

Towns Fund Stage 2 Business case guidance Annex C: Summary Document template

Towns must:

- Submit a completed Summary Document for each project to Ministry of Housing, Communities and Local Government (MHCLG) as soon as they are ready and within 12 months of agreed Heads of Terms.
- **Where towns require funding in 2021/22** then Summary Documents **must** be submitted to MHCLG by 14 January 2022.
- Note that in the event of late submission of Summary Documents (SD), MHCLG cannot guarantee payment. If there is a risk of late submission, towns should promptly liaise with their MHCLG local leads.
- **With the first Summary Document, include** Part 2: Town Investment Plan (TIP) conditions (where applicable).

Please note: MHCLG will use the financial profile (Annex A-1) submitted previously to make any payment.

Programme-level update

Where not submitted today, the remaining Summary Documents submission timings.

Project name	Month/Year
1. The Vine – Library & Culture Hub	Oct 2022
2.	
3.	
4.	
5.	
6.	
7.	
8.	
9.	
10.	

Part 1: Project Summary Document

Towns should complete this for each project.

Summary Document table
1. Project name: River Nene Pedestrian Bridge
2. Heads of Terms project conditions <ul style="list-style-type: none">- Actions taken to address any conditions attached to the project in the Heads of Terms, where applicable.- Where the condition was to provide a delivery plan please input in the section below (no.9) and/or attach to this document.
<p>The River Nene Pedestrian Bridge Project is for the construction of a new footbridge across the River Nene to support extensive re-development of the area and provide a new focal point.</p> <p>There were no specific project conditions in the Heads of Terms (signed 13 January 2021) by DHLUC (formerly MHCLG).</p>
3. Business case appraisal <p>Provide details of how the business case has been appraised including:</p> <ul style="list-style-type: none">- business case type- any internal or external assurances
<p>The Outline Business Case (OBC) provides the evidence base to support the investment in the development and has been developed using the Towns Fund Delivery Partner guidance. The Business Case has been laid out in five sections in keeping with the recognised HM Treasury Green Book “five case” methodology.</p> <p>A specialist consultant, Milestone, a partner of PCC was appointed to develop the Outline Business Case.</p> <p>The Outline Business Case (OBC) development has been managed and overseen by PCC. The final design, funding package and Full Business Case will be assured by PCC.</p> <p>Peterborough City Council, as accountable body ensured an assurance process was put in place to provide government and local partners with assurance that decisions over the allocation of the Towns Fund monies are transparent, have accountable decision making and deliver value for money whilst also incorporating the monitoring and evaluation activity.</p> <p>The Towns Fund Board has an independent appointed Chair. The Towns Fund Board incorporates representatives from the public, private and community sectors and have been utilised to ensure there is sufficient oversight and scrutiny of the business case proposals brought forward.</p>

There are also two internal Peterborough City Council Boards for internal scrutiny. The River Nene Pedestrian Bridge project reports into the Regeneration and Infrastructure Board. The Board provides strategic leadership, oversight, challenge and tracks and monitors project progress.

The Outline Business Case will be endorsed by the Towns Fund Board and presented to the Cabinet at PCC. It will then be assured by Monitoring Officer, Director of Resources (s151 officer) and the Executive Director Place and Economy.

When all assurances are in place, the Towns Fund Project Summary document will be submitted to DLUHC for approval.

4. MHCLG capital (CDEL) 5% payment

There are no activities associated with the 5% CDEL.

5. Quantified benefit-cost ratio/value for money (e.g. Benefit Cost Ratio or Net Present Social Value)

A quantified benefit-cost ratio should be provided. If it has not been generated, a summary of evidence used by the S151 Officer to demonstrate value for money should be stated.

A full green book compliant economic appraisal was prepared by Milestone to support the business case.

The benefit-cost ratio has been calculated using the value of benefits, by benefit type for the core BCR:

Analysis of Monetised Benefits	Value (in £'000s)
Congestion Benefit	87.22
Infrastructure Maintenance	0.45
Accident	14.04
Local Air Quality	1.80
Noise	0.94
Greenhouse Gases	5.77
Reduced Risk of Premature Death	3,360.82
Absenteeism	574.14
Journey Ambience	34.32
Journey Time Benefit	5,666.4

Indirect Taxation	-4.95
Total Present Value of Benefits (PVB)	9,740.5

The Economic Dimension demonstrates that the River Nene Pedestrian Bridge achieves a core BCR of 1.6 (Medium Value for Money) based on monetised transport user and active travel benefits alone, and an adjusted BCR of 2.2 (High Value for Money) when wider economic benefits are considered. The economic assessment is based upon a robust scheme cost estimate and has been calculated in line with TAG guidance over a 60-year appraisal period. The transport user and active mode benefits of the scheme were assessed using custom built Active Travel model. The model has used the forecast years of 2026 and 2036 to appraise the impacts of the scheme. Model outputs have been used within a bespoke journey time benefits spreadsheet and the Active Mode Appraisal Toolkit (AMAT) to undertake the economic assessment of transport user and active travel benefits respectively and calculate a BCR. A breakdown of the core scheme BCR is provided beneath.

River Nene Pedestrian Bridge (£,000s) (Core BCR)	
Present Value of Benefits (PVB)	9,470.5
Present Value of Costs (PVC)	6,122.5
Net Present Value (NPV)	3,618.0
Benefit to Cost Ratio (BCR)	1.6
Value for Money	Medium

Therefore, the Net Present Value (NPV) of the scheme is £3,618,100, with a BCR of 1.6 (Medium Value for Money).

Furthermore, the table beneath then reports the number of jobs created by the construction of the bridge, and when the value (GVA) of these is added to the benefits above, it gives an adjusted BCR.

Description	Value ('000s)	Jobs
Total Direct GVA	£3,069,264.49	76
Total Indirect GVA	£2,762,338.04	76
Total GVA Uplift	£5,831,602.53	152

Discounted GVA Uplift (2010 values)	£3,480,828.84	152
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The adjusted BCR has also been presented, which takes account of wider economic impacts resulting from the construction of the bridge. The adjusted BCR is 2.2 and provides High Value for Money. This is summarised in the table beneath.

River Nene Pedestrian Bridge (£'000s) (Adjusted BCR)	
Present Value of Benefits (PVB)	13,221.3
Present Value of Costs (PVC)	6,122.5
Net Present Value (NPV)	7,098.8
Benefit to Cost Ratio (BCR)	2.2
Value for Money	High

6. Deliverability

Will this project still be delivered within the Towns Fund timeframe? (Y/N)

Yes, the project will be delivered in the Towns Fund timeframe.

7. Delivery plan

Including details of:

- timescales and key milestones
- partnerships
- interdependencies
- risks and mitigation measures (if not provided above).

Key Milestones

- September 2021 - Strategic Outline Business Case submitted to CPCA
- October 2021 – April 2022 Outline Business Case and Preliminary Design Produced
- April 2022 - Outline Business Case submitted to PCC
- May – July 2022 - PCC Governance/Assurance process
- June 2022 – July 2023 Full Business Case and Detailed Design undertaken
- July 2022 - Outline Business Case submitted to DLUHC
- July 2022 - Expected response from CPCA following funding request
- September 2022 - Expected response from DLUHC following funding request
- April 2023 – Submit full Planning Application
- July 2023 - Full Business Case submitted CPCA
- February 2024 - Construction Commencement
- November 2024 - Construction Completion

Partnerships

PCC propose to deliver the project in partnership with Cambridgeshire Peterborough Combined Authority – CPCA.

Dependencies

The project is dependent on capital funding from the CPCA which will provide £3.4 million co-funding towards the project. There is confidence that this funding will be achieved.

Risks and Mitigations

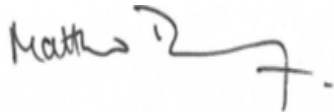
A Project Key Risk Register which identifies project risks below and mitigations will be produced as part of the next phase of design work. The key risks at this stage are:

- **Project costs escalation** - Due to high levels of inflation or a shortage in skilled construction labour. This is mitigated through appropriate allowance for contingency.
- **Embankment Area Development** – The footbridge is intended to provide sustainable travel connectivity between the Embankment Area, including the University of Peterborough, and Fletton Quays. The business case and scheme programme will need to adjust if the development programme changes, or further development is confirmed within the area as part of the Embankment Masterplan.
- **Planning** – The footbridge will require planning permission and consultation as part of the planning process that may raise additional activities which require action and changes. Also, this process can take up to 18 months and will therefore be monitored and factored in the programme.
- **Programme** – The construction programme will need to carefully consider any other infrastructure works associated with the redevelopment of Fletton Quays or the Embankment that may be underway during the same period.
- **Utility Diversions** – Unexpected utility diversions have the potential to cause significant programme delays and cost increases. Full Statutory Undertaker (STATS) searches will be undertaken as part of the Preliminary Design work during the next phase of the scheme development.
- **Stakeholder / Public Acceptability** – The detailed design of the footbridge should continue to be supported by key stakeholders impacted by scheme proposals, as well as members of the public. This will be achieved through consultation and engagement.
- **Environmental Constraints** – Scheme design will need to take account of local ecological receptors, protect land and species within the defined study area. Additionally, there is a risk of flood events taking place during the construction of the bridge which could lead to potential delays to be allowed in the programme.

8. Town Deal Board Chair name & signature

Name of the Town Deal Board: Peterborough

Chair's name and signature: Matthew Bradbury



Date: 7th June 2022

9. By signing, I agree that:

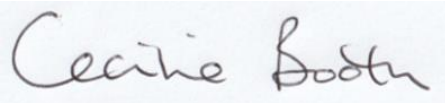
1. The business case, in a proportionate manner, is Green Book compliant.
2. The 5% early capital (CDEL) has been included in the Town Fund project costs across the programme.
3. This project and expenditure represent value for money, including the 5% early capital (CDEL) provided.
4. Project-level Equality Impact Assessments such as Public Sector Equalities Duty and/or Environmental Impact Assessments have been undertaken.
5. For final submission - programme-level Public Sector Equality Duty assessment has been undertaken by the accountable body.

Name of the lead Local Authority and signature of the Chief Executive Officer or S151 Officer

Name of the lead Local Authority: Peterborough City Council

Job title: Interim Corporate Director, Resources / S151 Officer

Name and signature: Cecilie Booth



Date: 6th June 2022

