated that Package 2 provides a much greater Benefit to Cost Ratio than Package 1. The updated BCRs are,

Package	BCR	Value for Money Statement
Package 1	0.4	Poor Value for Money
Package 2	2.4	High Value for Money

- 3.8 This reverses the results from the assessment at SOBC, when Package 1 achieved a much higher value for money than Package 2. This is as a result of changes to modelling assumptions, due to either design changes or new information regarding parking provision. Most significantly, the assumption that Wellington Street Car Park will accommodate many of the future trips drastically affects the benefits that Package 1 provides, whilst Package 2 is well placed to accommodate these trips.
- 3.9 The Package Assessment Report has undergone the independent third-party review which has confirmed that the BCR and report have been appropriately developed.

4. Next Steps

- 4.1 If approved, the updated application form will be submitted to the DfT for consideration for the Major Route Network Programme fund. DfT are already in receipt of the SOBC and the approved Package Assessment Report will now be submitted to support the updated application.

4.2 An initial programme for the Outline Business Case has it starting in April 2022 and completing July 2023. The request seeks support for a change in the profile and drawdown dates of the current subject to approval funds with a reimbursement to the MTFP if funding is secured from the MRN application to DfT.

5. Financial Implications

5.1 The updated application for DfT outlines the financial request being made, including the requirement for local funding contribution of approximately one third of the cost.

5.2 The table below details the costs for the Outline Business Case phase.

Package 2	2022/23	2023/24	TOTAL
Funding sought from DfT	£894,922	£298,308	£1,193,230
Local funding	£477,462	£149,154	£596,615
TOTAL	£1,342,384	£447,462	£1,789,846

5.3 The MTFP includes £1.94m of 'subject to approval' budget for the OBC phase of the project, this paper seeks support for the approval of £1.8m of this funding, split across the next two financial years as detailed in the table above.

5.4 The £140k difference between the £1.8m cost of the OBC and the £1.94m 'subject to approval' funds is an effective saving to the Combined Authority and will be returned to the organisations reserves. However, it should be noted that there is no provision in the CPCA's budget to fund the FBC and delivery of the project so, if local funding is required, this will have to be identified at a later stage.

5.5 Should the bid to DfT be successful the call on Combined Authority funding will be reduced by £1.2m which will be released to be allocated by the Authority to its priorities in line with the Local Assurance Framework.

6. Legal Implications

6.1 The Combined Authority will enter into a Grant Funding Agreement after confirmation as fit for purpose by the Combined Authority's Legal Services. The recommendations accord with CPCA's powers under Part 3 and 4 of the Cambridgeshire and Peterborough Combined Authority Order 2017 (SI 2017/251)

7. Appendices

7.1 Appendix 1 – Package Assessment Report – OBC Phase 1

7.2 Appendix 2 – Updated application form

8. Background Papers

8.1 [24 March 2021 Fengate Phase 2 University Access Board Paper](#)