

Agenda Item 8

Motion submitted by Councillor Boden.

Breaking the Bottlenecks: A Plan to Unlock Growth in Whittlesey and Chatteris

This Council declares that Fenland's economic future is tethered to the resilience of its transport network. While the March and Wisbech Access Strategies have set a gold standard for technical evidence—providing those towns with a clear pathway for growth—the rest of the district remains at a strategic disadvantage.

The Council asserts that the roads infrastructure deficit on the A605 at Whittlesey has become an unacceptable barrier to prosperity and quality of life. This lack of technical parity acts as a "ceiling" on our collective economic potential; we cannot deliver a "Fens Growth Triangle" if one of its primary corridors is constrained by an outdated evidence base. This deficit will only increase as commercial and residential developments are built out for which planning permission has already been granted. The deficit is already acute on all the occasions each year when the B1040 is closed because of flooding.

Furthermore, this Council recognises the urgent need to take an active, independent lead in protecting Chatteris. With the Fens Reservoir and other growth pressures emerging, we cannot remain passive or rely solely on developer-led modelling. The Council requires its own robust analysis to ensure that infrastructure in the heart of the Fens is designed for the benefit of our residents, not just external projects.

- Mandate a Strategic Transport Evidence Update to support the emerging Local Plan (Fenland 50). This must provide the Council with independent, high-level data to address existing and emerging pressures.
- Prioritise the immediate development of a technical evidence base for a Whittlesey and Chatteris, bringing the A605, A141 and A142 including Slade End Roundabout into alignment with the technical evidence standards already established for March and Wisbech.
- Formalise this work within the Fens Growth Triangle framework, providing the "shelf-ready" evidence required to secure national investment and finally break the infrastructure "ceiling" holding back our district.
- Input the Strategic Transport Evidence Update and its evidence base into the work of the Fenland Transport Economic Assessment Project Board.