



Peterborough Station Quarter

To: Combined Authority Board

Meeting Date: 25 August 2021

Public report: Yes

Lead Member: Mayor Dr Nik Johnson

From: Paul Raynes, Director of Delivery and Strategy

Key decision: No

Forward Plan ref: n/a

Recommendations: The Combined Authority Board is recommended to:

- a) Recommend to the CPCA Board drawdown of £350,000 from the Transport Response Fund for the development of a Strategic Outline Business Case
- b) Note the programme to progress the development of the Strategic Outline Business Case.

Voting arrangements: Recommendation (a) requires 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 and Peterborough City Council, or their Substitute members.

Recommendation (b) is for noting only, no vote required.

1. Purpose

- 1.1 Peterborough City Council (PCC) with partners Network Rail and LNER are seeking funding from the Combined Authority to prepare a Strategic Outline Business Case (SOBC) to support investment proposals for Peterborough Rail Station and a potential future Levelling Up Fund bid from the Combined Authority as the Local Transport Authority.

2. Background

- 2.1 Peterborough Railway Station is an important rail interchange on the London to Edinburgh East Coast Main line with an annual throughput of five million passengers, including 960,000 passengers who use Peterborough as an interchange for connecting to other destinations. The station has been refurbished within the past 10 years, but its facilities are inadequate to cope with current passenger volumes and projected future growth which was forecast at 3% per annum over the next decade prior to the Covid 19 pandemic.
- 2.2 It is likely that post Covid 19, dispersal of economic activity will strengthen the case for investment in Peterborough, as a geographic hub for access to London, Midlands, North East and Scotland. As such there is a need to improve the customer experience and capacity of the station as well as unlock the potential for the underutilised surface car parking land for regeneration and dramatically enhance this key gateway for those visiting Peterborough.
- 2.3 In April 2020, key partners including PCC, the Combined Authority, Network Rail as freeholder, and London North Eastern Railway as leaseholder, commissioned a feasibility study to look at the potential for regeneration at Peterborough Station Quarter (PSQ).
- 2.4 In summary the report concluded that the next steps would be to commission more detailed design together with associated surveys and consult and develop the business case with inputs from the legal and commercial team. The feasibility report presented the potential to not only positively transform the passenger and staff experience of Peterborough station but showcase how a comprehensive re-development of this nature would be transformational for the City of Peterborough. Releasing the land holdings of Network Rail and LNER by rationalising the building estate on site and introducing two new Multi-storey carparks to release the surface level carparks would make several areas in the station quarter available for re-development.
- 2.5 This is the opportunity to address operational needs by improving passenger facilities and customer experience with a station enhancements project consisting of the following:
- Creation of a new gateway station through extension of existing assets and new build;
 - New and enhanced east station entrance;
 - Upgrade and replacement of existing footbridge;
 - New west station entrance easing passenger flows at peak commuting times and improving the operational efficiency of the Station as well as reducing congestion into the city from the west over Crescent Bridge;
 - Upgraded and extended platform canopies; and
 - Improved, safer and more direct walking and cycling connections to the city centre.

- 2.6 To raise visibility of the opportunities at PSQ further, PCC submitted an EOI to the Combined Authority in May 2021. It was not possible within the time constraints allowed for by Round 1 of the Levelling Up Fund (LUF) to carry out the necessary work to submit a Strategic Outline Case so the full benefits of a scheme can be assessed against the LUF criteria. Other projects considered for Round 1 were as follows:
- 2.7 There are several projects which could be considered by the Combined Authority for a submission into Round 2 of the LUF programme all of which have (or will have) reasonably developed business cases. Approval of this funding will allow the Peterborough Station Quarter to be considered alongside the other projects enabling the Combined Authority to make a more informed decision about which project/s will deliver the aims of the LUF and represent value for money for the Combined Authority.
- 2.8 If the recommendation is approved, the Combined Authority will enter into a grant agreement with PCC who will develop the SOBC as set out below.

3. Next Steps

- 3.1 The programme for developing the Strategic Outline Business Case (SOBC) are shown in Table 1.

Table 1: Indicative timescales and tasks for development of the SOBC:

Indicative Milestone	Dates
SOBC Commencement	August 2021
Demand Forecasting (NR Economic Analysis Team)	August 2021
Pedestrian Flow – existing station capacity analysis (NR Station Analysis Team)	September 2021
Design Work – Station Improvement Options	October 2021
Pedestrian Assessment Report against Station Options (NR Station Analysis Team)	October 2021
Basic Construction Schedule	October 2021
Cost Planning (Station Options)	October 2021
Strategic Land and Consents Strategy – High level review	November 2021
SOBC Completion	December/January 2021

- 3.2 The SOBC for the scheme will be developed in accordance with HM Government and Department for Transport (DfT) guidance, industry standards and the Rail Network Enhancement Framework. As such it will consider:
1. HM Treasury Business Case Guidance;
 2. DfT Transport Business Case Guidance;
 3. Rail Network Enhancement Framework; and
 4. DfT's Transport Analysis Guidance.
- 3.3 In order to expedite the delivery of the SOBC to inform a bid into round 2 of the Levelling Up Fund, the dates for which have not yet been confirmed by Government, PCC would look

to procure Network Rail inputs directly allowing for Network Rail's assurance on options and outputs to be carried out concurrently.

- 3.4 Network Rail have scoped a targeted piece of station work aligned to Swift, Pragmatic and Efficient Enhancement Delivery (SPEED) (as opposed to GRIP) to progress the key tasks set out in Table 1.
- 3.5 A PSQ Collaboration Agreement is anticipated to be entered into by all parties, including the Combined Authority following key decisions on funding. This sets out the roles and responsibilities for the delivery of business cases and the delivery of early phases of the development programme.

4. Financial Implications

- 4.1 It is recommended to the Combined Authority Board approve the drawdown of £350,000 from the Transport Respond Fund to be spent in 2021/22 to enable this work to progress and develop the SOBC.
- 4.2 The impact of the proposed decision on the medium-term financial plan is summarised in the table below:

Financial change summary (£'000)			2021-22	2022-23	2023-24	2024-25
Current MTFP	Transport Response Fund	Approved	-	-	-	-
		STA	650	650	650	650
Change Requested	Transport Response Fund	Approved	-	-	-	-
		STA	(350)	-	-	-
	P'boro Station Quarter SOBC (new)	Approved	350	-	-	-
		STA	-	-	-	-
Revised MTFP	Transport Response Fund	Approved	-	-	-	-
		STA	300	650	650	650
	P'boro Station Quarter SOBC (new)	Approved	350	-	-	-
		STA	-	-	-	-

5. Legal Implications

- 5.1 No significant legal implications.

6. Appendices

- 6.1 None

7. Background Papers

- 7.1 [January 2021 CA Board Report - 2021-22 Budget and Medium Term Financial Plan 2021-2025](#)