



## Transport & Infrastructure Committee

**24 January 2025**

Title:	Fletton Quays Footbridge (Cygnet Bridge)
Report of:	Anna Graham, Transport Programme Manager
Lead Member:	Councillor Anna Smith, Chair of Transport and Infrastructure Committee
Public Report:	Yes
Key Decision:	No
Voting Arrangements:	A No vote required

### Recommendations:

A	Members to note the progress of the Fletton Quays Footbridge, also known as the Cygnet Bridge
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### Strategic Objective(s):

The proposals within this report fit under the following strategic objective(s):

x	Achieving good growth
x	Increased connectivity
	The Local Transport and Connectivity Plan commits the Combined Authority to reduce road traffic by 15%. To achieve the ambitions within the LTCP will require the Combined Authority to offer a choice of sustainable modes of transport. The Fletton Quays Footbridge, or Cygnet bridge, provides a safe alternative route linking two growth areas, the Fletton Quays and the Embankment in Peterborough

### 1. Purpose

1.1	To provide Members with an update on the progress of Cygnet Bridge, formerly Fletton Quays Footbridge and to note that a Project Change Control was submitted for consideration at the Investment Committee on 13 <sup>th</sup> January 2025.
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### 2. Proposal

2.1	The Fletton Quays development is nearing completion and has extended the city centre to the south. It is estimated that over 1,000 jobs and 600 new residents, plus a government office hub with staff from the Passport Office, Defra and other agencies are already in place. Over the next year a new hotel and leisure developments will be completed. With the new and still growing ARU Peterborough University Campus on the north side of the Embankment demand for better pedestrian links will grow further.
2.2	The design and Full Business Case is nearing completion. The strategic and economic cases remain strong, the Benefit Cost Ratio with sensitivity testing ranges from 2.05 to 2.46 all of which indicate high value for money.

2.3	The budget, however, was based on the preliminary design and Outline Business Case estimates. As the design has progressed and working with a third-party independent check of the bridge design has led to additional design complexities and scope changes beyond the original estimate.
2.4	Furthermore, updated assessments reveal significantly higher costs for required sewer diversions than initially projected. The result of the design iterations and updated cost estimates is that there is approximately a £2m shortfall.
2.5	In response to the increasing construction estimate, Peterborough City Council undertook value engineering to consider whether the design, construction methodology or sequencing of work could be modified to save money. Consequently, the programme timing was updated to minimise the risk of adverse weather, particularly flooding risk of the embankment
2.6	Other options were discounted due to requiring additional cost to achieve such as changing the design for a different type of bridge. It is worth noting that the current bridge design went through public consultation and is the agreed option.
2.7	Peterborough City Council have also considered whether further funding could be sort from Section 106 monies, however, no funding was available through this avenue. Consequently, and at the time of writing, the Combined Authority is considering additional funding through the Single Assurance Framework, with funding identified from underspends from other project budgets.
2.8	To mitigate operational risks associated with winter weather, such as flooding, the construction schedule has been adjusted. Work is now expected to commence in Summer 2025, ensuring optimal conditions for efficient delivery and reducing potential disruptions. Delivery is targeted to complete in the spring/summer 2026.

### 3. Background

3.1	At its meeting of 8 <sup>th</sup> June 2022, the Combined Authority approved the drawdown of £3,427,800 for the completion of a transport Full Business Case and construction of a new active travel bridge connecting the Fletton Quays and the Embankment area of Peterborough.
3.2	Peterborough City Council were successful in their bid for Towns Funding, Cygnet Bridge receiving approximately £2m of funding. A further £955,024 of funding comes from developer funding and therefore, the Combined Authority provides match funding
3.3	The Fletton Quays and the Embankment Area of Peterborough are identified as opportunity areas by the Peterborough City Centre Development Framework. Fletton Quays includes over 350 riverside apartments, office space, a hotel and restaurant, leisure, and retail opportunities
3.4	There are two routes to cross the river Nene from the south of the city into the City Centre. The routes are via A15 Town Bridge, or a shared pedestrian and cycle path on Nene Bridge alongside the A1139 Frank Perkins Parkway. Both routes are long and indirect with infrastructure provision of varying quality.
3.5	Cygnet Bridge will create a new a key connection between two extensive redevelopment sites and the City Centre core, making it easier to travel on foot or by bicycle.
3.6	Peterborough City Council undertook an Outline Business Case for Cygnet Bridge which achieved a core Benefit Cost Ratio (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.
3.7	Cygnet Bridge is a key project which aims to support the creation of a walkable, liveable city by making it easier to travel by foot or bike into the City Centre. It will extend the City's existing network of cycling and pedestrian links and play an important part in boosting health and air quality and reducing vehicle traffic.

## 4. Appendices

4.1	None
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## 5. Implications

### Financial Implications

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| 5.1 | Additional Funding is being sought through the Combined Authority's Single Assurance Framework (SAF). Review of the Transport team's financial portfolio identified underspend in the Transforming Cities Fund (TCF) programme. Additionally, active travel funding capital could also be utilised.   |
| 5.2 | Discussions with the Department for Transport for the proposed re-allocation of TCF has been undertaken and received favourably – however, at the time of writing, remains subject to both DfT and SAF Change Control (13 <sup>th</sup> January Investment Committee voted to make recommendations to the Combined Authority Board for the approval of the change request and increased funding of £2m to deliver the Cygnet Bridge project). |

### Legal Implications

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| 6.1 | A Grant Funding Agreement is in place between the Combined Authority and Peterborough City Council. A Deed of Variation will be required, subject to the agreement of additional funds. |
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### Public Health Implications

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| 7.1 | Daily physical activity is key in maintaining health. Over one-week adults should undertake 150 minutes of moderate physical activity; however, many take less than 30 minutes. Therefore, enabling people to travel actively contributes to the overall activity in a week and improves health and wellbeing. |
| 7.2 | The scheme promotes healthier lifestyles by providing a safe route and improving the public realm. It also offers a route away from motor vehicles which may be more attractive to those new or less confident to cycling.   |

### Environmental & Climate Change Implications

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| 8.1 | Cygnet Bridge will align with the principles set out in both the Gear Change and LTN 1/20 Guidance by providing a shared use (non-segregated) footbridge that is accessible for all active travel users.                |
|     | Cygnet Bridge supports the commitments within the Local Transport and Connectivity Plan. The LTCP's overarching goal is to successfully and fairly reduce emissions to Net Zero by 2050 and reduce road traffic by 15%. |
|     | The new bridge will provide an alternative route for pedestrians and cyclists boosting active travel and providing sustainable choice for those seeking to reduce their car travel.                                     |

### Other Significant Implications

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| 9.1 | The outcomes expected from Cygnet Bridge are in keeping with Transforming Cities funding criteria and, if agreed, would utilise current underspend on the TCF programme, which would otherwise have to be returned to the Department for Transport. |
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### Background Papers

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| 10.1 | <a href="#">Investment Committee Paper - 13.01.25 Appendix B Cygnet Bridge Change Request.pdf</a> |
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