

Dear [redacted] 19th December 2025 at 16:38:10 GMT

Proposed Whittlesey Southern Relief Road.

Thank you for your email to the Council's Chief Executive regarding the proposed Whittlesey Southern Relief Road, which [redacted], Service Director for Infrastructure and Projects has discussed with me and asked me to respond to you directly.

In 2011, Cambridgeshire County Council considered the economic case for a Whittlesey Bypass or link road in transport terms. The initial technical work undertaken at that time indicated that much of the traffic on the A605 travelling to and from Whittlesey from the direction of March and Wisbech had an origin or destination in Whittlesey. This traffic would not use a bypass to avoid travelling through the town. While scheme cost estimates were not produced in 2011, it was considered that this was unnecessary. This was due to the value of transport benefits demonstrated being extremely unlikely to demonstrate a positive case for investment (Benefit to Cost Ratio (BCR) greater than 1.0) unless the scheme costs were implausibly low. This assessment was from the perspective of the Council at that time as both the Transport Authority and the Highway Authority.

The Council did not therefore take forward further technical work on a bypass or link road, as at that time the case for investment on transport grounds was assessed as poor due to the likely high cost of provision and the low level of usage that would be seen.

Since 2017, the Cambridgeshire and Peterborough Combined Authority (CPCA) has taken over the role of Transport Authority for Cambridgeshire with the overarching remit for transport investment in the county. It also has a strategic overview of planning matters across Cambridgeshire and Peterborough. As you are aware, the CPCA provided funding to Fenland District Council to develop a [Strategic Outline Business Case](#) (SOBC) for a Whittlesey relief road. County Council officers were involved in the technical assurance of the transport modelling that was undertaken by Fenland's consultants, but the Council has not assessed or formally considered the SOBC.

The work on the Economic Case included in the SOBC appears to have broadly similar outputs to the work undertaken by the County Council in 2011, with the relief road options assessed as having Benefit to Cost Ratios in the range 0.19-0.21. A BCR of above 2.0 is generally considered to be indicating good value for money from transport investment, although there can be a strategic rationale for schemes with lower BCRs progressing.

The Combined Authority will be better placed to advise on any further work that is planned or under consideration at this stage.

I hope the above has been of assistance.

Kind regards

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Head of Sustainable Transport and Strategy
Place and Sustainability

