



**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”

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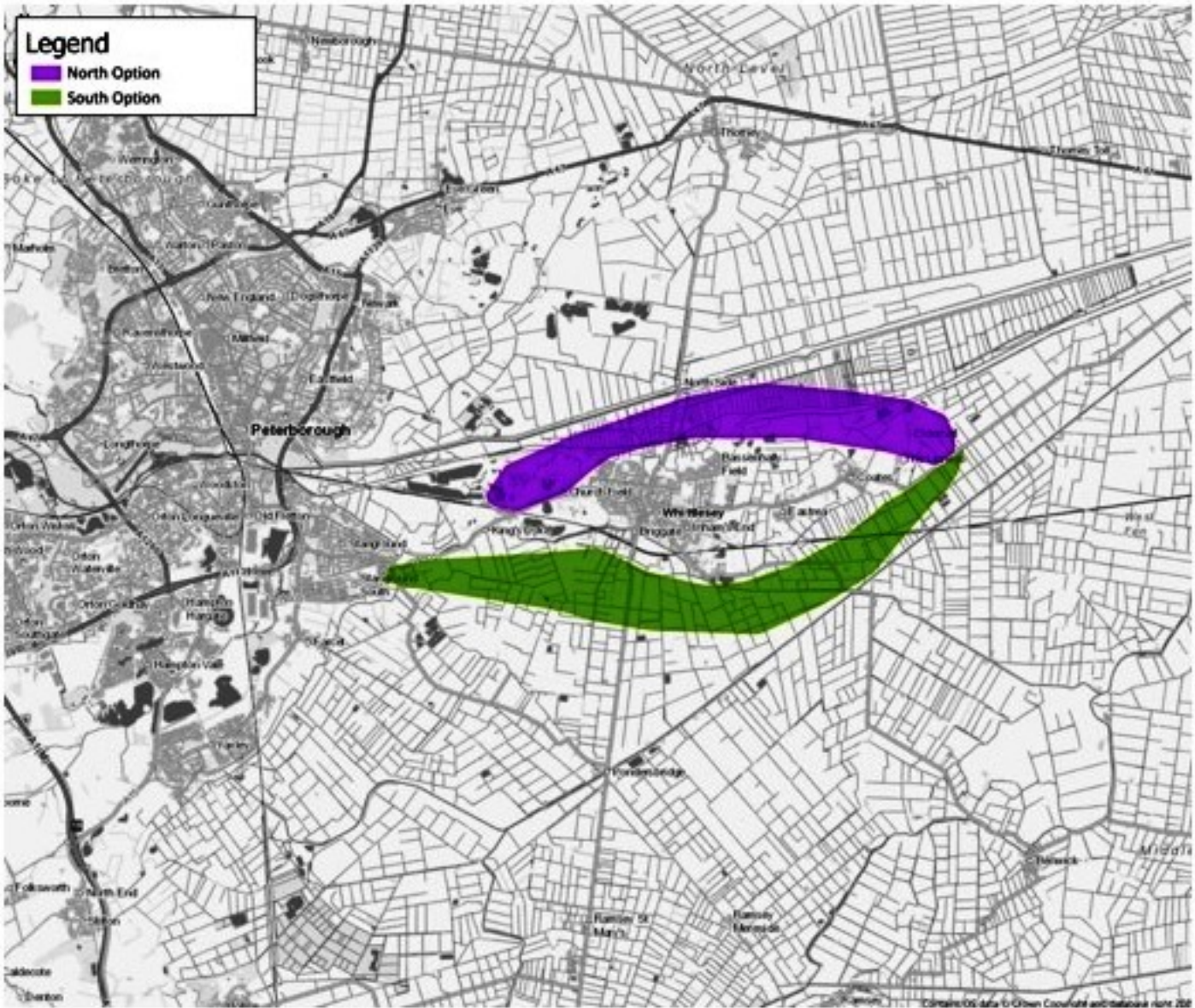
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Key Background Documents

- 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.

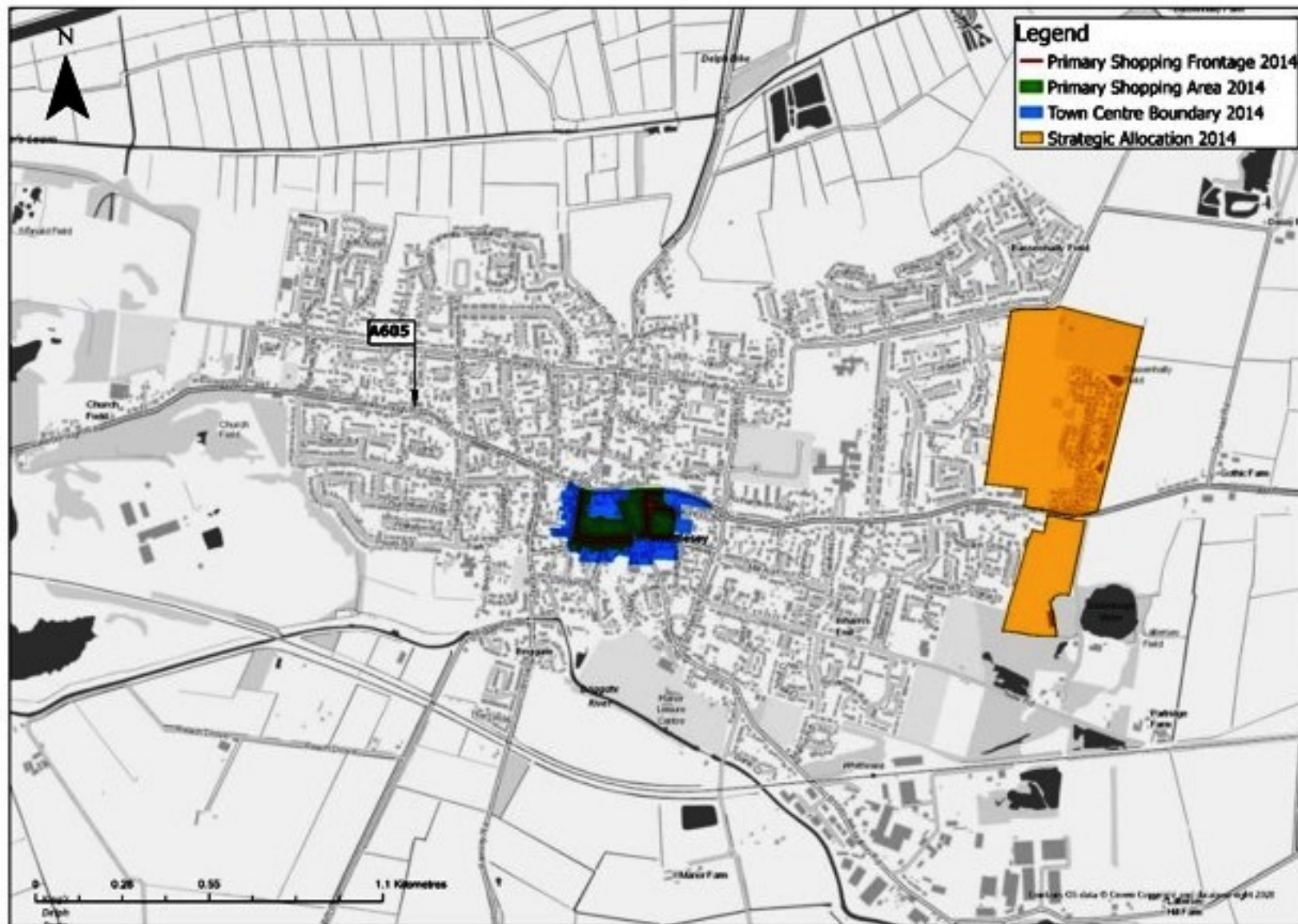
What is the Case?



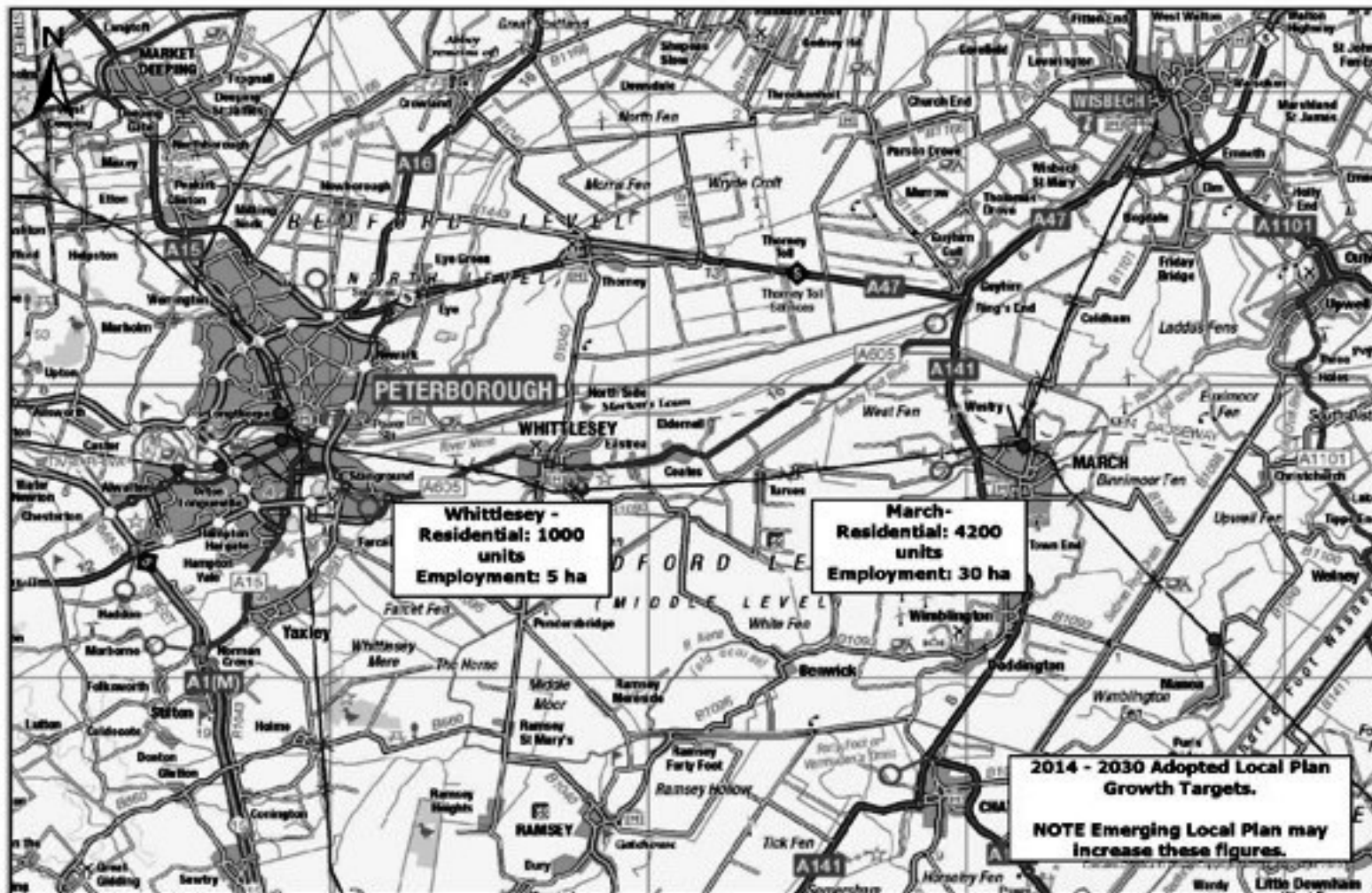
Potential benefits of a Relief Road

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

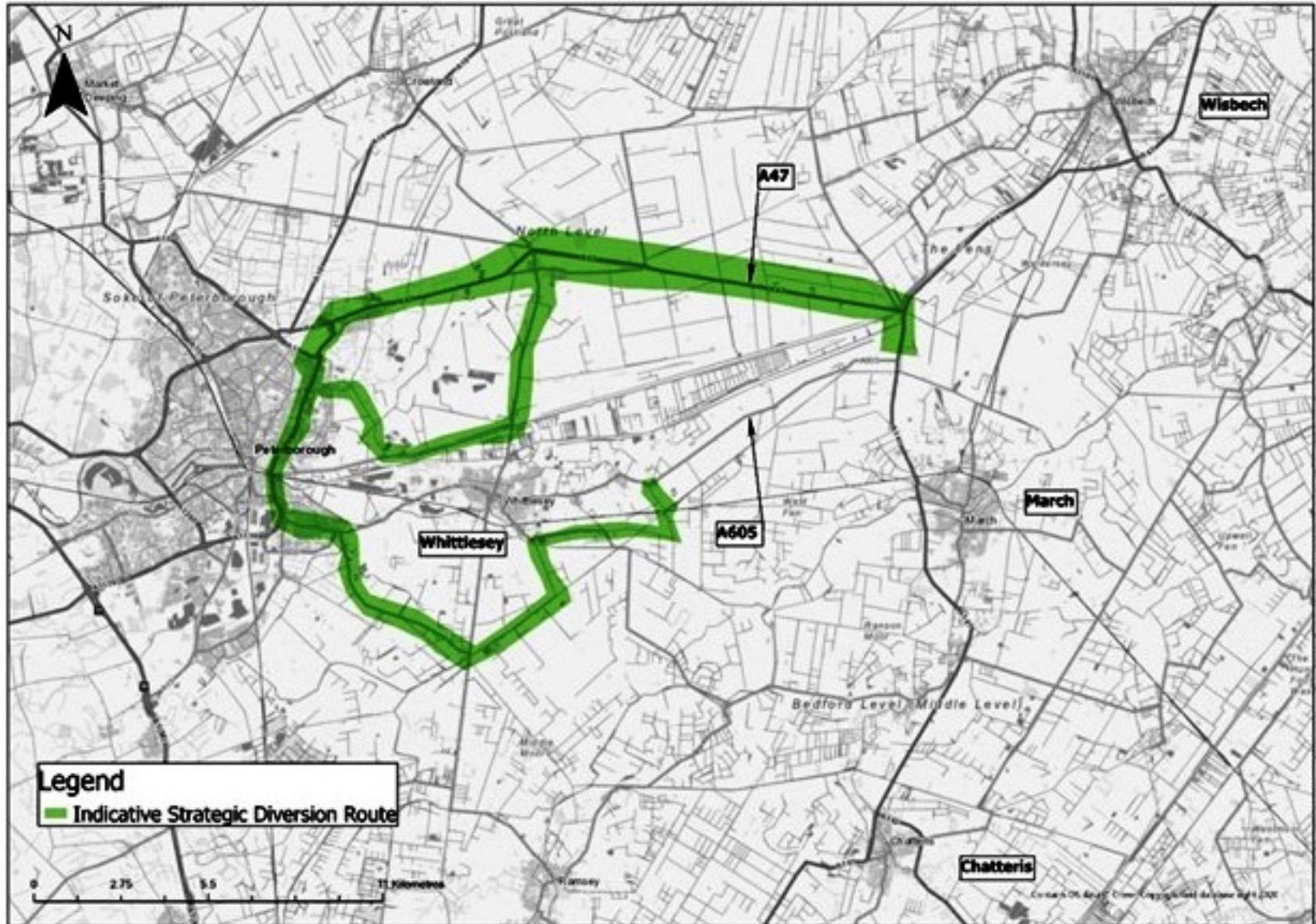
Network resilience



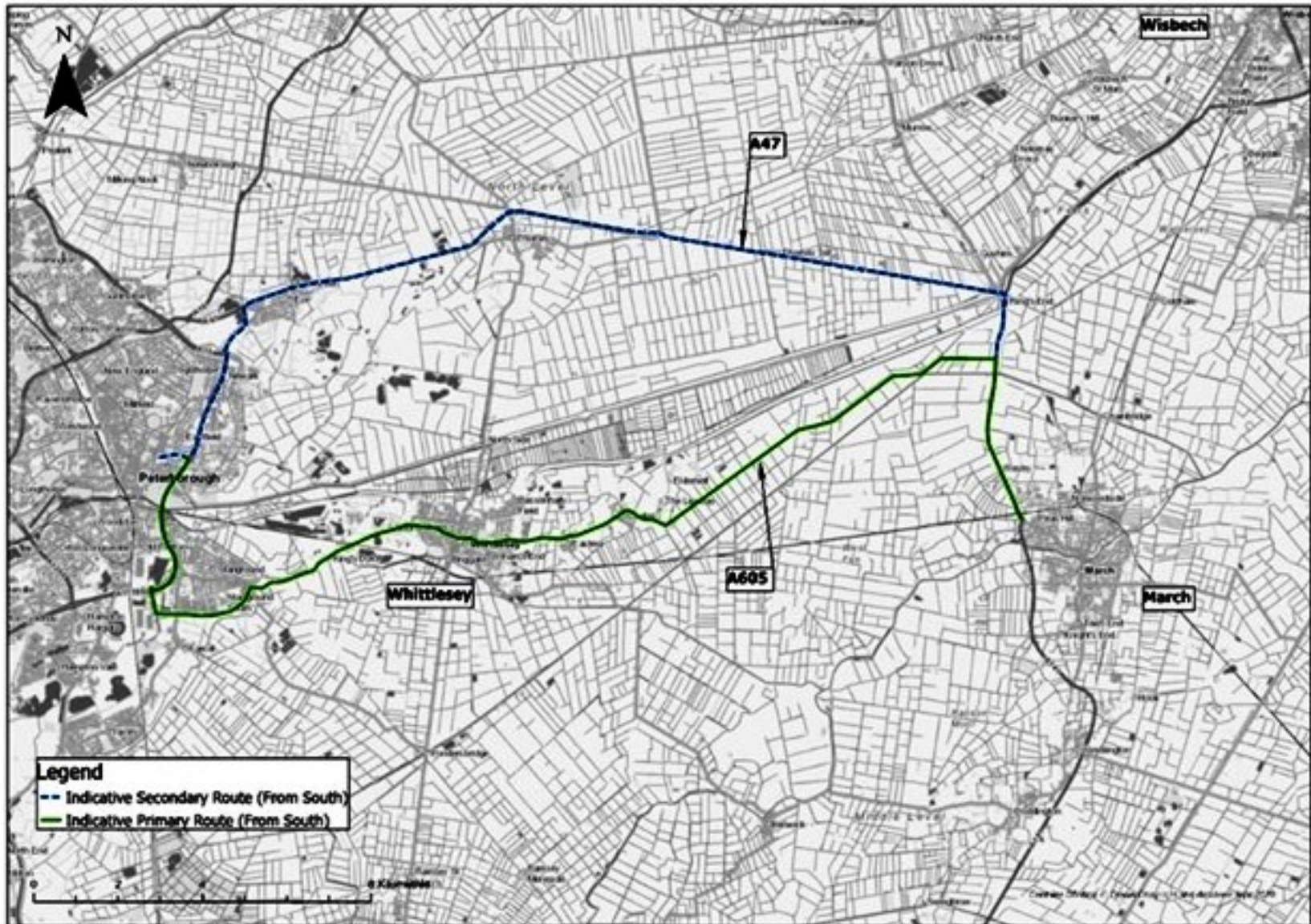
Network resilience



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