



**Royal  
HaskoningDHV**  
*Enhancing Society Together*

# Whittlesey Relief Road

## *Inception Study Findings*

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# Study Scope

The study looked at two main questions:

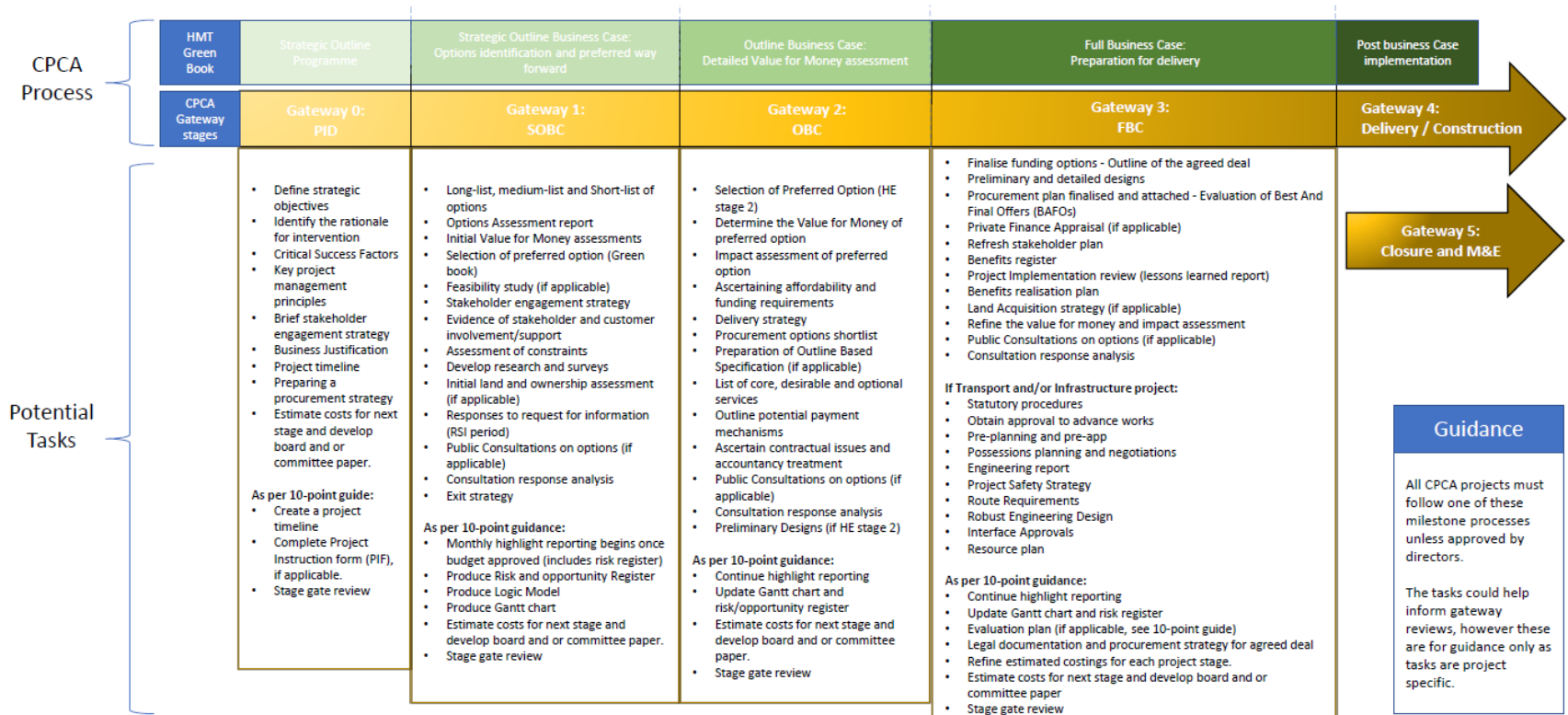
1. What is the case for a Whittlesey Relief Road?

“What are the benefits produced by the scheme”

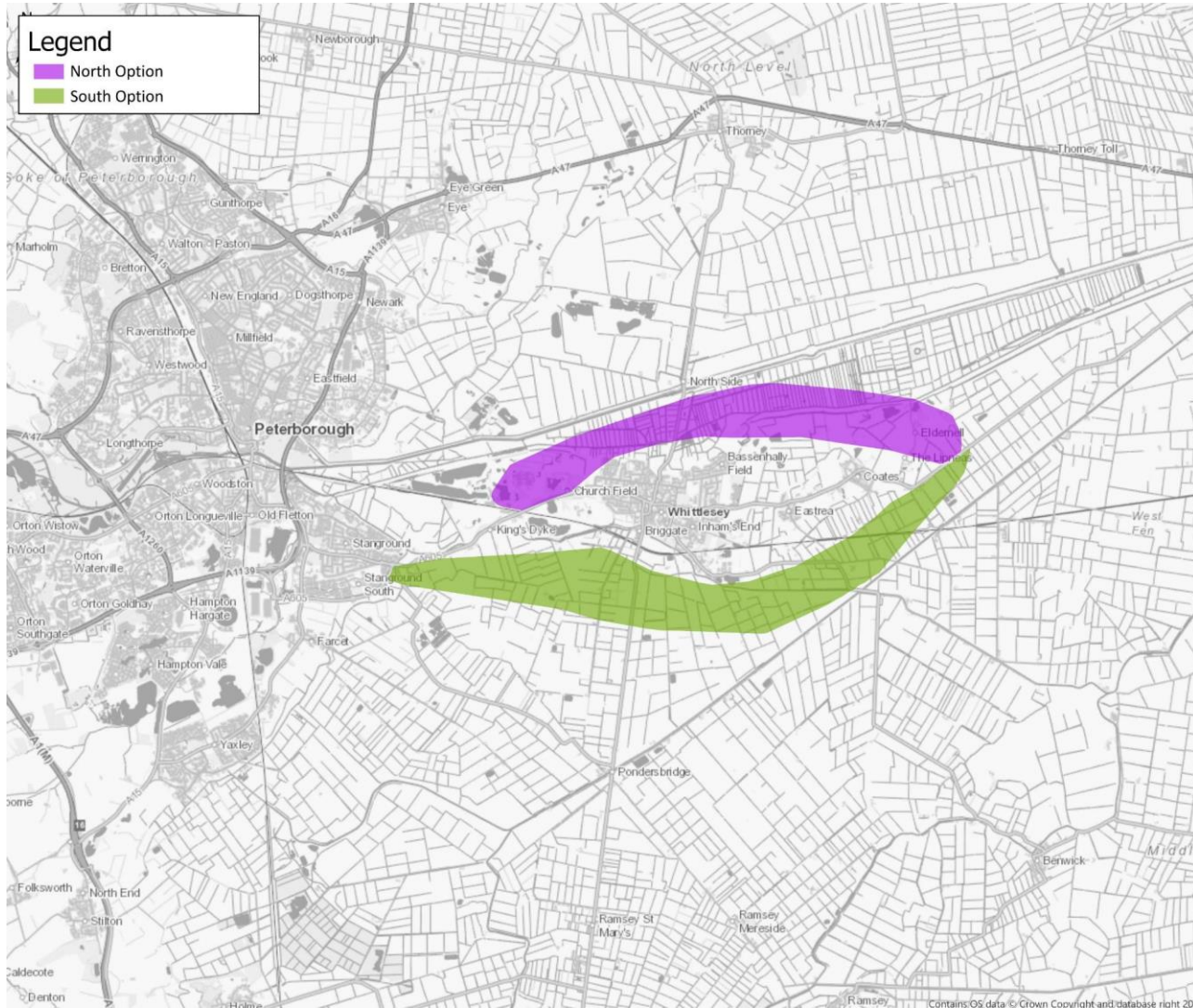
2. How strong is the case likely to be?

“Is it likely to represent Value for Money”

# Study Scope



# Study Scope



# Key Background Documents

- Fenland Local Plan and Emerging Replacement - sets the growth agenda for a horizon of 2031 and 2040.
- Cambridgeshire and Peterborough Independent Economic Review (CPIER) – informs policy priorities and strategic investment to target a doubling of GVA.
- Peterborough Local Plan - sets an ambitious growth agenda for a 2036 horizon.
- CPCA Local Transport Plan - sets the overarching transport strategy for 2050, within which short and medium term investment plans to be developed.
- Whittlesey Market Town Strategy 2012 - introduced the concept of a southern relief road.
- Growing Fenland 2018 – introduced Coates to Cardea as a desired alignment.

# What is the Case?

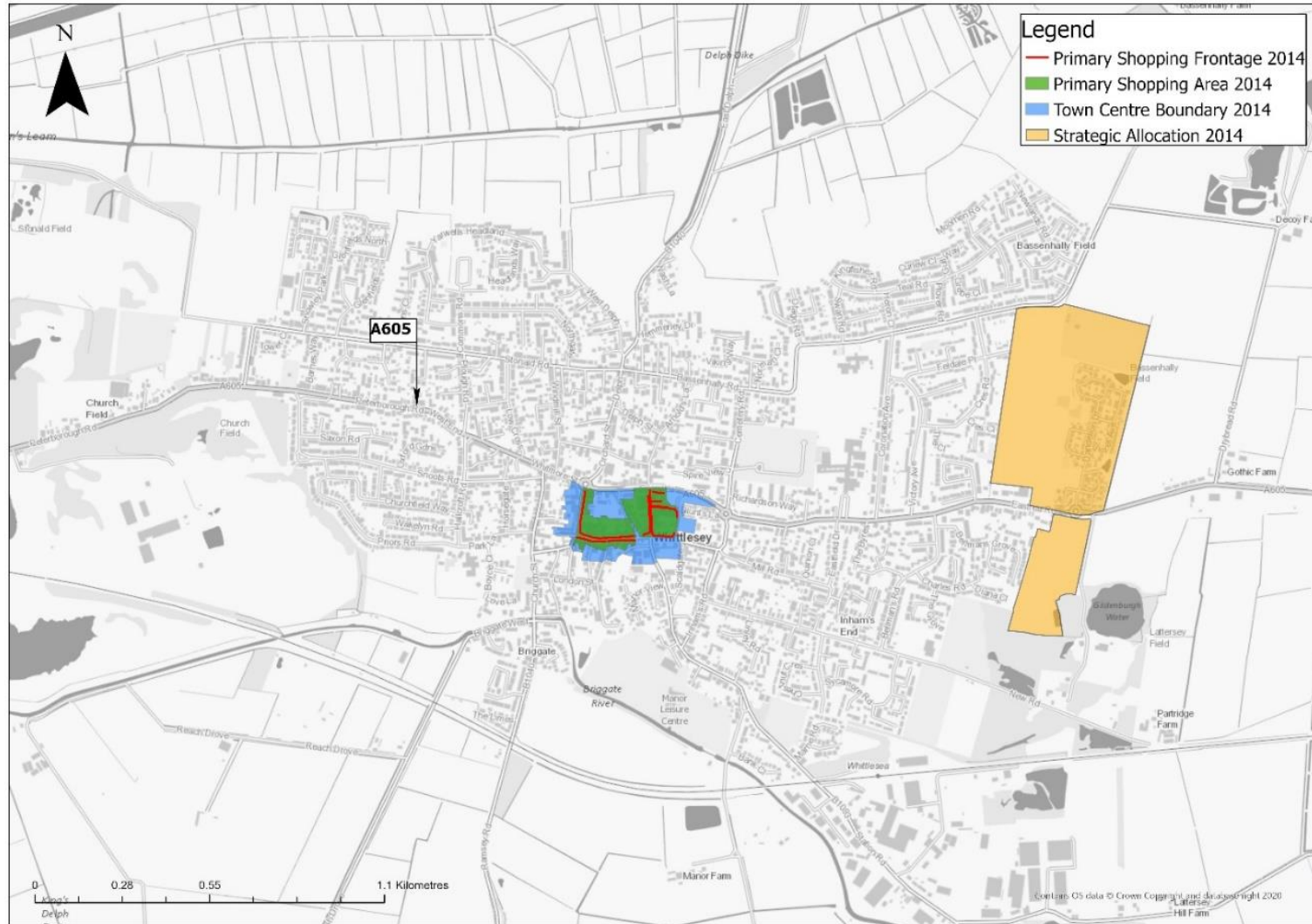




# Potential benefits of a Relief Road

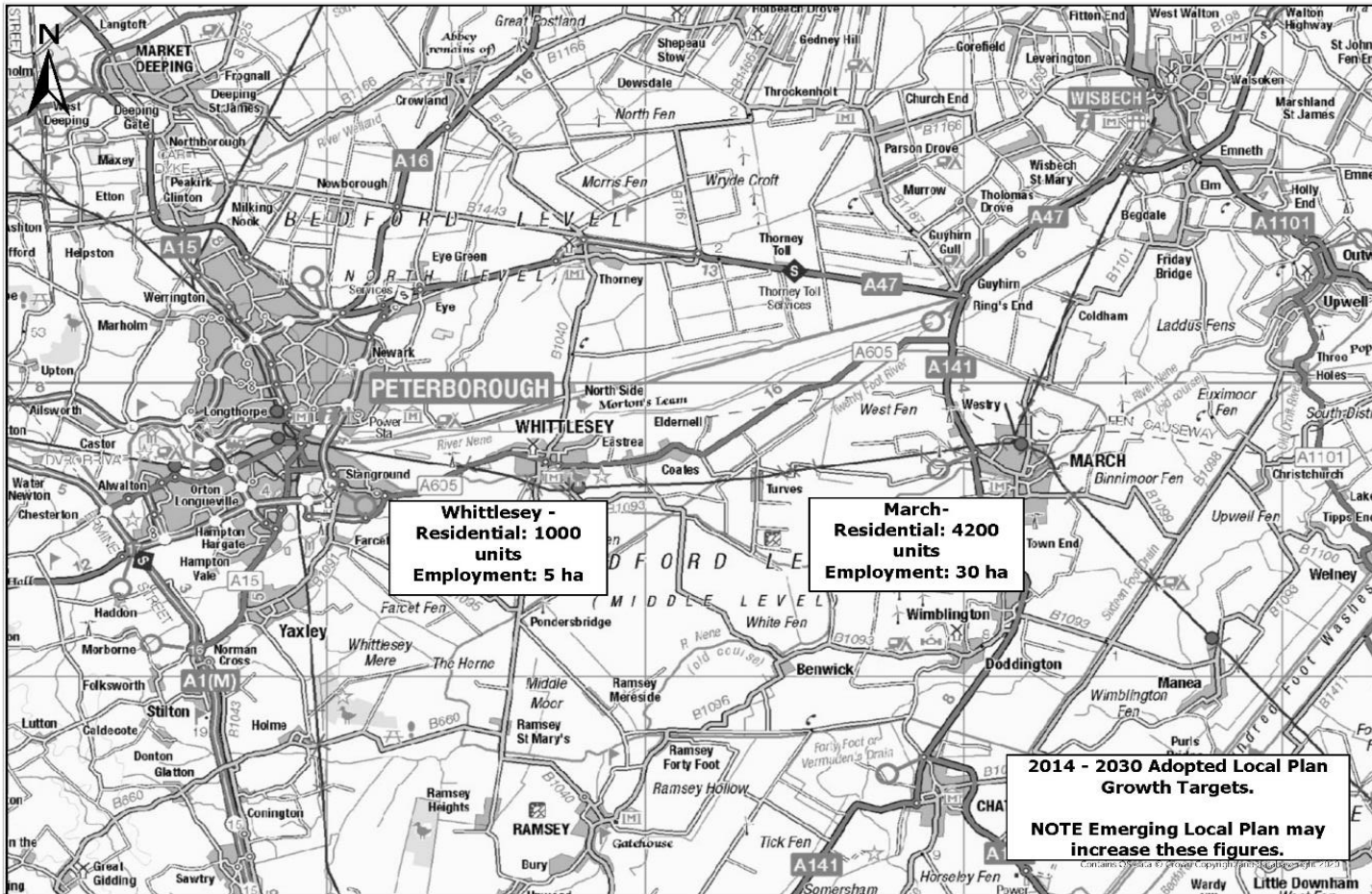
- Facilitating economic growth in Whittlesey, Fenland and the wider subregion;
- Diversion of through traffic away from Whittlesey, improving journey reliability and reducing travel time;
- Relief of parallel routes when diversions are needed;
- Improved environmental conditions in the town; and,
- Road safety improvements in the town.

# Prospective Growth - 1





# Prospective growth - II



# Constraints at the A605/ B1040 Junction

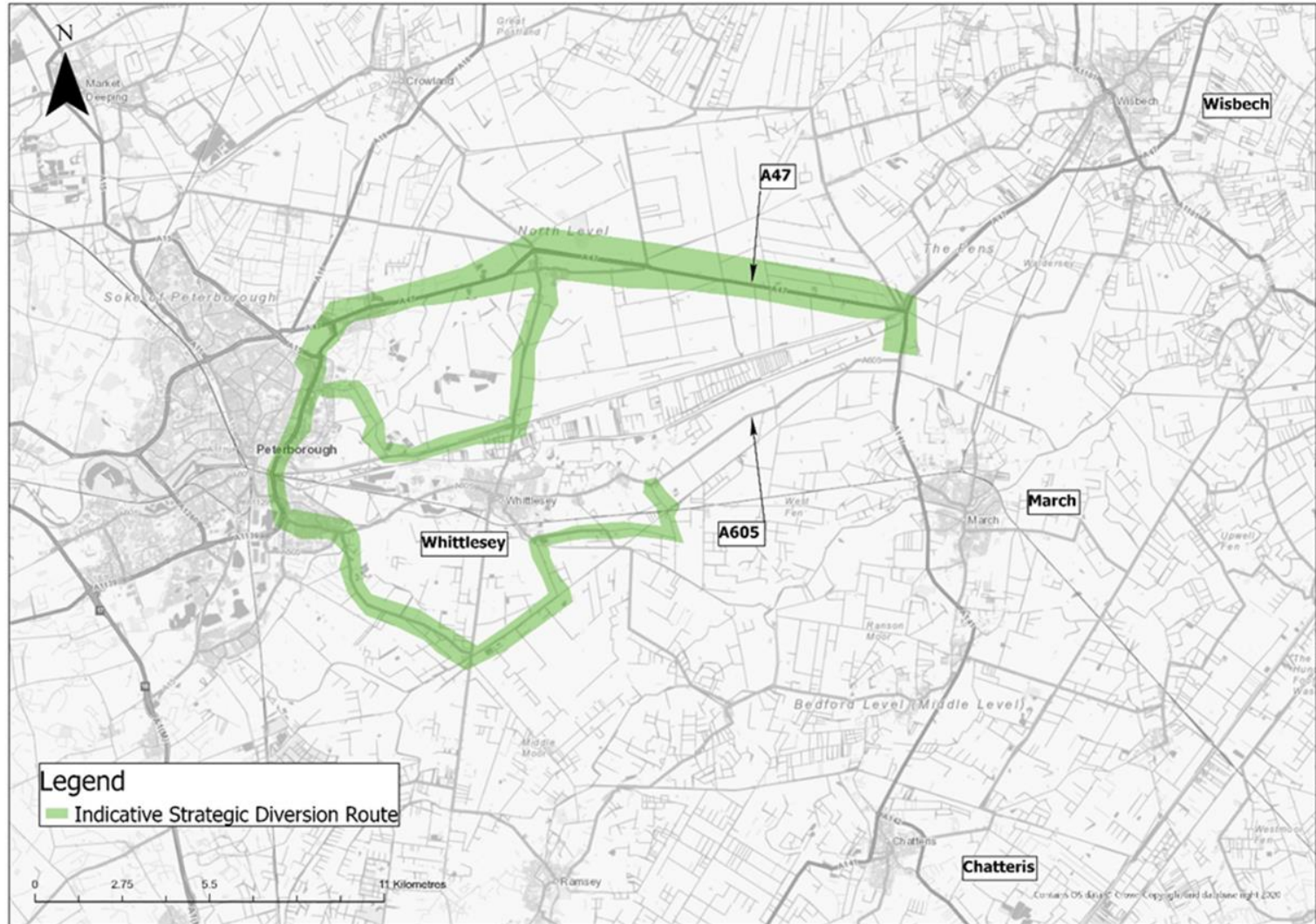
Entry Width	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
9.06								
	<b>2020</b>							
<b>3 - A605 Syers Lane</b>	<b>11.7</b>	<b>47.57</b>	<b>0.97</b>	<b>E</b>	9.5	<b>50.08</b>	<b>0.95</b>	<b>F</b>
<b>4 - B1040 Broad Street</b>	<b>0.7</b>	<b>13.15</b>	<b>0.40</b>	<b>B</b>	4.5	30.51	0.85	<b>D</b>
	<b>2025 + Com</b>							
<b>3 - A605 Syers Lane</b>	<b>49.6</b>	<b>246.23</b>	<b>1.22</b>	<b>F</b>	<b>50.3</b>	<b>225.78</b>	<b>1.14</b>	<b>F</b>
<b>4 - B1040 Broad Street</b>	1.2	18.00	0.56	<b>C</b>	11.5	<b>74.53</b>	<b>0.97</b>	<b>F</b>
	<b>2025 + Com + Dev</b>							
<b>3 - A605 Syers Lane</b>	<b>54.9</b>	<b>286.01</b>	<b>1.25</b>	<b>F</b>	<b>52.6</b>	<b>238.99</b>	<b>1.15</b>	<b>F</b>
<b>4 - B1040 Broad Street</b>	1.3	18.52	0.56	<b>C</b>	11.8	<b>76.20</b>	<b>0.97</b>	<b>F</b>
	<b>2030 + Com</b>							
<b>3 - A605 Syers Lane</b>	<b>59.5</b>	<b>317.18</b>	<b>1.27</b>	<b>F</b>	<b>71.1</b>	<b>327.50</b>	<b>1.20</b>	<b>F</b>
<b>4 - B1040 Broad Street</b>	1.3	18.93	0.58	<b>C</b>	16.0	<b>104.03</b>	<b>1.00</b>	<b>F</b>
	<b>2030 + Com + Dev</b>							
<b>3 - A605 Syers Lane</b>	<b>69.3</b>	<b>360.08</b>	<b>1.30</b>	<b>F</b>	<b>74.7</b>	<b>341.81</b>	<b>1.20</b>	<b>F</b>
<b>4 - B1040 Broad Street</b>	1.4	19.93	0.59	<b>C</b>	16.4	<b>106.76</b>	<b>1.00</b>	<b>F</b>

# Network resilience

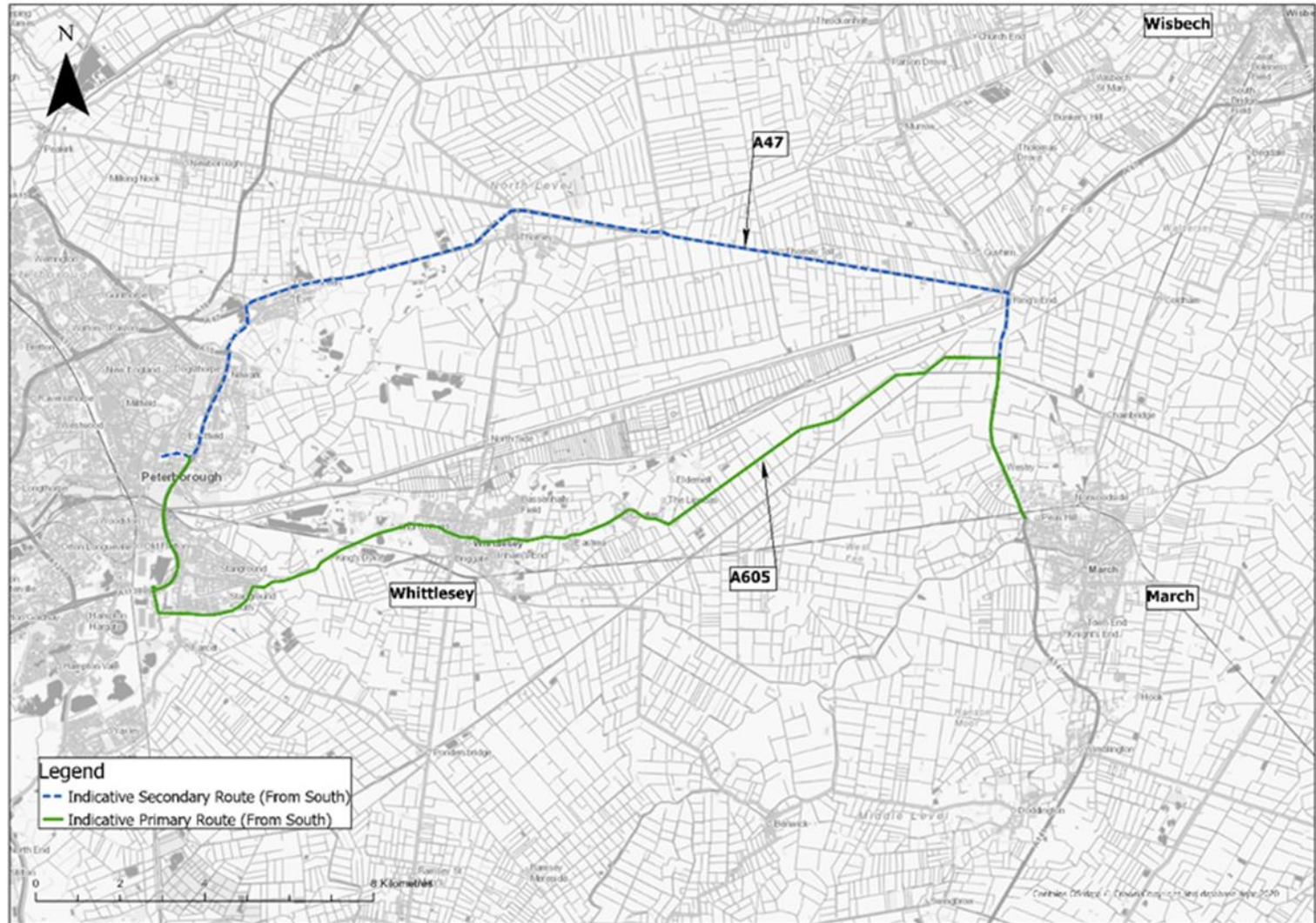




# Traffic Diversion



# Future Traffic Diversion





# How Strong is the Case?





# Initial scoring of scheme options

Ref	Option	High-level description	Economy	Society	Environ	People	Quality of Life	Place	Business	Tot
A	Do-minimum position	Existing transport expenditure for Whittlesey	0	0	0	0	0	0	0	0
S.1	Southern bypass main options	Cardea – Coates	+6	+1	+2	+2	+3	+2	+1	+17
		Cardea – Eastea alternative	+4	+1	+1	+2	+2	+2	+1	+13
S.2	Southern bypass options - routeing	Alternative detailed alignments, either closer or further south of the Peterborough – March railway line, avoiding Plan constraints	Not scored as needs notional alternative alignments setting out first							
S.3	Southern bypass options - Lesser options	Shorter alignments e.g. east & west of B1040	+4	+1	+1	+1	+2	+1	0	+10
		Inner bypass commencing at Kings Dyke	+4	+1	+1	+1	+2	+1	+1	+11
N.1	Northern bypass main option	Kings Dyke – Coates	+6	+1	-3	+2	+1	+1	+1	+9
N.2	Northern bypass options - routeing	Shorter alignment e.g. Kings Dyke - A605 in Eastrea area	+4	+1	-3	+2	+1	+1	+1	+7
RT	'Reducing Traffic' option	Assumed single package of all conceivable sustainable transport measures within Whittlesey to reduce traffic levels in the town	0	+3	+2	+3	+2	+1	0	+11

# How strong is the case likely to be?

No economic work has been carried out yet, but, from the A47 SOBC:

Section	Route	BCR
Section 1: A16 to Thorney Bypass	1.1 – Immediately north of present route	1.19
	1.2 – part online and part offline north of present route	1.37
	1.4 – as 1.1 but using existing route for westbound traffic	1.56
Section 2: Thorney Bypass to Guyhirn	2.2 - parallel to existing alignment, south of present road	0.92
	2.3 - parallel to existing alignment, north of present road	0.87
	2.4 – Thorney – Wisbech direct, omits Guyhirn village area	1.44

# How strong is the case likely to be?

## *Dependent development*

- Infrastructure normally developed in proportion to new housing and employment provision through developer contributions
- If that's not viable, it may be classed as 'dependent development'
- Then 'value of development facilitated' can be counted as a scheme benefit
- If all proposed development in Whittlesey and March was deemed dependent development..... £109m

# Conclusions & Next Steps



# Conclusions

- Sound strategic case – number of benefit areas and reasonable alignment with local plans and strategies
- Value for money (VfM)
  - Reasonable prospect of VfM
  - Some engineering challenges – flood risk, railway crossing
  - VfM – may be reliant on dependent development

***“It is therefore concluded there is sufficient evidence to justify scheme progression, and it is recommended that the scheme proceeds to the next stage evaluation, namely, Strategic Outline Business Case.”***

# Next Steps

- Strategic Outline Business Case
- More detailed investigation of options
- Non-highway options as well as highway options
- Cost estimation
- Initial benefit appraisal