

## **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.

<b>Project name</b>	<b>Month/Year</b>
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.

<b>Summary Document table</b>
<b>1. Project name: Peterborough Station Quarter</b>
<b>2. Heads of Terms project conditions</b> <ul style="list-style-type: none"><li>- Actions taken to address any conditions attached to the project in the Heads of Terms, where applicable.</li><li>- Where the condition was to provide a delivery plan please input in the section below (no.9) and/or attach to this document.</li></ul>
<p>The Peterborough Station Quarter Project is for the redevelopment of land around Peterborough Rail Station to create Station Quarter.</p> <p>There were no specific project conditions in the Heads of Terms (signed 13 January 2021) by DHLUC (formerly MHCLG).</p>
<b>3. Business case appraisal</b> <p>Provide details of how the business case has been appraised including:</p> <ul style="list-style-type: none"><li>- business case type</li><li>- any internal or external assurances</li></ul>
<p>The Strategic Outline Business Case (SOBC) 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>PCC have developed the Strategic Outline Business Case. The final design, funding package and Outline Business Case 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> <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.</p>

The Strategic 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.

The project is an accessibility and connectivity improvement scheme which also reduces severance between the Station and the city centre. Typically, the benefits of these types of schemes cannot be monetised so a qualitative assessment has been undertaken for the measures that focus' on improving accessibility.

The Economic Assessment undertaken to date has considered the Department for Transport's (DfT's) Transport Analysis Guidance (TAG), with specific reference to the following documentation:

- TAG Unit A5.1 – Active Mode Appraisal
- TAG Unit A4.1 – Social Impact Appraisal
- TAG Unit 4.2 – Distributional Impact Appraisal

The Active Mode Appraisal Toolkit (AMAT) has been used to assess the three cycle-related schemes that form part of the package. Cycle improvements are proposed at Bright Street, Westgate and the footpath linking Station Road and Crescent Bridge Roundabout (behind Perkins Car Park).

It is not possible to assess the other schemes using the AMAT. However, the other schemes, such as the ramps, do have economic, environmental and social benefits that are detailed later on in this section of the report.

The AMAT assessment uses 24-hour Annual Average Daily Traffic (AADT) with and without scheme cycle flows from the opening year (2026) along with additional assumptions to estimate the active travel benefits of providing the cycle improvements. Benefits have been calculated over a 60-year appraisal to provide an initial BCR for the proposed improvements.

The "Government Target Scenario" refers to a Propensity to Cycle Tool (PCT) prediction of how many cycle trips can be unlocked in a specific area / route, should the government achieve its target to double cycling trips by 2025. For the purposes of this assessment, it has been assumed that the government target is reached.

The table below details the BCR for the proposed cycle improvements. Due to proximity, the AMAT assessment for the improvements at Bright Street and Westgate have been combined.

AMAT Outputs	BCR
Scheme Location	(100% Government Target)
Bright Street / Westgate Improvements	9.37
Link between Station Road to Crescent Bridge Roundabout (behind Perkins Car Park)	1.20

The table above demonstrates that delivering cycle improvements to Bright Street and Westgate and provides very high value for money with a BCR of 9.37. The improvements to the existing link between Station Road and Crescent Bridge Roundabout (behind Perkins Car Park) have a BCR of 1.20. Although this improvement is considered low value for money, other significant social benefits from this improvement, such as reduced journey times and severance, would increase the overall benefits.

### Qualitative Appraisal

Due to the nature of the scheme, the social benefits are likely to outweigh the economic benefits. Therefore, a qualitative appraisal of the likely key additional benefits has been undertaken.

### Economic Impacts

The scheme will provide a direct route between the Station and the city centre and will reduce journey times, particularly for those with accessibility issues. This will benefit business users, including trips related to tourism as well as employment.

It is anticipated that the scheme will support wider economic benefits including:

- Supporting the regeneration of Peterborough Station Quarter through improved connectivity and accessibility
- Supporting the redevelopment of Queensgate Shopping Centre through improved connectivity and accessibility
- Improving connectivity and accessibility to the city centre, which will support economic growth and attract future investment

### Environmental Impacts

The scheme is expected to have a neutral impact on the landscape, townscape, historic environment, and water environment of the study area. Most of the works are within the urban area and within the highway boundary.

The provision of high-quality active travel mode infrastructure that provides a direct route for all accessibility needs, encourages the use of active travel modes. More

journeys undertaken by active travel modes can reduce journeys undertaken by vehicles and therefore reduces carbon emissions.

### **Social**

The scheme is expected to have a strong beneficial impact on access to the transport system of the study area. Accessibility between the Station and the city centre will be significantly enhanced, with direct connections provided between the Station and city centre with access for all. The provision of a pedestrian ramp from Bourges Boulevard into Queensgate Shopping Centre will provide direct access into the shopping centre reducing both the journey time and distance currently experienced by people with disabilities.

The scheme will have a strong beneficial impact in terms of reducing severance caused by the Bourges Boulevard and Crescent Bridge Roundabout between the Station and city centre. New infrastructure will improve both accessibility and connectivity for all.

### **6. Deliverability**

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

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

### **7. Delivery plan**

Including details of:

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

### **Timescales**

The key milestones for the project are as follows:

- June 2022 – PCC internal assurance complete
- June 2022 – CPCA Board to approve LUF submission choice
- July 2022 – Submission to DLUHC for approval
- September 2022 – DLUHC approval for the project
- Autumn 2022 – Public Consultation
- June 2022 – March 2023 – Design of all schemes included within package
- December 2022 – March 2023 - Construction of Queensgate Bus Station Ramp, and cycling improvements on Bright Street, Westgate and link behind Perkins Car Park.
- April 2023 – December 2023 - Construction of accessibility improvements between Bourges Boulevard and Queensgate Shopping Centre.
- January 2024 – Scheme complete

### **Partnerships**

There are no formal partnerships as part of the proposed development. The delivery of the improvements will be undertaken by Peterborough Highway Services, a partnership between Peterborough City Council and Milestone Infrastructure.

### Interdependencies

The scheme programme will need to consider the following key dependencies:

- **Funding Constraints** – The Towns Fund allocation needs to be spent by 31<sup>st</sup> March 2026; therefore, all design and construction activities will need to be completed by this date.
- **Construction Disruption** – The Council have significant recent experience of undertaking maintenance and delivering improvements on its transport network and is proficient in mitigating the impact of this. Disruption is be localised to where the improvements are to be delivered.
- **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 design work.

### Risks and Mitigations

Overall, the project is anticipated to be low risk. The package of schemes includes delivery of improvement that Council and its highway partner, Milestone Infrastructure have many years of experience delivering. The improvements are within the highway boundary and do not require planning permission.

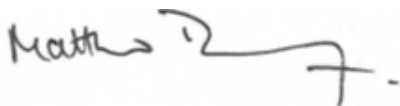
The key financial and delivery risks of the project are:

- **Increasing costs of raw materials** - This may impact on the number of schemes that can be delivered as part of the package. This will be regularly monitored. One of the options considered could be to procure raw materials early.
- **Utilities** – These are present on Bourges Boulevard close the proposed Queensgate Ramp which may require diversion. Design Engineers will account for these possible diversions in the scheme design and scheme costs.
- **Land Ownership** - Three of the schemes would require agreement from landowners. Engagement with the landowners is ongoing to enable the delivery of these schemes.

### 8. Town Deal Board Chair name & signature

Name of the Town Deal Board: Peterborough

Chair's name and signature: Matthew Bradbury



Date: 7<sup>th</sup> 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.

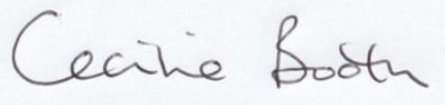
4. Project-level Equality Impact Assessments such as Public Sector Equalities Duty and/or Environmental Impact Assessments have been undertaken.
5. For final submission - programme-level Public Sector Equality Duty assessment has been undertaken by the accountable body.

**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

A handwritten signature in black ink that reads "Cecilie Booth". The signature is written in a cursive style and is placed on a light blue rectangular background.

Date: 6<sup>th</sup> June 2022

This page is intentionally left blank