



TRANSPORT AND INFRASTRUCTURE COMMITTEE	AGENDA ITEM No: 2.10
07 NOVEMBER 2019	PUBLIC REPORT

UNIVERSITY ACCESS STRATEGIC OUTLINE BUSINESS CASE

1.0 PURPOSE

- 1.1. To provide a summary of why the University Access project (formerly Fengate Access Study – Eastern Industries Access – Phase 2) should be commenced and to request approval to proceed with the Strategic Outline Business Case (SOBC).

<u>DECISION REQUIRED</u>	
Lead Member:	James Palmer, Mayor
Lead Officer:	Paul Raynes, Director of Delivery and Strategy
Forward Plan Ref: N/A	Key Decision: No
The Combined Authority Transport and Infrastructure Committee is recommended to: (a) Approve the draw down of £200,000 from the provisional allocation in the Medium Term Financial Plan to develop the Strategic Outline Business Case (b) Agree to proceed with the development of Strategic Outline Business Case.	Voting arrangements Simple majority of all Members

2.0 BACKGROUND

- 2.1. Peterborough University will be located on the Embankment in Peterborough, an area with many access points and junctions. Due to the likely number and

dispersal of options across the Study Area, this study will focus on a number of areas around the University, most specifically junctions 38, 39 and 5 of the A1139, with the option of an additional junction between 4 and 5. Walking and cycling will play an important part of access to and from the University and these options will also be developed in the business case. The project is not identified as a key project in the Combined Authority's Business Plan 2019-20.

- 2.2. The project's aim is to identify and assess highway improvements to improve access to the University and bring a series of decongestion benefits to the area. A scheme or series of schemes will be developed that will offer a value for money score that will determine which option(s) are progressed through to the Outline Business Case.
- 2.3. In July 2018, a bid was submitted to the Major Road Network (MRN) fund for improvements to junction 5 on the A1139 as it has been recognised that this junction in particular would likely need significant investment in order to resolve congestion. This project will therefore seek to develop this element from its current pre-SOBC stage, along with identifying and developing other highway, public transport, cycling and walking measures.
- 2.4. Peterborough has ambitious growth plans with 7 urban extensions, a number of strategic employment sites, and the University. Many of these will be accessed from the A1139.
- 2.5. If this occurs without significant infrastructure improvements to provide additional capacity, the road network across the city, particularly the Parkway Network will face increased levels of traffic, and the resilience of the MRN across Peterborough will diminish.
- 2.6. The Peterborough Transportation Model shows if no intervention is delivered, the operation of the transport network, particularly Junction 5 and the A1139, the MRN route, will deteriorate significantly. The A1139 Frank Perkins Parkway forms part of a much wider regional east – west route, connecting the A1 with the A47, and so a significant deterioration of this route would have a wide-reaching impact, and not just for local traffic.

3.0 FINANCIAL IMPLICATIONS

- 3.1. A funding allocation of £200,000 is being sought to develop the Strategic Outline Business Case. There is currently a provisional allocation of £200,000 in the Medium Term Financial Plan.

4.0 LEGAL IMPLICATIONS

- 4.1. The project will be undertaken through the Peterborough Highways Services contract.

5.0 OTHER SIGNIFICANT IMPLICATIONS

5.1. None

<u>Background Papers</u>	<u>Location</u>
i. Major Road Network Bid Submission	TBC