

<b>CABINET</b>	<b>AGENDA ITEM No. 7</b>
<b>19 June 2023</b>	<b>PUBLIC REPORT</b>

Report of:	Adrian Chapman, Executive Director Place and Economy		
Cabinet Member(s) responsible:	Cllr Marco Cereste, Cabinet for Growth and Regeneration		
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**PETERBOROUGH STATION QUARTER REDEVELOPMENT SCHEME –  
CONTRACT FOR APPOINTMENT OF MULTI-DISCIPLINARY TEAM RELATING TO  
THE DESIGN AND ASSURANCE PROCESS**

RECOMMENDATIONS	
<b>FROM:</b> Executive Director, Place and Economy	<b>Deadline date:</b> 19 June 2023
It is recommended that Cabinet authorises the award of a contract to Bloom Procurement Services Limited, for £924,000, relating to the period 23 June 2023 to 1 November 2024, for a multi-disciplinary team to undertake design and assessments as part of the assurance process for accessing LUF2 funds. Bloom Procurement Services Limited propose to award Ove Arup Limited to deliver the multi-disciplinary team services.	

**1. ORIGIN OF REPORT**

1.1 The report is submitted to Cabinet as a referral from Corporate Leadership Team on 30 May 2023 as part of the governance process to issue a services contract. The services contract has a value over £500,000 and is therefore a key decision (KEY05JUN23/02).

**2. PURPOSE AND REASON FOR REPORT**

2.1 The purpose of this report is to provide information to Cabinet to request a contract award to be made to Bloom Procurement Services Limited. Bloom Procurement Services Ltd will manage the activities of the awarded supplier, Ove Arup Limited, to deliver the required Specialist Professional Services to deliver the successful Station Quarter Bid and secure LUF2 Funds.

2.2 This report is for Cabinet to consider under its Terms of Reference No. 3.2.5, 'To make decisions on actions relating to the awarding, assigning and termination of contracts over £500k, and waiving or granting exemptions to Contract Regulations where contracts are over £500k'.

**3. TIMESCALES**

3.1

Is this a Major Policy Item/Statutory Plan?	<b>NO</b>	If yes, date for Cabinet meeting	<b>NA</b>
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**4. BACKGROUND AND KEY ISSUES**

4.1 On 19 January 2023, the Department for Levelling Up, Housing and Communities (DLUHC) announced that the Peterborough Station Connectivity and Enhancements Project had been successful in its bid for funding from the Levelling Up Fund 2, for £47,850,000. The bid was submitted on 2 August 2022 by the CPCA (Cambridgeshire and Peterborough Combined Authority) for a Transport Allowance and was supported by a Strategic Outline Business Case (SOBC).

4.2 This funding is for a fundamental component of the Peterborough Station Quarter programme, the aim of which is:

*“To stimulate the local economic, social, and cultural landscape of Peterborough through the delivery of a new Peterborough Station and Station Quarter precinct.”*

4.3 Peterborough Station is an important rail interchange on the East Coast Main Line offering express rail connections to London Kings Cross in just under 50 minutes and to York in 1 hour 15 minutes. Prior to the COVID-19 pandemic, the Station had an annual throughput of 5 million passengers, including 960,000 passengers who use it as an interchange for services to other destinations.

4.4 The Station is located approximately 500m west of the city centre (defined as Peterborough Cathedral Square) and 200m west of the Queensgate Shopping Centre and Peterborough Bus Station. However, despite its proximity to these key facilities, the Station feels isolated from the city centre, both visually and from an active modes perspective. This is demonstrated by the severance created by the dual carriageway Bourges Boulevard between the Station and city centre, and presence of multiple underpasses that allow pedestrians to move between these locations.

4.5 The Peterborough Station Quarter Redevelopment Scheme will be led by PCC with partnership working with Network Rail and LNER (London North Eastern Railway). It will be funded through LUF2 funding and other match funding, with a total budget of around £64,855,000.

4.6 This project focuses on the creation of an enhanced gateway Station including a new western entrance, improved passenger facilities and better active travel connections to the city, delivering:

- Economic growth and levelling up, providing a catalyst for wider regeneration
- Improved accessibility and journey quality at and around this important Station
- Less congestion on surrounding highway network
- Health and wellbeing improvements

4.7 The options must be developed for the next stage of the project as part of the assurance process for accessing the LUF2 funds. This will involve a multi-disciplinary team undertaking design and assessment equivalent to PACE ES3/ RIBA Stage 3, working alongside other Specialist Service Providers (SSP) appointed by PCC and Network Rail. There will also be a need to future-proof any designs.

4.8 The scope of works envisaged for the multi-disciplinary team is as follows and comprises four phases of work:

1. Gather data, identify all stakeholders, clarify the remit and confirm the delivery plan
2. Complete surveys and develop the multi-disciplinary options, including targeted stakeholder workshops and liaison for the Station, interchange/public realm and car parking
3. Prepare estimates and option presentations, stakeholder workshops and option selection
4. Client review and close out of PACE ES3/RIBA3

4.9 The contract call off has been made under the NEPRO3 Specialist Professional Services Framework which has been established by the Association of North East Councils Limited trading as the North East Procurement Organisation. The framework commenced on 1 September 2019 and expires on 31 August 2025 with an option to extend for a further two years. A call-off can be

made at any time during this period. Bloom Procurement Services Limited are the sole provider on the framework.

- 4.10 The Council is permitted to utilise the framework and the call off has been made in compliance with the framework rules. The benefits of using this framework are that Bloom have the ability to use their extensive supply chain of specialists to tailor a procurement to meet the need of Local Authorities in a way that other types of framework cannot, for example restricting the number and nature of the suppliers bidding in a procurement to be able to deliver exactly what is needed in a much reduced time frame. This framework has a rigorous supplier on-boarding process and ensures that suppliers are and continue to be fit to deliver their stated service offer and are fit and proper organisations to be doing business with. The framework records any agreed delivery of Social Value and Climate Action benefits relating to procurements. The framework includes full management of the procurement process, documentation, advertisements and award (following Local Authorities' internal Governance). The Bloom Framework also includes full management of the awarded services in order to hold payments to suppliers until satisfied that the key milestones agreed when developing the service specification, are fully met.

## 5. CORPORATE PRIORITIES

- 5.1 The following outlines how the recommendation links to the Council's Corporate Priorities:

### **The Economy & Inclusive Growth**

#### Environment

A Carbon Impact Assessment has been completed. It states that:

There will be no change to council or city-wide emissions through the design stage of the project. Emissions will rise through the construction phase due to increased travel, construction and waste. City wide emissions are expected to decrease once the station is improved due to increased attractiveness of travel to Peterborough by train, thus reducing car usage. The project brief will include consideration by the contractors for emissions reduction.

#### Homes

The release of land on the western side of the Station will free up land for residential development.

#### Jobs & Money

To the east of the Station, the design will be developed, and concepts progressed that will offer commercial opportunities and workplaces and provide economic growth in the area.

### **Our Places & Communities**

#### Places and Safety

The Station Quarter will be designed to create a safe environment where people want to live, invest, work and visit. This will be achieved through the new public realm, improved access routes, commercial offering and the new housing with local access to such facilities.

#### Health and Wellbeing

The project will improve the active travel routes to and from the Station. The new western entrance will reduce car travel distances and hence reduce emission from vehicular travel.

## 6. CONSULTATION

- 6.1 Engagement with stakeholders, has taken place during the LUF2 bid and to date, with the following:
- CPCA
  - Network Rail
  - LNER
  - DtT (Department for Transport)
  - DLUHC

Following appointment, a detailed programme for the project will be provided by the multi-disciplinary team, that will include stakeholder mapping and engagements and a public consultation.

- 6.2 This recommendation has been considered by:
- Corporate Leadership Team (CLT) - 30 May 2023
  - Cabinet Policy Forum (CPF) - 5 June 2023

## 7. ANTICIPATED OUTCOMES OR IMPACT

- 7.1 Approval of the award of the contract to Bloom Procurement Services Limited and for them to confirm their arrangements with Ove Arup Limited, would enable the project to move to the next stage and enable the Council to access the LUF2 funds against the LUF2 Grant, in accordance with the Monitoring and Evaluation criteria.

This will support the key outcomes as stated in the LUF2 bid as agreed with government including:

- A substantial reduction in vehicle trips through the city centre, and the location of one of the identified travel hubs
- A well-connected network of public realm corridors, providing a safe and pleasant space for sustainable modes of transport
- A vibrant and thriving city centre economy, accessible to all users
- An urban environment where nature has a home, and urban greening is used to soften the visual impact of infrastructure

## 8. REASON FOR THE RECOMMENDATION

- 8.1 The recommendation is put forward to progress with the development of the Peterborough Station Quarter (PSQ) Redevelopment Scheme, following the approval of funding through LUF2. There are 5 key areas identified to progress, as part of a Phase 1.

### **Station West**

The Station is currently accessible from one side only (east) meaning that passengers need to traverse a connecting link bridge to access the most westerly platforms. Car parking provision is also concentrated on the east side of the Station, where there is approximately 4 hectares of surface car parking. Therefore, some passengers experience additional journey times in excess of 15 minutes from car park to platform edge.

The fact that the Station can only be accessed from the east creates additional pressures on the road network at the Crescent Bridge roundabout. A feasibility study for the PSQ Masterplan (2020) revealed that around 30% of Station users travel from the west along Thorpe Road. If the Station could be accessed from the west with adequate car parking provision it would ease pressure on the city's road network at Crescent Bridge/Bourges Boulevard, reduce congestion, vehicular/pedestrian interface risk and air pollution.

### **Station East and Main Footbridge**

There is a shortage of quality food and beverage, meeting and conferencing facilities around the Station compromising the overall customer experience. Post-COVID work and leisure patterns are likely to see migration from centres such as London to a more dispersed model, and Peterborough is ideally suited to continue its upward population growth in addition to acting as concentrated point from local commuters in East Northamptonshire, South Lincolnshire, Rutland and North West Cambridgeshire. The multi-disciplinary team will further develop /progress concepts for the eastern Station building, main footbridge (parcel bridge is excluded) and commercial opportunities ensuring it continues to achieve the outcomes stated in the LUF 2 bid and agreed with government.

### **Station Facilities**

The multi-disciplinary team will agree with PCC, NR and LNER the specification of the Station in terms of facilities in light of previous work and the budget envelope. Equalities Act 2010 compliance and connectivity through the Station is critical to the success of the project and this must be considered.

### **Car Park Provision**

Surface level car parking occupies approximately 5 hectares of land around the Station. This high value land has the potential to transform the local area and could be unlocked for greater commercial and housing development. This is particularly significant as there is a substantial lack of high quality commercial and office space in Peterborough and particularly in the proximity of Peterborough Station.

The relocation of the Network Rail Maintenance Delivery Unit (MDU) to Mayors Walk and Spital Bank car parks, freeing up land for residential development on the western side, will mean such re-provision of parking space is required.

### **Onward Connectivity**

There is a lack of accessible and level pedestrian and cycle links between the heart of the city and the train Station and from the west to the Station – Bourges Boulevard interrupts the movement of active modes and the existing buildings provide visual severance.

There are three routes into the city centre from the rail Station, but these are via an underpass that is unattractive and of poor quality. The underpass could be perceived as intimidating and offers a very poor first impression of Peterborough. A strong connection between the railway Station entrance and Cowgate could become an accessible route suitable for all which would introduce visitors to the city through a series of legible spaces, finally culminating in the west face of the Cathedral.

Station West will also be a new prominent approach and as such an interchange area is required from Midlands Road that enables drop-off, walking and cycling arrivals.

### **Timeline**

The high-level timeline is as follows for the Peterborough Station Quarter Redevelopment Scheme:

- Appointment of a Multi-Disciplinary Consultant Team – June 2023
- Development of a Masterplan Framework – July 2023
- Agreement of Phase 1 Components – August 2023
- Stakeholder Consultation on Phase 1 Components – Autumn 2023
- Design and Appraisal of Phase 1 Components – December 2023
- Submission of Outline Business Case – end of 2023
- Detailed Design of Phase 1 Components – through 2024
- Submission of Full Business Case – Autumn 2024
- Construction of Phase 1 Components – Early 2025 to March 2026

## **9. ALTERNATIVE OPTIONS CONSIDERED**

- 9.1 **To do nothing** – This option was discounted on the basis that the LUF2 funding would be a missed opportunity for Peterborough.

**Use internal resources** – Specialist knowledge is required for this work, and this is not available internally at PCC or the CPCA.

By commissioning an external specialist consultant to deliver this work Value for Money will be achieved through the specialist knowledge in order to achieve the project outcomes.

## **10. IMPLICATIONS**

### **Financial Implications**

- 10.1 The costs are up to £924,000, for the commission of the multi-disciplinary team to undertake design and assessments as part of the assurance process for accessing the LUF2 funds to progress the Station Quarter Redevelopment.

It shall be noted that the overall Peterborough Station Quarter Redevelopment Scheme has an overall funding envelope as follows:

<b>Funding Source</b>	<b>Value</b>
LUF2	£47,850,000
Private match funding	£15,210,000
Towns Fund	£1,794,687
<b>Total</b>	<b>£64,854,687</b>

This report and request for contract placement is for the LUF2 budget which is managed by PCC.

The options must be developed for the next stage of the project as part of the assurance process for accessing the LUF2 funds.

The funding available from LUF2 of £47,850,00 is subject to business case approval at each stage. CPCA will be the accountable body to DLUHC for the use of this funding, and in order for PCC to draw down the funds to meet project expenditure a Grant Funding Agreement will be in place between CPCA and PCC, giving PCC responsibility for financial control of the grant it receives and ensuring the terms of the LUF2 funding are complied with.

The LUF2 government assurance process is administered by the Department for Levelling Up Housing and Communities (DLUHC) and the Department for Transport (DfT). PCC will submit quarterly monitoring returns covering, Project Expenditure, Project Progress & Changes, and Risks. In addition to this, PCC is required to report every 6 months on their Outputs and Outcomes. This is a robust process to facilitate reducing all risk including financial.

### **Legal Implications**

- 10.2 The framework referred to in this report is compliant with the Public Contracts Regulations 2015 and the Council's Contract Rules.

A call-off contract with Bloom Procurement Services Limited was entered into by the Council on 2 November 2022 allowing the Council access to Bloom's extensive supply chain of specialist professional services suppliers.

In April 2023 the Council issued a detailed specification of the required services to Bloom Specialist Services who ran a procurement to seek an appropriately experienced supplier to be able to deliver the Appointment of a Multi-disciplinary Team Relating to the Design and Assurance Process. Arup was the selected supplier.

### **Equalities Implications**

- 10.3 For the Station Facilities, the Equalities Act 2010 informs that compliance and connectivity through the Station is critical to the success of the project and this must be considered.

An access audit will be carried out on the design proposals to ensure compliance with Equality Act 2010, "Access for All" and allow for a meeting with Disability Peterborough to discuss the proposals and possible presentation to Network Rail's Built Environment Accessibility Panel (BEAP). Improvements will be in scope for disability users.

## **11. BACKGROUND DOCUMENTS**

Used to prepare this report, in accordance with the Local Government (Access to Information) Act 1985

- 11.1 The LUF2 Bid has been used for background.

## **12. APPENDICES**

12.1 There are no appendices to the report.

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