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Dear Mr Barclay

A605 Rail Crossing (Kings Dyke)

You have expressed concern over the management of this important contract, I will not repeat areas of concern that I know you understand, likewise, I have read the Local Transport Plan and attended consultations and read associated documents but I will not bore you with references to policies or quote isolated passages – I wish to make some additional points:

1. The nearby Green Wheel and National Cycle Route 63 could be incorporated, thus providing a unique alternative viewpoint with integrated transport systems. The impact on air quality and other environmental issues should be highlighted.
2. There is a Marketing opportunity that has so far been overlooked that could be attractive to one or more commercial organisations that may wish to be associated with the project.
3. Close by there is an international company that manufactures bricks and blocks, some suitable materials could be manufactured adjacent to the project, they also have an interest in factory built manufacture of buildings (pre-fabricated) would this be an opportunity to showcase the technology in bridge building then develop the process for social housing and local employment opportunities?
4. The highway infrastructure lends itself to inclusion of an employment area including accommodation, industrial, commercial and retail employment, the provision of a Park and Ride and integration of the Must Farm Heritage centre that could link in with (2) above.
5. The project should investigate alternative land stabilisation options that have been used in similar situations (e.g. Holland) rather than just assume traditional solutions because time and finance implications could be reduced. In my line of work, a professional recommendation needs to be accompanied with reasons why alternative solutions were discounted – for compliance and public interest we should adopt this process before proceeding further.
6. The tendering process should be overhauled, put simply the Combined Authority already enjoy ownership of some important aspects of the project (presumably) such as permission to build over the rail, ownership of the land, Highway specifications and specifications of construction (that may need to change because using another company's work has performed poorly in the past). Surely the known aspects can be

provided, a timescale agreed, penalty clauses specified then invite tenders with the best value for money winning the contract. Kier could also be invited to tender and potentially other specialist land stabilisation companies could be co-opted, but I feel this is outside of the County Council's competence.

I would be interested in your views on the project that has taken about forty years to get this far, a fresh approach that guarantees a successful outcome is essential.

Sincerely Yours

Cllr Eamonn Dorling
Bassenhally Ward,
Whittlesey